

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on February 15, 2007, regarding Detailed Site Plan DSP-05005 for Garden Suites, the Planning Board finds:

1. **Request:** The subject application is for approval of a 50-room hotel on an existing motel site in the M-U-I and DDO Zones.
2. **Development Data Summary:**

	EXISTING	PROPOSED
	M-U-I/DDOZ	M-U-I/DDOZ
Zone(s)		
Use(s)	Motel	Hotel
Acreage	0.708	0.708
Lots	2	2
Square Footage/GFA	5,269 (six buildings)	27,468

OTHER DEVELOPMENT DATA

	EXISTING	PROPOSED
Number of hotel rooms	20	50
Stories of building	1-2	4

Parking Required (Per Section 27-568(a))

USE	PARKING SPACES
Hotel	One space per two guest rooms $50/2=25$ spaces

A ten percent reduction of the parking space number from calculation of Section 27-568 (a): 22 spaces.

	MAXIMUM ALLOWED	PROPOSED
Total Parking Spaces	22	28*
Of Which Standard parking spaces (9.5'x 19.0')	-	26
Handicapped spaces including 1 van accessible	2	2
Loading space	1	- [†]

Notes: *The subject DSP proposes six parking spaces more than the maximum allowed. The applicant has requested an amendment to the parking requirements. For further information, see Finding 7 below.

† For a hotel with gross floor area between 10,000 to 100,000 square feet, one loading space is required. A condition has been proposed in the recommendation section to require the applicant to provide one standard loading space prior to certification.

3. **Location:** The site is located on the east side of US 1 in the City of College Park, north of its intersection with Pontiac Street. The site is also located in Subarea 3b (Main Street) of the Approved College Park US 1 Corridor Sector Plan where detailed site plan review is required in accordance with the Development District Overlay Zone (DDOZ).
4. **Surrounding Uses:** The site is bounded on the west side by the right-of-way of US 1 and to the west by an existing public alley. To the south of the site is an existing Exxon gas station; further across the public alley to the east of the site is an existing State of Maryland office building in the M-U-I Zone; to the north of the site is a vacant lot in the M-U-I Zone. The adjacent properties are all within the Development District Overlay Zone (DDOZ).
5. **Previous Approvals:** The subject site was originally zoned C-S-C and improved as a motel. The 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*, which was approved by the District Council on April 30, 2002 (CR-18-2002), rezoned the subject site to M-U-I Zone and superimposed a Development District Overlay Zone on the M-U-I Zone. The two existing lots constituting the subject property have been developed pursuant to a building permit issued on or before December 31, 1991. Therefore no new preliminary plan of subdivision is required. The site also has a stormwater management concept approval letter 32213-2005-00, which will be valid through December 28, 2008.
6. **Design Features:** The subject site is a roughly rectangular property fronting US 1, with a flag stem connecting to Pontiac Street to the south. The site is developed with a motel consisting of six buildings and one shed. One access point off Baltimore Avenue leads to the site and the other entrance is off Pontiac Street. The proposal is for a four-story flat roofed hotel building with 50 guest rooms. The proposed building has a rectangular footprint and is oriented toward Baltimore Avenue. The proposed parking is located behind the hotel building. A canopy at the northern end of the site covering the entrance driveway provides a covered connection to the main entrance to the hotel building. A triangular green open space with a gazebo is shown between the interior parking lot and the hotel building. A concrete sidewalk has been proposed circling the hotel building. The portion of the sidewalk in the front of the hotel building fronting Baltimore Avenue is 7.5 feet wide and the rest of the sidewalk is 5 feet wide. Two connections have been made to link the proposed sidewalk with the existing concrete sidewalk along Baltimore Avenue. Since the sidewalk is within the right-of-way of Baltimore Avenue, the approval of the State Highway Administration is required.

The proposed building has a two-foot-wide setback from the ultimate right-of-way of Baltimore Avenue. The two-foot-wide setback will be utilized as a landscape strip. The site plan shows a 7.5-foot-wide sidewalk and a grass strip between the hotel building and the existing curb of Baltimore Avenue. The site plan also shows benches and planting pits for street trees within the proposed 7.5-foot-wide sidewalk.

The proposed main elevation fronting Baltimore Avenue features a four-story horizontal composition with regular fenestration pattern. The horizontal elevation has a fiberglass cornice and is decorated with vertically presented Stucco bands that are slightly projected from the elevation plane. The elevation is finished primarily with brick veneer. A darker color brick has been used to accent the first floor of the building and the base of the projected Stucco bands. The rear elevation is designed and finished in the same way. The two side elevations have different window patterns but are finished with the same combination of materials.

One building-mounted sign has been proposed in this DSP. The sign consists of square frame painted letters of the project name. The dimensions of the sign indicate that the total sign face area is less than five square feet. But no sign face area calculation is provided. The proposed building-mounted sign has been shown on the north, south and west elevations. The proposed primary identification sign is acceptable. No specific standards for building-mounted signs are prescribed in the Development District Overlay Zone. A condition to require the applicant to provide sign face area has been proposed in the recommendation section of this report.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2002 Approved College Park US 1 Corridor Sector Plan and the standards of the Development District Overlay Zone (DDOZ):** The 2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment defines long-range land use and development policies, detailed zoning changes, design standards and a DDOZ for the US 1 corridor area. The land use concept of the sector plan divides the corridor into six areas for the purpose of examining issues and opportunities and formulating recommendations. Each area has been further divided into subareas for the purpose of defining the desired land use types, mixes, and character of development.

The subject site is in Area 3 (Main Street), Subarea 3b, east side of US 1. The vision for Area 3 is that of a neighborhood main street district featuring a compact mix of retail shopping, restaurants and offices. The sector plan also provides specific subarea recommendations for Subarea 3b such as compact infill development, vertical mixed-use, shared and/or structured parking. The proposed development of a 50-room hotel is a compact infill development and is consistent with the land use vision of Subarea 3b.

Section 27-548.25 (b) requires that the Planning Board find that the site plan meets applicable development district standards. The development district standards are organized into three categories: Public Areas; Site Design; and Building Design. However, in accordance with the DDOZ review process, modification of the development district standards is permitted. In order

to allow the plan to deviate from the development district standards, the Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the sector plan.

- a. The detailed site plan meets most of the standards with the exception of those for which the applicant has requested an amendment. The applicant has submitted a statement of justification that provides a detailed explanation of how the proposed condominium project conforms to each development district standard. The amendments that the applicant has requested are discussed below.

SITE DESIGN

S2. Parking Areas

Off-street Surface Parking Requirements for all Development (except Mixed -Use Development Projects)

Comment: The applicant has requested an amendment to the parking requirements. The parking calculation of the sector plan consists of two steps. The maximum allowed number of parking spaces in the DDOZ is the minimum number of off-street parking spaces required by Section 27-568 (a) reduced by 10 percent. The maximum allowed parking for this site for a 50-room hotel is 22 spaces. The applicant provided a total of 28 spaces including two spaces (one van-accessible) for the physically handicapped. The statement of justification asks for an amendment to this standard to authorize six spaces above the maximum allowed parking spaces. The justification cites the location of the site, largely out-of-town automobile-dependent clientele, and a longer walking distance to the College Park Metro Station than the General Plan recommends as the major reasons. The applicant also demonstrates that there are sufficient spaces on site to accommodate the extra six spaces.

Staff agrees with the applicant's justification because the applicant is the current owner of the existing motel on the subject site and has experience in operating the existing motel. According to his almost 20-year experience at this site, most of the patrons are visitors to the Washington D.C. area because US 1 provides quick access from the subject site to the Capital Beltway. The site is approximately 1.2 miles away from the College Park Metro Station and is beyond the one-quarter and one-third mile walking distance recommended by the General Plan. Even though the sector plan envisions a future pedestrian friendly US 1 corridor, so far it is still difficult to get to the vicinity of the subject site without a vehicle. The DSP will provide a sidewalk along its frontage on Baltimore Avenue to contribute to the future pedestrian-friendly environment. In addition, as shown on the site plan, the site has ample space for the six excess parking spaces. The alternative development district parking standard will benefit the development and the development district and will not substantially impair implementation of the sector plan.

S4. Buffering and Screening

- E. The bufferyard requirements within the development district may be reduced to facilitate a compact form of development compatible with the urban character on the US 1 corridor. The minimum bufferyard requirements (landscape yard) for incompatible uses in the *Landscape Manual* (Section 4.7) may be reduced by 50 percent. The plant units required per 100 linear feet of property line or right-of-way shall also be reduced by 50 percent. Alternative Compliance shall not be required for these reductions.**

A six-foot-high, opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the bufferyard between office/retail/commercial uses and residential uses.

Comment: A “B” bufferyard is required along the south property line where the proposed hotel building will be adjacent to the existing Exxon gas station. A “B” bufferyard requires a 30-foot building setback and a 20-foot landscape buffer, to be planted with 80 plant units per 100 linear feet of property line. Since the applicant is proposing a six-foot-high opaque masonry wall along this portion of the southern boundary, the above requirements may be reduced by 50 percent to allow a minimum landscape yard of 10 feet, 15 feet of building setback and 40 plant units per 100 linear feet of property line. Because the hotel building is parallel to Baltimore Avenue, the side elevation has an angle to the property line. The side setback of the building from the southern property lines varies from 6.9 feet at the narrowest point to 21.8 feet at the widest point. The applicant requests modification of the building setback from the property line to 6.9 feet at its narrowest point and a corresponding reduction of the landscape yard. The applicant will provide the required setback and landscape bufferyard after 50 percent reduction wherever they can be accommodated in the available space. The applicant does not request reduction of the number of plant units. The site plan does not clearly label the bufferyard in question and does not provide an appropriate bufferyard schedule either.

Staff agrees with the applicant’s justification and believes that the angular relationship between the hotel footprint and the southern property line necessitates this modification. The modification is also consistent with DDOZ Site Design Standards, S3. Building Siting and Setbacks as follows:

SITE DESIGN

S3. BUILDING SITING AND SETBACKS

- E. To achieve a continuous building edge in the main street (3a and 3b) and town center (1b, 1c, and 1d) subareas along US1, side yards between**

adjoining nonresidential development shall be minimized to the greatest extent possible.

The alternative development district bufferyard standard will benefit the development and the development district and will not substantially impair implementation of the sector plan. A condition has been proposed to require the applicant to clearly label the bufferyard on the site plan and provide appropriate schedule prior to certification.

- b. The applicant has stated that the subject DSP conforms to the rest of the standards and does not request an amendment to the following standards. However, the staff believes that the DSP does not fully comply with the following development standards that warrant discussion:

PUBLIC AREAS

P2. Sidewalks, Bikeways, Trails and Road Network

- I. Bicycle parking facilities shall be located in highly visible and well-lit areas.**
- J. The location and number of bicycle racks, lockers and other features shall be determined at site plan review.**

Comment: The subject DSP does not provide any bicycle-related information on the plan. According to the review by the Transportation Planning Section, a minimum of five bicycle parking spaces should be provided for this site. A condition has been proposed in the recommendation section to require the applicant to provide the bicycle racks prior to certification.

P4. Street Trees

- B. Medium to large deciduous shade trees shall be utilized for street trees, and shall be planted between 30 and 40 feet on center. Street trees shall be installed at a minimum height of 12 feet and 2 ½ inch caliper.**
- F. The minimum planting area for street trees shall be six feet in width, eight feet in length and four feet deep. Wherever possible, the tree planting areas below the sidewalk should be connected so that root zone space for trees can be shared.**

Comment: The site plan shows a 7.5-foot-wide sidewalk in the front of the hotel building with ornamental trees. The trees within the right-of-way of Baltimore Avenue are the street trees. The trees proposed do not meet Standards B and F regarding street trees. A condition has been proposed in the recommendation section to require the applicant to revise the Landscape Plan to provide the street trees in accordance with the

standards. Since the planting is within the right-of-way of US 1, the approval by the State Highway Administration is required.

P5. LIGHTING

- C. At time of the first detailed site plan submission in the main street (3a and 3b) and town center (1a, 1b, 1c, 1d, and 1e) subareas, the applicant shall consult with the City of College Park and Planning Department staff and propose for Planning Board approval one type of ornamental pole and luminaire for all new development projects within these areas.**

Comment: The subject DSP is not the first DSP in the main street subarea and the above standard is not applicable to this site. The applicant has provided a pole-mounted light fixture. But the applicant should provide evidence that the proposed light fixture is the type of fixture that has been approved by the Planning Board, the City of College Park and the State Highway Administration. A condition has been proposed in the recommendation section to require the applicant to provide evidence prior to certification of this DSP.

P6. UTILITIES

- A. All new development within the development district shall place utility lines underground. Utilities shall include, but are not limited to, electric, natural gas, fiber optic, cable television, telephone, water and sewer service.**

Comment: According to the information provided by the applicant, there is a single pole which provides Pepco electric service located along the southern property boundary of the subject site immediately adjacent to the Exxon gas station. However, electric lines from this pole, while above ground, do not run to the subject property but rather provide service to the adjoining Exxon site. There is an additional pole located just north of the subject property within the Baltimore Avenue right-of-way. This pole also provides Pepco electric service and lines from this pole do run above ground and provide electric service to the existing improvements on the subject site.

The applicant has been in contact with Pepco and has been advised that Pepco will provide electric service to the new hotel in either one of two ways, at the option of the applicant. Pepco has agreed that it will run an electric line down the side of the existing pole located just to the north of the subject property and within the Baltimore Avenue right-of-way. The new line however will run underground from the base of the pole and will provide electric service to the hotel. A second option exists to provide Pepco electric service to the site from existing poles along Pontiac Street. Once again, the actual lines would be installed underground on the subject property. Significantly, there are no lines providing any type of utility service running along Baltimore Avenue above ground across the subject site's frontage. Therefore, the objective of P6 is already being met. By the applicant proposing to

provide electric service below ground for the new hotel, the requirement of P6 is met.

There is one additional pole on the subject site along its northern boundary which provides telephone service for Verizon customers. The applicant has met with Verizon and Verizon has agreed to remove this pole. Verizon service will be provided to the subject site underground. There are two existing poles located off of the subject property within the public alley to the east. These poles also provide Verizon telephone service. These poles are not impacted by P6 as the objective of P6 is to reduce the visual impact of existing overhead utility lines along Baltimore Avenue.

SITE DESIGN

S1. Vehicular Circulation/Access

- B. Vehicular entrance drives shall permit safe and clear pedestrian crossings. Sidewalk material(s) shall continue across driveway aprons.**

Comment: No clear pedestrian crossings have been shown on the site plan. At least two pedestrian crossings should be clearly shown on the site plan to provide safe pedestrian movement across the two driveways. A condition has been proposed in the recommendation section to require the applicant provide two pedestrian crossings on the site plan prior to certification.

S2. Parking Areas

Adequacy of Transportation Facilities

- R. The transportation facilities adequacy standard shall be Level-of-Service E, based on the average peak period levels of service for all signalized intersections in the three designated segments of the US 1 corridor. These segments are (1) Capital Beltway to MD 193, (2) MD 193 to Paint Branch Parkway/Campus Drive, and (3) Paint Branch Parkway/Campus Drive to Guilford Drive.**

Comment: The subject site is within Segment 2 of this Standard, i.e., located between MD 193 to Paint Branch Parkway/Campus Drive and is therefore subject to the above standard. A review by the Transportation Planning Section (Mokhtari to Zhang, January 25, 2007) indicates that the level-of-service of the transportation facilities of this segment will still operate at Level-of-Service E with the development of the proposed 50-room hotel on the subject site. The Transportation Planning Section recommends provision of a direct access from the proposed parking area to Pontiac Street to facilitate vehicular circulation. This access has been reflected on the detailed site plan.

BUILDING DESIGN

B1. Height, Scale, Massing and Size

- C. Buildings shall be articulated with wall plane projections, recesses or offsets on facades greater than 100 feet in horizontal length and which face onto public streets.**

Comment: The proposed building is in a rectangular form with its long side fronting Baltimore Avenue. The entire elevation is approximately 109 feet long. The elevation design shows a fiberglass cornice connected by vertically presented EIFS square columns to the base of the building. The EIFS columns are projected from the horizontal plane. The cornice looks weak due to its minimal projection. Since the elevation constitutes a portion of the main streetwall, the elevation should be visually inviting and interesting with significant architectural details. The cornice should be strengthened with a larger projection and should be consistent in color with other decorating elements, such as key stone brick lintels should be employed to provide a more interesting and elaborate window pattern. The brick pattern of the façade should be rearranged to provide a clear accent on the building base. A slightly projected base with pedestrian scale lighting fixture should be utilized. The applicant has responded to the above comments by revising the elevations as suggested, except for cornice treatment. A condition has been proposed to require the applicant modify the color of the cornice prior to certification.

B3. Architectural Features

- K. Nonresidential buildings shall have clearly defined and highly visible customer entrances and shall be recessed or framed by a sheltering element such as an overhang, arcade, portico or other roof form.**
- T. The design of awnings, including the selection of a material and color shall complement the architectural style and character of the building.**

Comment: The proposed elevation along Baltimore Avenue has been modified to meet the above building design standards. Additional details in accordance with Standard K also has been provided. However, in order to make sure that the right material and color will be achieved, a condition, which requires a color material board be provided prior to certification, has been proposed in the recommendation section of this report.

B4. Lighting

- A. Lighting shall be an integral component in the overall architectural design of all buildings within the development district.**

- B. Lighting shall provide adequate safety and visibility around building entrance(s) and the building’s perimeter. Building light fixtures shall be placed to avoid blind spots, glare areas, and shadows.**
- C. High intensity light fixtures that are mounted to the exterior of a building shall direct glare away from adjoining properties and public rights-of-way.**
- D. Building lighting shall be coordinated with site lighting, when appropriate.**

Comment: The main elevation of the proposed hotel building is oriented toward Baltimore Avenue and is a portion of the street wall that contributes to the main street environment. However, no building lighting has been provided on the elevations. A condition has been proposed to require the applicant to provide required building lighting on all elevations in accordance with these DDOZ standards to be reviewed and approved by the Urban Design Section with the input from the City of College Park.

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

- a. The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans, in this case the *2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*, a mix of residential and commercial uses as infill development in areas which are already substantially developed.

Section 27-546.18, Regulations, (a): Except as provided in Subsection (b), the regulations governing location, setbacks, size, height, lot size, density, and other dimensional requirements in the M-U-I Zone are as follows:

(3) C-S-C Zone regulations apply to hotels and motels and all other uses;

Comment: C-S-C (Commercial Shopping Center) Zone has limited regulations regarding building setbacks as follows:

Building Setbacks	Feet
From Street	10*
Side yard	12* or the bufferyard required in the <i>Landscape Manual</i> , whichever is greater
Rear yard	25* or the bufferyard required in the <i>Landscape Manual</i> , whichever is greater
From adjoining land in any nonresidential zone	None, except where building is 30 feet high (or higher), a distance equal to 1/3 the total building height, or the bufferyard in the <i>Landscape Manual</i> , whichever is greater
Note:* Plus an additional setback equal to one third of the total building height if the building is 30 or more feet high.	

The above regulations regarding building setbacks are not consistent with the intent of sector plan and the DDOZ standards. The subject site is located within Subarea 3b of the main street area, which calls for compact development. DDOZ standards prescribe a front setback of 1-12 feet behind the right-of-way of a public street and a side yard setback as close as possible to adjoining nonresidential property. Staff believes that the DDOZ standards, not the C-S-C regulations, should be applied in the review of this DSP and the DSP is in general conformance with the DDOZ standards as discussed in above Finding 7.

- b. The proposed hotel building, which has a two-foot front setback from the right-of-way of Baltimore Avenue, is not consistent with the front setback requirement of the C-S-C Zone, which requires a 24-foot setback from the right-of-way. A variance is technically required for this DSP. However, Section 27-548.25 (e) sets the specific approval standards for a use that requires a variance or departure as follows:

(e) 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.

As discussed in the above Finding 8.a, the proposed front setback of the hotel building is within the prescribed range of 12 inches to 12 feet of the DDOZ front setback standards. Therefore, the Urban Design Section recommends approval of the setback variance to allow the building to be sited less than 24 feet from the right-of-way as long as the setback is within the prescribed range of the DDOZ setback standards.

- c. The subject application is located within the Aviation Policy Area (APA) 6 as defined in Section 27-548.35 of 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.

(2) 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 four-story hotel with a total height of approximately 43 feet. The proposed hotel is consistent with the building height

restriction of APA-6.

Section 27-548.43. Notification of airport environment

- (3) **In all APAs after September 1, 2002, the General Aviation Airport Environment Disclosure Notice, in a form approved by the Planning Board, shall be included as an addendum to the contract for sale of any residential property.**
 - (b) **Every zoning, subdivision, and site plan application that requires approval by the Planning Board, Zoning Hearing Examiner, or District Council for a property located partially or completely within an Aviation Policy Area shall be subject to the following conditions:**
 - (2) **Development without a homeowners' association: A disclosure clause shall be placed on final plats and deeds for all properties that notifies prospective purchasers that the property has been identified as within approximately one (1) mile of a general aviation airport. The disclosure clause shall include the cautionary language from the General Aviation Airport Environment Disclosure notice.**

Comment: The above conditions regarding general aviation airport environment disclosure are not applicable to this DSP because the proposed development is a 50-room hotel. However, if the hotel is to be sold in the future, the prospective purchaser should be made aware of the general aviation airport environment. A condition has been proposed to require that the applicant add a site plan note indicating that the subject site is within aviation policy area APA-6 of the College Park Airport prior to certification.

- 9. ***Landscape Manual:*** The 2002 Approved College Park US 1 Corridor Sector Plan and the standards of the Development District Overlay Zone (DDOZ) have modified the applicable sections of the *Landscape Manual*. In this case, the site plan is subject to parking lot requirements and buffering incompatible uses requirements of the *Landscape Manual*.
 - a. The landscape plan shows a linear surface parking lot behind the hotel building. The surface parking lot is larger than 7,000 square feet but smaller than 49,999 square feet. Section 4.3 (c) interior planting requires a minimum 5 percent of the parking lot to be interior planting area to be planted with at least one shade tree for each 300 square feet (or fraction) of interior landscape area provided. The Landscape Plan provides five shade trees and several landscape areas that should be consistent with the requirements. However, detailed information should be provided prior to certification to verify the conformance with the requirements.

- b. Development District Overlay Zone Standards, Site Design, S4. Buffers and screening, Design Standards E, allow a 50 percent reduction of bufferyard requirements, in terms of the width of the bufferyard and the number of the planting units, in order to facilitate a compact form of development compatible with the urban character of the US 1 corridor. A bufferyard is technically required along the south property line where the existing Exxon gas station is located. Pursuant to Section 4.7 of the *Landscape Manual*, a Type B bufferyard, which has a minimum width of 20 feet, a minimum 30 feet of building setback and a minimum 80 plant units per 100 linear feet of property line, is technically required. However, the applicant has requested an amendment to the standards. (See above Finding 7 for a detailed discussion). The Urban Design Section agrees with the justification provided by the applicant and believes that the alternate buffer treatment will be consistent with the intent of sector plan for the main street area and will not substantially impair implementation of the sector plan.
10. **The Woodland Conservation and Tree Preservation Ordinance.** This property is not subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is less than 40,000 square feet; there is less than 10,000 square feet of existing woodland on site, and there is no previously approved Type I Tree Conservation Plan for this site. The site has an approved letter of exemption from the Environmental Planning Section that will be valid through June 12, 2008.
11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. The Community Planning Division in a memorandum dated January 29, 2007, noted that the application is consistent with the 2002 General Plan Development Pattern policies for Corridors in the Developed Tier and conforms to the land use recommendations of the 2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment; but the site plan does not conform to the Development District Standards for Subarea 3b.

Comment: The applicant has submitted amendments to Development District Standards regarding parking, buffering, and screening. See Finding 7 for a detailed discussion. Conditions have been proposed for those standards for which the applicant has not asked for the amendments.
 - b. The Transportation Planning Section, in a memorandum dated January 25, 2007, provided a review of the applicable, transportation-related DDOZ standards of the sector plan and concluded that the level-of-service of the transportation facilities between MD 193 to Paint Branch Parkway/Campus Drive, where the subject site is located, will still operate at the sector plan-recommended level with the development of the proposed 50-room hotel on the subject site. Two of the recommended conditions have been included in the recommendation section of this report.

In a separate memorandum from the Transportation Planning Section dated January 29, 2007, on detailed site plan review for master plan trail compliance, the trails planner noted that the subject application is in conformance with Development District Overlay Zone Standards, except for standards regarding bicycle parking facilities and sidewalks along Baltimore Avenue. Staff recommends approval of this DSP with three conditions that have been incorporated into the recommendation section of this report.

- c. The Subdivision Section, in a memorandum dated December 20, 2006, stated that the property is not subject to provisions of the subdivision regulations because the existing site was developed with more than 5,000 square feet of gross floor area, which constitutes more than ten percent of the total area of the site, pursuant to a building permit issued on or before December 31, 1991. There are no other subdivision issues with this DSP.
- d. The Environmental Planning Section, in a memorandum dated September 26, 2006, indicated that the subject DSP is not subject to provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is less than 40,000 square feet, there is less than 10,000 square feet of existing woodland on site, and there is no previously approved Type I tree conservation plan. The Environmental Planning Section also indicates that noise is not an issue due to reclassification of US 1 as a collector and recommends approval of Detailed Site Plan DSP-05005 with one condition that has been incorporated into the recommendation section of this report.
- e. The Permit Review Section, in a memorandum dated August 21, 2006, provided 15 comments and questions regarding the site plan's conformance with the Zoning Ordinance, Landscape Manual and DDOZ standards of the 2002 Approved *College Park US 1 Corridor Sector Plan*. The comments and questions have been addressed by the applicant during the review process.
- f. The Department of Environmental Resources, in a memorandum noted that the site plan for Garden Suites DSP-05005 is consistent with approved Stormwater Concept 32213-2005.
- g. The Washington Suburban Sanitary Commission (WSSC) in a memorandum dated August 31, 2006, stated that water and sewer is available and additional on-site plan review is required.
- h. In a memorandum dated August 20, 2006, the Fire/EMS Department of Prince George's County provided a standard memorandum and listed applicable regulations regarding access for fire apparatus, fire lane and location and performance of fire hydrants. Nothing specific to this DSP was mentioned.
- i. The State Highway Administration (SHA), in a memorandum dated September 7, 2006, identified access issues to the site and noted that SHA review is required for this site.

SHA recommends approval of this DSP.

Comment: SHA will review this application at time of access permit for this site. Access-related conditions would be enforced by SHA.

- j. At the time the staff report was written, the City of College Park has not officially responded to the referral request.
 - k. The Prince George's County Health Department in a memorandum dated August 31, 2006, indicated that a raze permit is required prior to the removal of any of the structures on the site. The raze permit will be issued and enforced by the Office of Licenses and Permits, Department of Environmental Resources of Prince George's County.
 - l. The Department of Parks and Recreation (DPR) in a memorandum dated August 31, 2006, noted that the proposed development has no impact on existing and future parkland.
 - m. The Historic Preservation and Public Facilities Section in a memorandum dated August 17, 2006, stated that the proposed development has no effect on historic resources and no archeological comments are needed.
 - n. At the time this staff report was written, the City of Berwyn Heights and the City of Greenbelt had not responded to the referral request.
12. As required by Section 27-285 (b), 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 and the Development District Overlay Zone standards of the 2002 *Approved College Park US 1 Corridor Sector Plan* 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 Detailed Site Plan DSP-05005, subject to the following conditions:

- 1. Prior to certificate approval of this detailed site plan, the applicant shall
 - a. Provide a standard loading space on the site
 - b. Clearly label the bufferyard between the hotel building and the adjacent Exxon gas station along the southern boundary line
 - c. Provide a landscape schedule for the landscape bufferyard

- d. Add a site plan note to indicate that this site is within the Aviation Policy Area (APA) 6 of the College Park Airport.
- e. Revise the landscape plan to eliminate the redbud trees shown on the plan and to provide a minimum height of 12 feet and 2½-inch caliper deciduous trees with 30 to 40 foot distance on center to be planted in a minimum 6-foot-wide by 8-foot-long by 4-foot-deep planting area.
- f. Provide evidence that the proposed light poles and fixtures have been approved with previous detailed site plans in the main street area.
- g. All new utilities for this project shall be placed underground.
- h. Provide two clearly marked pedestrian crossings on the site's ingress and egress to US 1 and Pontiac Street and provide details on the detail sheet.
- i. Provide a bicycle rack(s) accommodating a minimum of five bicycle parking spaces.
- j. Explore with the City of College Park and the Transportation Planning Section the feasibility of providing a pork chop at the site access onto Pontiac Street in order to discourage left turns. If deemed appropriate, the applicant shall revise the site plan accordingly.
- k. Provide a wide sidewalk/streetscape along the subject site's entire road frontage of US 1. The sidewalk shall include a minimum of six feet of clear space along its entire length.
- l. Revise the landscape, lighting, and hardscape plan as follows:
 - 1) Clearly identify building, signage, and parking area lighting and include light specifications.
 - 2) Provide detailed information on the height of the retaining wall and provide safety railing, where necessary.
 - 3) Provide additional landscaping, including foundation plantings, plantings at the seating area, and plantings in the large parking lot islands.
- m. Revise the architecture to modify the color of the cornice treatment to match the window lintels and label the brick and other material colors on the façade.
- n. Revise the sign plan to include individually lit channel letters.
- o. Provide a color and materials board for the two brick colors, lintel, cornice, columns, and redesigned building entrance that is acceptable to the City of College Park and M-NCPPC.

2. Prior to issuance of building permit, the applicant shall provide evidence that the State Highway Administration has approved the proposed street tree, sidewalk and amenities that are within the right-of-way of Baltimore Avenue.

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.

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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 Eley, seconded by Commissioner Squire, with Commissioners Eley, Squire, Vaughns and Parker voting in favor of the motion, and with Commissioner Clark absent at its regular meeting held on Thursday, February 15, 2007, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 19th day of April 2007.

R. Bruce Crawford
Executive Director

By Frances J. Guertin
Planning Board Administrator

RBC:FJG:HZ:bjjs