

C O R R E C T E D R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on January 11, 2007 regarding Detailed Site Plan DSP-06009 for Inglewood Business Community, the Planning Board finds:

1. **Request:** The subject application is for approval of a detailed site plan for two 4-story hotels in the I-3 Zone.
2. **Development Data Summary**

	<b>Existing</b>	<b>Proposed</b>
Zone(s)	I-3	I-3
Use(s)	Vacant	Hotel
Acreage	8.69	8.69
Lots	1	1
Parcels	1	1
Square Footage/GFA		
Courtyard	0	17,666
Residence Inn	0	24,466
Total		42,132

**Other Development Data**

<b>Courtyard</b>	<b>Required</b>	<b>Provided</b>
Total parking spaces	102	108
Of which standard spaces	102	108
Handicapped spaces	5	5
Loading Space	1	0

<b>Residence Inn</b>	<b>Required</b>	<b>Provided</b>
Total parking spaces	99	105
Of which standard spaces	99	105
Handicapped spaces	5	5
Loading Space	1	0

3. **Location:** The site is located in Planning Area 73, Council District 6. More specifically, it is situated on the west side of Caraway Court, 350 feet south of McCormick Drive.

4. **Surroundings and Use:** The property in which the subject site is located is part of an assemblage of land known as the Inglewood Business Community. The subject site is part of Lot 39 of Conceptual Site Plan SP-80034. It is also Lot 39 of Preliminary Plan 4-80112 and 4-82133.

The property is undeveloped and is located on the west side of Caraway Court, 350 feet south of McCormick Drive. It abuts Arena Drive to the southwest and the ramps from Arena Drive to the Capital Beltway to the west. To the north and east are office uses developing in the Inglewood Business Community.

5. **Previous Approvals:** The subject site has a previously approved Conceptual Site Plan, SP-80034, Preliminary Plan of Subdivision 4-80112, 4-82133, and 4-05072, and Stormwater Management Concept Plan 9451-2005-00.
6. **Design Features:** The Marriott Residence Inn and Marriott Courtyard are four-story steel frame buildings with gross floor areas of 24,466 and 17,666 square feet and building heights of 56 and 64 feet, respectively. The hotels are located on the western end of the site facing Caraway Court and each building is surrounded on two sides by surface parking areas. One driveway provides the access to the site from Caraway Court.

#### **Courtyard Architectural Design**

The Courtyard facade consists of two contemporary primary features. The main entrance of the building is composed of a one-story porte-cochere centered on the front elevation that fronts the main entry drive. The remaining front and sides of the building elevations are a composition of brick veneer and EIFS material with flush window openings at each guest room. The EIFS material consists of four natural colors that are complementary with the brick color palette. The roof of the building is a flat roof. The roofline is primarily a straight parapet with a featured bump up of the front parapet designed to articulate the building entrance. The building is rectangular in shape with equal lengths on each side. The brick veneer along the ground floor and end walls of the building are detailed with soldier coursing. The main entrance has a series of brick piers that articulate the building entry facade.

#### **Residence Inn Architectural Design**

The Residence Inn facade consists of two primary features. The main entrance of the hotel is a single one-story building that has a neo-traditional single-family residential appearance composed of a brick veneer exterior finish and residential-style windows and doorways facing the main entry drive. The building housing the guest rooms has a four-story matching brick veneer and hardiplank lapped-siding exterior finish with evenly distributed window openings at each guest room. The remaining front and sides of the building elevations are a composition of brick veneer and hardiplank lapped-siding designed to articulate the walls and provide a balanced texture of finishes simulating the residential character of the hotel-branding theme. The roofs of the two buildings are a combination of gable and hipped roofs consisting of fiberglass shingles to further establish the residential appearance. The guest room building has an L-shaped floor plan flanking the rear sides of the single story hospitality building.

A signage package has not been submitted for the office building. However, building elevations for each hotel show identification signs. The signage is scaled appropriately to appeal to both pedestrians walking on the adjacent sidewalks and to vehicles driving at reduced speeds. The signs are aesthetically pleasing and cohesive. The signage on the street frontages will be required to be integrated into the overall design of the buildings. Therefore, the applicant must submit a sign package for approval.

COMPLIANCE WITH EVALUATION CRITERIA:

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the I-3 Zone and the site plan design guidelines of the Zoning Ordinance.

**Conformance with Section 27-471—I-3 (Planned Industrial/Employment Park)**

The subject application is in conformance with applicable regulations in the I-3 Zone.

8. **Preliminary Plan of Subdivision:** The Preliminary Plan of Subdivision, 4-05072, is a resubdivision of Lot 39 in the Conceptual Site Plan SP-80034, which was approved by the Prince George's County Planning Board on January 5, 2006.

9. **Landscape Manual:** The proposed development is subject to the requirements of Section 4.2, Commercial and Industrial Landscaped Strip, 4.3.a, Parking Lot Landscape Strip, 4.3.b, Parking Lot Perimeter Strip, and 4.7, Buffering Incompatible Uses, of the *Landscape Manual*.

Urban Design staff reviewed the proposed landscape plan and found that the submittals are in general compliance with the applicable sections of the *Landscape Manual*.

10. **Woodland Conservation Ordinance:** The property on which the detailed site plan is proposed is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the entire site has over 40,000 square feet of gross tract area and contains more than 10,000 square feet of existing woodland.

11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

**Historic Preservation**—In a memorandum dated September 29, 2006, the Historic Preservation Planning Section stated the proposed project would have no effect on designated historic resources.

**Archeology**—In a memorandum dated September 29, 2006, the archeological reviewer stated that no archeological review is required at detailed site plan.

**Community Planning**—In a memorandum dated October 18, 2006, the Community Planning Division stated that the application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier and that the application is in conformance with the land

use recommendations of the Largo-Lottsford and Vicinity Master Plan (1990) for employment uses. The 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* contains no land use recommendation for this site.

**Transportation**—In a memorandum dated October 2, 2006, the Transportation Planning Section stated that the proposed Detailed Site Plan (DSP-06009) is for a hotel development on the 8.68-acre lot. The plan proposes 211 units (104 units as residence inn, and 107 court yard units) with 223 surface parking spaces. Using the recommended trip generation rates for hotel units, the proposed development is expected to generate 138 AM and 169 PM peak hour trips. The submitted detailed site plan (DSP- 06009), proposes 25,368 gross square feet of space on Lot 55. Combined, these two development proposals would generate 210 AM and 266 PM peak-hour vehicle trips, which are significantly lower than the maximum AM and PM peak hours (540, and 500) trip caps.

The proposed site access to Caraway Court is via a driveway on the north of Lot 56, the site for the proposed office building. Staff recommends provision of a secondary point of access/egress between the proposed office building and the two hotels. The plan proposes 223 surface parking spaces, exceeding the minimum required number of parking spaces to be provided by 12 spaces.

Given these findings, the Transportation Planning Section believes that the needed findings for the approval of this detailed site plan, from the perspective of transportation, are met, provided the proposed plan is revised to show a secondary access driveway between the proposed office building and the two hotels on Caraway Court.

Urban Design Comment: The applicant has provided the secondary access driveway to the proposed office building.

**Subdivision**—In a memorandum dated October 16, 2006, the Subdivision Section offered the following:

The property is the subject of Preliminary Plan of Subdivision 4-05072, approved by the Planning Board on December 15, 2005, for two lots pursuant to PGCPB Resolution No. 05-266. The development is proposed for part of existing Lot 39 of the Inglewood Business Community. This corresponds to Lot 55 as shown on Preliminary Plan 4-05072, which is not yet recorded in the Prince George's County Land Records. As approved, this section of the Inglewood Business Community is limited to the proposed 211 units (104 units as residence inn, and 107 court yard units) with 223 surface parking spaces. Using the recommended trip generation rates for hotel units, the proposed development is expected to generate 138 AM and 169 PM peak hour trips. The submitted detailed site plan (DSP- 06009), proposes 25,368 gross square feet of office space on Lot 55. Combined, these two development proposals would generate 210 AM and 266 PM peak hour vehicle trips, which are significantly lower than the maximum AM and PM peak hours (540, and 500) trip caps. Development of the property is subject to the conditions contained in the resolution of

approval. That resolution contains one condition that impacts the review of the detailed site plan:

- “7. The applicant and the applicant’s heirs, successors, and assignees shall provide the following:
- “a. A standard sidewalk along the subject site’s entire frontage of Caraway Court unless modified by DPW&T.
  - “b. The appropriateness of a multiuse trail connection within a public use easement from Caraway Court to Arena Drive shall be determined at the time of detailed site plan.”

The subject DSP shows the standard sidewalk along Caraway Court. The possible public use easement for a trail connection was contemplated for a lot further to the south. However, it may be prudent to have the trails coordinator review the plan for completeness.

The resolution also contains a condition relating to the total development and vehicle trips for this development. The transportation planning staff should assess the plan's conformance to this condition.

There are no other subdivision issues at this time.

**Trails**—In a memorandum dated October 27, 2006, the senior trails planner offered the following:

The adopted and approved Morgan Boulevard and Largo Town Center Metro Areas Sector Plan recommends a trail connection from the end of Caraway Court to Arena Drive in the vicinity of the subject site. Recommendation 4 on page 43 states:

“Provide a multiuse trail connection from the end of Caraway Court to Arena Drive. This trail would provide a convenient pedestrian connection from the existing and future office development along McCormick Drive with Arena Drive and the former Capital Centre site to the south.”

This proposed connection was discussed at the time of preliminary plan. The subject site’s frontage of Arena Drive is located where the ramps from the Capital Beltway merge with Arena Drive, thus making a pedestrian crossing across Arena Drive to the Boulevard at Capital Centre difficult at this location. In addition, there is not an existing sidewalk along the north side of Arena Drive immediately outside the Beltway, making pedestrian access across Lot 40 not practical at this time. Due to these constraints, it was determined that an adjoining property may be the most appropriate location for the pedestrian connection to Arena Drive. The applicant has confirmed that a pedestrian connection is going to be provided from the parking lot on Lot 40 to Arena Drive, thus

fulfilling the master plan recommendation. There are no additional recommendations regarding this proposal for the subject site.

**Permits**—In a memorandum dated October 12, 2006, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or in the recommended conditions below.

**Environmental Planning**—In a memorandum dated October 2, 2006, the Environmental Planning Section stated that the TCPII is recommended for approval without conditions.

**Department of Environmental Resources (DER)**—In comments dated August 8, 2006, DER stated that Stormwater Concept Plan 9451-2005 must be revised to reflect the three bio-retention ponds instead of the original nine bio-retention ponds that have been approved for this site.

**Fire Department**—In a memorandum dated August 10, 2006, the Specials Operation Command Bureau of Fire Prevention, Special Hazards Section, provided comments that require incorporation into the final plat and a condition of release of the use and occupancy permit.

**Department of Public Works & Transportation (DPW&T)**—In a memorandum dated August 16, 2006, DPW&T offered the following:

- The property is located on the west side of Caraway Court, approximately 350 feet south of McCormick Drive. Right-of-way dedication and frontage improvements in accordance with DPW&T's urban commercial road standards are provided for Caraway Court. Replacement of curb and gutter and sidewalk that has deteriorated is required.
- Full width, two-inch mill and overlay for all county roadway frontages are required.
- Street trees and streetlights have been provided along Lottsford Road frontage. The developer will be required to place additional lights and trees in conformance with DPW&T's standards.
- Sidewalks are required along the roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance.
- All storm drainage systems and facilities are to be in accordance with DPW&T's and the Department of Environmental Resources' requirements.
- An access study shall be conducted by the applicant and reviewed to determine the adequacy of access point(s) and the need for acceleration/deceleration and turning lanes.

12. As required by Section 27-285(b) 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.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCP130/06) and further APPROVED Detailed Site Plan DSP-06009 for the above-described land, subject to the following conditions:

1. Prior to the certification of the detailed site plan, submit a signage package for review and approval by the Urban Design Section.
2. Prior to the certification of the detailed site plan, submit evidence that the stormwater \*concept plan has been revised to \*[reflect the three bioretention ponds]conform to the detailed site plan.
3. Prior to certification of the detailed site plan, revise site plan to include a loading space at each hotel.

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

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Vaughns, seconded by Commissioner Eley, with Commissioners Vaughns, Eley, Clark and Parker voting in favor of the motion, and with Commissioner Squire absent at its regular meeting held on Thursday, January 11, 2007, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 1st day of February 2007.

R. Bruce Crawford  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

RBC:FJG:KW:bjjs

\*Denotes Correction

Underlining indicates new language

[Brackets] indicate deleted language