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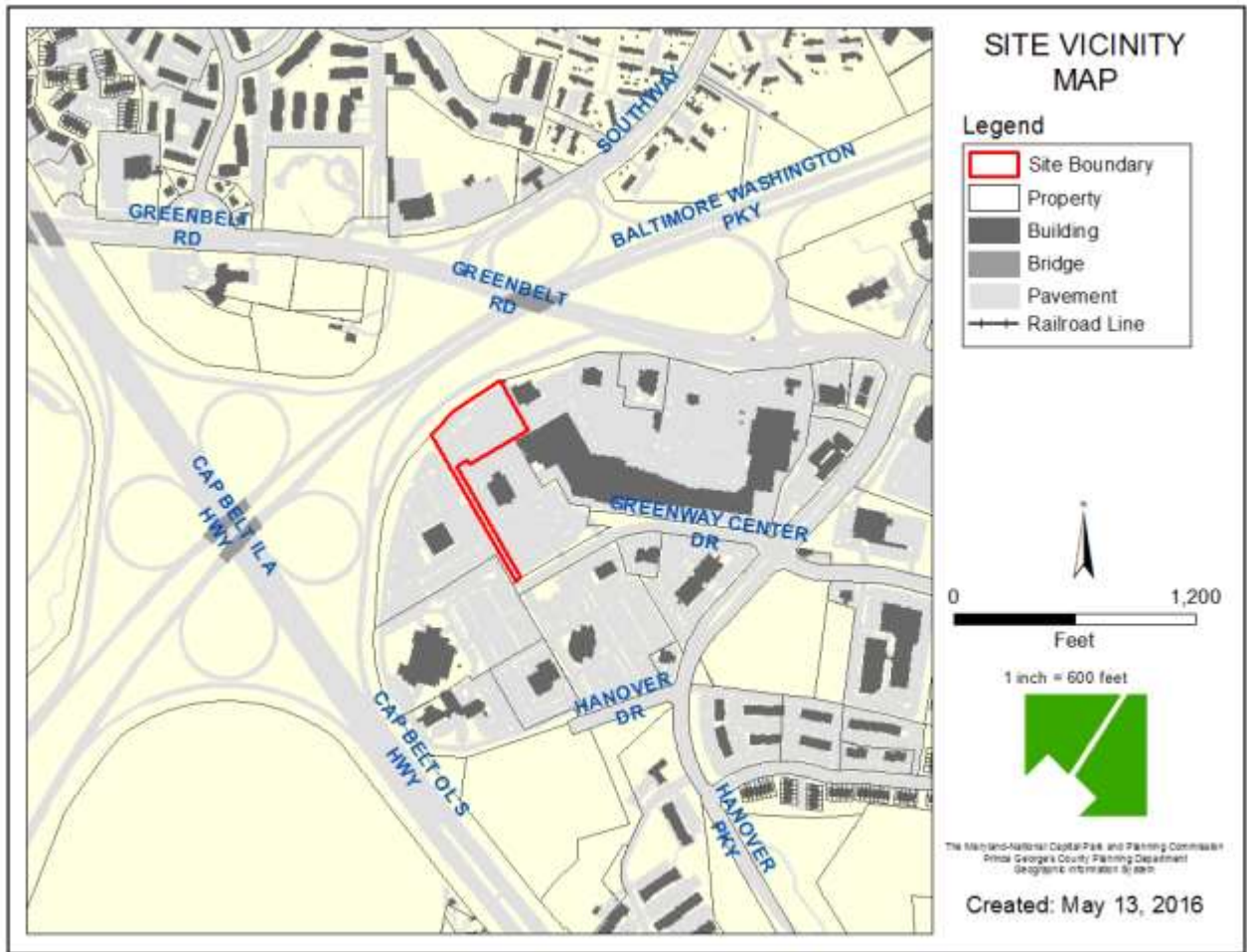
Detailed Site Plan

DSP-15044

Application	General Data	
Project Name: Woodspring Suites at Greenbelt, Parcel A-3 Location: On the northwestern side of Greenway Center Drive, approximately 1,000 feet west of its intersection with Hanover Parkway. Applicant/Address: Sandpiper Hospitality V, LLC 211 West Franklin Street Richmond, VA 23200	Planning Board Hearing Date:	09/29/16
	Staff Report Date:	09/14/16
	Date Accepted:	08/01/16
	Planning Board Action Limit:	11/10/16
	Plan Acreage:	3.04
	Zone:	C-O
	Dwelling Units:	N/A
	Gross Floor Area:	52,040 sq. ft.
	Planning Area:	67
	Council District:	04
	Election District	21
	Municipality:	Greenbelt
	200-Scale Base Map:	210NE07

Purpose of Application	Notice Dates	
The construction of a 124-room, 52,040-square-foot hotel and ancillary site improvements.	Informational Mailing:	12/07/15
	Acceptance Mailing:	06/28/16
	Sign Posting Deadline:	08/30/16

Staff Recommendation		Staff Reviewer: Ruth Grover, MUP, AICP Phone Number: 301-952-4317 E-mail: Ruth.Grover@ppd.mnccppc.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-15044
Woodspring Suites at Greenbelt, Parcel A-3

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 as described in the Recommendation section of this report.

EVALUATION

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

- a. The requirements of the Commercial Office (C-O) Zone and site design guidelines of the Prince George's County Zoning Ordinance;
- b. The requirements of Preliminary Plan of Subdivision 4-81146, as recorded in Plat Book PM 231-43;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral Comments.

FINDINGS

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

- 1. **Request:** The application requests the construction of a 124-room, 52,040-square-foot hotel and ancillary site improvements.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	C-O	C-O
Use	Parking Lot	Hotel
Acreage	3.04	3.04
Parcel	1	1*
Building Gross Floor Area (sq. ft.)	0	52,030

Note: *General Note 5 should be corrected to indicate that one parcel, rather than one lot is existing and proposed for the project.

Parking Schedule

PARKING REQUIRED

(1 space/2 guest rooms) @124 rooms	62 spaces
(1 handicapped space required per 25 parking spaces)	3 spaces
Total Parking Required	65 spaces

PARKING PROVIDED

Surface Parking (New)	31 spaces (9.5 ft. x 19 ft.)
Compact Spaces (New)	6 spaces (9.5 ft. x 16.5 ft.)
Existing Parking to Remain	157 spaces (8.5 ft. x 19 ft.)
Handicap (Van Accessible)	0 spaces (11 ft. x 19 ft.) **
Handicap (Standard)	3 spaces (9.5 ft. x 19 ft.)
Total Parking Provided	197 spaces

Note: **As a single van-accessible handicapped space has not been provided as is required, a proposed condition in the Recommendation section of this report would require that, prior to certificate approval of the DSP, the applicant revise the plans to include a minimum of one handicapped accessible space.

Loading Schedule

LOADING SPACES REQUIRED

33' x 12' Designated Loading Space	1 space
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LOADING SPACES PROVIDED

33' x 12' Designated Loading Space	1 space
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3. **Location:** The site is located on the northwestern side of Greenway Center Drive, approximately 1,000 feet west of its intersection with Hanover Parkway. The site is also located adjacent to the Baltimore-Washington Parkway (MD 295), at 7480 Greenway Center Drive, in the City of Greenbelt, Planning Area 67, and Council District 4.

4. **Surrounding Uses:** The subject property is bounded to the north by an existing two-story-tall medical office building; to the east by a vacant strip of land zoned Commercial Office (C-O) with a one-story shopping center/commercial retail building beyond, which includes LA Fitness as a tenant; to the south by an existing 15-story-tall medical office building in the C-O Zone; and to the west by a ramp from the Capital Beltway (I-95/495) to the Baltimore-Washington Parkway (MD 295), which is a Historic and National Register Site (69-026) and was listed in the National Register of Historic Places in 1991.
5. **Previous Approvals:** The 2014 *Approved Greenbelt Metro Area MD 193 Corridor Sector Plan and Section Map Amendment* retained the subject property in the C-O Zone. The site is subject to Preliminary Plan of Subdivision 4-81146, approved by the Planning Board on February 4, 1982 and formalized in the adoption of PGCPB Resolution No. 82-8 and Final Plat 5-09125, and was further recorded in Prince George's County Land Records in 2004 in Plat Book PM 231-43. The site is also subject to the requirements of Detailed Site Plan DSP-79023, approved by the Planning Board on August 22, 1979, and subject to no conditions. The project is also subject to an analysis of the remaining development capacity available to Parcel A-3, dated September 28, 2015 (Masog/Chellis to Piret). See Finding 8 for a more detailed discussion of the conclusions of that analysis. The project is also the subject of approved Stormwater Management Concept Plan 9544-2016-00, approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on July 14, 2016 and valid until July 14, 2019.
6. **Design Features:** The generally "L" shaped building, with the longer leg of the "L" parallel to the ramp from the Capital Beltway (I-95/I-495) to the Baltimore-Washington Parkway (MD 295), is circled by sidewalk leading conveniently to three handicapped parking spaces and parking on all four sides, except for a short stretch at the western end of the site's Baltimore-Washington Parkway frontage. The hotel is proposed to be accessed from the adjacent parking lots as per cross-access agreements the applicant holds with owners of the property on either side of the pipe stem portion of the property along its southwestern boundary.

The architecture for the hotel is composed primarily of exterior insulation finishing system (EIFS), with a small amount of a beige-colored brick identified on the first story of the front elevation. Staff is concerned about the overriding use of EIFS on the building and would recommend, and a proposed condition would require that prior to certificate approval, the applicant identify the additional building materials and replace the EIFS on the entire ground floor with red brick, the EIFS in the upper stories with cementitious panels, and to run the brick periodically up to the roof line to provide vertical accents. Additionally, staff would recommend, and a proposed condition in the Recommendation section of this report would require, that the applicant indicate all materials on the architectural elevations including the windows, doors, and decorative cornices with the revised elevations being approved by the Urban Design Section as the designee of the Planning Board.

Some visual interest is created in the architecture by its form and massing and use of colors and an articulated roofline. Colors chosen for the hotel are a compatible combination of neutral shades including grey, a pinkish brown, a medium brown, and a dark brown.

Amenities to be provided for guests of the hotel include a fitness center with multiple exercise machines and other equipment, a lobby with a gathering area providing common space, laundry facilities for guest use, a small outdoor picnic area, and a marketplace providing snacks and personal items for guest. The guestrooms will have kitchenettes with two-burner stoves, wall-mounted microwaves, refrigerators, and a sink especially for the convenience of guests staying for an extended period of time. As the small outdoor picnic area proffered by the

applicant by exhibit is not currently shown on the plans, a proposed condition in the Recommendation section of this report would require that it would be added prior to certificate approval.

Sustainable building techniques to be used in the subject project will include the following:

- Compliance with the 2009 Energy Code in overall design;
- Energy management system for heating ventilation and air conditioning (HVAC) equipment;
- All cooling systems use R-410A refrigerant;
- Fully ventilated attic to reduce cooling needs;
- Insulated double pane windows throughout building;
- Energy-saving low emitting diode (LED) lighting on 90 percent of the building;
- Water-saving fixtures on all toilets;
- Flooring materials uses recycled polymers;
- Cabinets use recycled wood products;
- Framing of the building uses recycled wood products – sheathing, subfloors, and floor joists;
- Low to zero volatile organic compounds (VOC) paints specified for all painted surfaces;
- All cleaning chemicals are biodegradable and automatically mixed for safe use concentrations; and
- Use of low-impact development elements in the stormwater, including microbiplanter boxes.

A detail for a U-shaped bicycle rack made of steel with a black powder finish to accommodate two bicycles each has been included in the plans and a note indicates that five bicycle parking racks would be provided for the project. However, the location of the same are not indicated on the DSP nor is a symbol for the bicycle racks included in the legend. Therefore, a proposed condition in the Recommendation section of this report would require that the location of the bicycle racks be shown on the DSP and the symbol included in the legend prior to certificate approval.

A dumpster enclosure detail has been provided, and its location shown on the site plans for the project. The detail indicates that the dumpster will be composed primarily of the beige-colored brick used on the first floor of the front elevation of the proposed building, with a decorative rowlock cap along the top of the wall. The front of the dumpster enclosure is specified as a tan composite material, which has proved to be more durable than wood. The gate is framed on each side with brick. A proposed condition in the Recommendation section of this report, would

require that the white brick be revised to red brick to match that of the building prior to certificate approval.

A Washington Suburban Sanitary Commission (WSSC) easement is shown bifurcating the property, but not with sufficient clarity. Therefore, a proposed condition in the Recommendation section of this report would require that the easement be shown correctly and clearly prior to certificate approval.

General Note 26 on Sheet 1 of the plan which states that the project is in the Developed Tier should be removed from the plan, as the current *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) no longer geographically classifies tiers. A proposed condition in the Recommendation section of this staff report would require that, prior to certificate approval, this correction be made to the plans.

A single 100-square-foot sign is located on the right side elevation. As 72 square feet is all that is permitted on the elevation, staff would recommend, and a condition of this approval would require, that the size of the sign be reduced to 72 square feet prior to certificate approval, as this is the maximum size permitted for wall-mounted signage in the C-O Zone. The Zoning Ordinance also limits the applicant to a single sign, as shown in the submitted plans for the project. Though three are included in conceptual renderings of the elevations submitted for the PowerPoint.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The proposed DSP is subject to the requirements of the Zoning Ordinance as follows:
 - a. **Section 27-461, Uses Permitted in Commercial Zones**—The project is subject to the requirements of Section 27-461 of the Zoning Ordinance. Per that table, hotels are a permitted use in the C-O Zone.
 - b. **Section 27-462, Regulations in Commercial Zones**—The project is subject to the requirements of Section 27-462 of the Zoning Ordinance and meets the requirements.
 - c. **Section 27-283, Site Design Guidelines**—The site design guidelines stipulate that the DSP must be designed in accordance with the same guidelines required for conceptual site plans, as detailed in Section 27-274 of the Zoning Ordinance. The subject project conforms to the guidelines of Section 27-274 with respect to parking, loading, lighting, site and streetscape amenities, and circulation. Especially notable is a landscaped pedestrian connection with specialty paving designed in coordination with the Urban Design Section and the City of Greenbelt to connect the project to the adjacent commercial area, meeting Design Guideline 27-274(a)(2)(A)(iv), which requires that large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials in the parking lot.

The project is in conformance with all of the relevant requirements of the Zoning Ordinance.

8. **Preliminary Plan of Subdivision 4-81146:** The site is the subject of Preliminary Plan 4-81146, approved by the Planning Board in 1982 and formalized in PGCPB Resolution No. 82-08. The relevant conditions of this approval are included in **boldface** type below, followed by staff comment:

1. Subject to the following requirement:

- a. That development be limited to 192,000 square feet gross office floor area, a 60,000-square foot catering service and a 200-room hotel.**

Comment: Pursuant to an analysis completed by the Transportation Planning and Subdivision Review Sections, in coordination with the Planning Director's office (copy included in the back-up of this report), a development capacity of 52,905 square feet of gross floor area remains on Parcel A-3. Therefore, the proposed 52,040-square-foot hotel falls within that limit in accordance with this requirement and does not require the approval of a new preliminary plan.

- b. That modification of the traffic signal and restriping of the south approach of Hanover Parkway at Maryland Route 193 be committed for implementation as conditioned in Preliminary Plan 4-80191.**

Comment: This improvement was completed as required by this condition more than 30 years ago.

- c. That no development beyond the above limitations be approved until funds are committed for the widening of Maryland Route 193 to six lanes within the Tax Increment Financing District.**

Comment: Funding was committed as required by this condition more than 30 years ago.

2. Subject to the conditions of the Environmental Planning Division memorandum of December 12, 1981 (stormwater management and sediment control);

Comment: The site is the subject of a current Stormwater Management Plan (9544-2016) approved on July 14, 2016. As the stormwater requirements have been revised over time, the current approval replaces considerations regarding stormwater management and sediment control expressed in 1981.

3. Subject to the approval of a site plan by the Prince George's County Planning Board prior to the approval of building permits;

Comment: Should the subject DSP be approved for the subject project, it would be in conformance with this requirement.

4. No building shall exceed 15 stories in height; and

Comment: As the proposed hotel measures five stories, it is well within the limit set in this condition.

5. Subject to the following:

- a. the covenants agreed to by the property developers/owners in the agreement to annex to the City of Greenbelt shall be shown on all future plans for this property;**

Comment: A proposed condition in the Recommendation section of this report would require that, prior to certificate approval, a note containing reference to this information be added to the subject plans.

- b. the City of Greenbelt is to have an opportunity to review and comment on all required site plans;**

Comment: The subject DSP has been circulated to the City of Greenbelt for review and comments. The Council of the City of Greenbelt has provided a letter dated September 13, 2016 regarding their position, which has been included in Finding 12(p) of this report.

- c. an interior vehicular circulation system shall be provided to assure adequate and efficient ingress and egress, perhaps a loop connecting Greenway Center Drive to Hanover Drive; and**

Comment: An interior vehicle circulation system has been provided to assure adequate and efficient ingress and egress for the existing buildings in the established Maryland Trade Center development in accordance with this condition.

- d. consideration shall be given to providing an internal pedestrian system to facilitate safe between the proposed buildings as well as to the shopping center.**

Comment: The Urban Design Section and the City of Greenbelt find that such internal pedestrian system facilitating safe circulation between the proposed building and the nearby shopping center has not been adequately provided. Therefore, a proposed condition in the Recommendation section of this staff report would require that, prior to certificate approval of the plans, the applicant revise the plans to show the required internal pedestrian system. The design of the pedestrian facilities should be approved by the Urban Design Section, in consultation with the City of Greenbelt, as the designee of the Planning Board.

- 9. **2010 Prince George's County Landscape Manual:** The DSP for the construction of a hotel and surface parking is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

- a. **Section 4.2, Requirements for Landscape Strips Along Streets—**The subject project has frontages on Greenway Center Drive and the Baltimore-Washington Parkway (MD 295). Each road frontage is addressed in turn below:

- (1) **Greenway Center Drive:** Section 4.2 requires that for all nonresidential uses in any zone and for all parking lots, a landscaped strip, as described in Section 4.2(c)(3)–(5), shall be provided on the property abutting all public and private streets. The subject project has a 30.9-foot frontage on Greenway Center Drive, requiring conformance with the requirements of Section 4.2, but the required plantings are not shown along the frontage, nor the appropriate schedule provided on the landscape plan, demonstrating conformance with the

requirements of this section of the Landscape Manual. Therefore, staff would recommend, and a proposed condition in the Recommendation section of this report would require that, the applicant provide a 10-foot-wide landscaped strip planted with one shade tree and ten shrubs along this 30.9-foot stretch, which would meet and exceed the requirement.

- (2) **Baltimore-Washington Parkway (MD 295):** The Baltimore-Washington Parkway is labeled as a “Special Roadway” in the 2009 *Approved Countywide Master Plan of Transportation*. As such, the Landscape Manual specifies that the requirements of Section 4.6(c)(2), Buffering Development from Special Roadways, supersedes the requirements of this section. See the discussion below regarding the project’s conformance with the requirements of that section.

- b. **Section 4.3, Parking Lot Requirements**—Section 4.3 requires perimeter landscape strips and interior parking lot landscaping in parking lots. However, Prince George’s County Council Bill CB-17-2013 amended the requirement and provided an exemption from the requirements of Section 4.3 for properties in a commercial, industrial, or mixed-use zone subject to a DSP or specific design plan approved before December 13, 2019, or have maintained an active grading permit since December 13, 2010. The subject project falls within this exemption as it had Detailed Site Plan DSP-79023, which was approved by the Planning Board for the property on August 22, 1979. Therefore, the applicant does not have to comply to, nor provide schedules demonstrating conformance with, the requirements of Section 4.3 of the Landscape Manual.
- c. **Section 4.4, Screening Requirements**—Section 4.4 requires that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets. The submitted information indicates that a composite board-on-board trash dumpster enclosure is proposed for the project, in accordance with Option (A) on page 62 of the Landscape Manual, and meets the requirements.
- d. **Section 4.6, Buffering Development from Streets**—Section 4.6(c)(2) requires that, when a property supporting any use has frontage on a special roadway, a buffer shall be provided adjacent to the entire right-of-way, excluding driveway openings. As the project was in what was called the Developed Tier under the previous 2002 *Prince George’s County Approved General Plan*, a minimum of a 10-foot-wide buffer with one shade tree and 10 shrubs per 35 linear feet of frontage, excluding driveway openings, is required. The applicant has included the required plantings on the landscape plan and provided the appropriate schedule thereon showing that, for the 358.29 feet of street frontage, they have provided a 10-foot-wide buffer to be planted with a total of 11 shade trees and 103 evergreen shrubs, in conformance with this requirement.
- e. **Section 4.7, Buffering Incompatible Uses**—The project is subject to the requirements of Section 4.7-1 and the appropriate schedules for four portions of the project’s boundaries where there might be a requirement. However, per the information and analysis provided on the schedules, a Section 4.7 buffer is not required along any of the four shared property lines because the property is surrounded by office uses, which are considered compatible with a hotel. Note that the schedule provided for shared property line “B” incorrectly states that the adjacent property is used for retail sales when it is, in fact, part of Parcel A-2 of the Maryland Trade Center Office Park. The planting schedule for

Section 4.7 (Bufferyard ‘A’) states that the total plant units required in the buffer strip is 225 when, in fact, no plant units are required. The landscape plan should be revised to correct that error.

The planting schedule provided for Section 4.7 (Bufferyard ‘B’) indicates retail sales on the adjacent property when, in fact, the property is used for office. As office is classified a “medium” use (i.e. a hotel), pursuant to Section 4.7, a buffer is not required along the shared property line. The planting schedule provided for Section 4.7 (Bufferyard ‘B’) should be updated accordingly.

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

Shade trees	50%
Ornamental trees	50%
Evergreen trees	30%
Shrubs	30%

The landscape plan provides a planting schedule for Section 4.9.1 demonstrating that the plans meet the sustainable landscaping requirements. However, certain revisions must be made to the landscape plan which will affect the number of trees provided, hence, the percentages of native trees. Therefore, staff would propose, and a condition in the Recommendation section of this report would require that, prior to certificate approval, the applicant adjust the schedule accordingly and demonstrate that the requirements of the section have been met.

10. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The subject project is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance as it contains less than 10,000 square feet of woodland and no previously approved tree conservation plans. The subject site has an approved Standard Woodland Conservation Exemption (S-057-16) which is valid until March 18, 2018.
11. **Prince George’s County Tree Canopy Coverage Ordinance:** The subject project is subject to the requirements of the Tree Canopy Coverage Ordinance as it will disturb in excess of 1,500 square feet of land area. More particularly, Section 25-128 of the County Code requires that, as the project is located in the C-O Zone, 10 percent of the site (or 0.3 acre/13,242 square feet) must be provided in tree canopy coverage. The applicant proposes to meet and exceed this requirement by providing 13,275 square feet of landscaping tree canopy. The appropriate schedule has been provided on Sheet 4 of the landscape plan demonstrating conformance with the requirements of the Tree Canopy Coverage Ordinance.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Historic Preservation and Archeological Review**—In a memorandum dated August 22, 2016, the Historic Preservation Section offered the following regarding historic preservation and archeological issues connected with the subject project:

The subject application proposes the construction of a 52,040-square-foot hotel containing 124 rooms, with associated parking, in the Greenway Shopping Center in Greenbelt, Maryland. The proposed hotel building will be five stories or 59 feet high. The subject property is zoned C-O.

The subject property is located 650 feet from Greenway Center Drive and is adjacent to the Baltimore-Washington Parkway (MD 295), Historic and National Register Site 69-026. Built between 1942 and 1954, the Baltimore-Washington Parkway runs for approximately 14 miles in Prince George's County. It is a dual-lane parkway with 18 bridges and a flanking buffer of natural forest and cultivated native vegetation. Construction began in 1942, but was carried out largely between 1950 and 1954. The Parkway is a major scenic artery within the park and parkway system of Washington, D.C. and serves as a formal entrance to the city. The parkway was listed in the National Register of Historic Places in 1991.

Historic Preservation

The subject property is adjacent to the right-of-way for the Baltimore-Washington Parkway and is about 250 feet from the travel lanes. To the south of the subject property, there is a 15-story medical office building and a 16-story corporate office building. Both of these structures are visible from the parkway during the winter months. Additional plantings will be provided on the portion of the property adjacent to the Baltimore-Washington Parkway right-of-way. The proposed building will not have an additional impact on the viewshed of the Baltimore-Washington Parkway.

Archeology

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. A Phase I archeology survey is not recommended on the subject property. This proposal will not impact any historic sites, historic resources, or known archeological sites.

- b. **Community Planning Division**—In a memorandum dated August 11, 2016, the Community Planning Division stated that findings of conformance with the 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* (Greenbelt Metro and MD 193 Sector Plan and SMA) or Plan Prince George's 2035 is not required for the subject project. For informational purposes, however, staff offered the following regarding each plan:

2014 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment

The Greenbelt Metro Area MD 193 Corridor Sector Plan and SMA recommends an integrated mix of uses in and around the Greenway Center and Maryland Trade Center including a mix of residential, commercial (office and retail), park, and open space uses. The Community Planning Division stated that the subject application was in conformance with the land use recommendations of the Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA.

Plan Prince George's 2035

The Community Planning Division stated that the subject site is located within a designated Employment Area growth policy area, which is described as an area commanding the highest concentrations of economic activity in four targeted industry clusters, and Plan Prince George's 2035 recommends continuing to support business growth in these area, concentrative new business development near transit, where possible, improving transportation access and connectivity, and creating opportunities for synergies. Further, the Community Planning Division stated that the Plan Prince George's 2035 Strategic Investment Program places this property in a designated priority investment area: the Innovation Corridor, describing the Innovation Corridor as the area that has the highest concentrations of activity in the four targeted industry clusters and the greatest potential to catalyze future growth, research, and innovation in the near- to mid-term. They stated that this innovation corridor is well-positioned to capitalize on the synergies that derive from businesses, research institutions, and incubators located in proximity to one another and on existing and planned transportation infrastructure investments, such as the Purple Line.

- c. **Transportation Planning Section**—In a memorandum dated August 25, 2016, the Transportation Planning Section stated that a full traffic impact study would not be required for the project; that access will be provided from Greenway Center Drive via the Hanover Parking; that the site is surrounded by existing buildings located within the Maryland Trade Center Park; that on-site circulation and parking appear to be adequate; that vehicular access will be provided between the existing buildings within the development and the proposed building; that the site is located in the southeastern quadrant of the interchange of the Capital Beltway (I-95/495) and the Baltimore-Washington Parkway, both master plan freeways; and that no structures or improvements are shown within the rights-of-way of the Capital Beltway or the Baltimore-Washington Parkway. In conclusion, the Transportation Planning Section stated that the subject property lies within the boundaries of Preliminary Plan 4-81146 approved in 1982, and that sufficient capacity remains from this approved preliminary plan to allow the proposed use without approval of a new preliminary plan.
- d. **Subdivision Review Section**—The subject property is composed of Parcel A-3 in the Maryland Trade Center subdivision. The property is the subject of Preliminary Plan of Subdivision 4-81146, and recorded in land records in 2004 in Plat Book PM 231-43. On September 28, 2015, the Transportation Planning and Subdivision Review Sections provided an analysis of the remaining development capacity associated with the preliminary plan (Masog/Chellis to Piret) available to Parcel A-3 (attached as back-up to this report). That analysis concluded that any development in excess of 52,905 square feet of gross floor area (on Parcel A-3) would require a new preliminary plan within the limit of 4-81148 (PGCPB Resolution No. 82-8). For a detailed discussion of the conditions of that approval, see Finding 8.

In closing, the Subdivision Review Section stated that there are no subdivision issues with this DSP.

- e. **Trails**—In a memorandum dated August 31, 2016, the trails planner offered the following:

Sidewalks, crosswalks, and bicycle parking are the prime concerns regarding the subject site plan.

An evaluation of the 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* (sector plan) indicates that the property is not subject to the development district standards contained in the sector plan, though it recommends transportation improvements for the vicinity of the subject site. More specifically, as expressed in Policy 1 on page 117 of the sector plan, the “physical design of buildings and streets should support pedestrian and bicyclist access.” The plan also contains many general recommendations for improving sidewalks and bikeways throughout the plan area. New development is encouraged to provide pedestrian and bicycle facilities (page 127) and bicycle parking (page 128). In conclusion, the trails planner stated that he had reviewed the proposed sidewalks that would surround the new building and found that the proposed crosswalks leading to existing sidewalks in the larger surrounding development appear to be adequate for the proposed use, subject to two conditions.

The trails planner’s conditions have been included in the Recommendation section of this report.

- f. **Environmental Planning Section**—In a memorandum dated September 2, 2016, the Environmental Planning Section offered the following regarding the project:

The project is subject to the current regulations of Subtitles 24 and 25 that came into effect on September 1, 2010 because the application is for a new DSP and there are no previous approvals. The site is relatively flat and contains no woodlands. It is located within the Upper Northwest Branch of the Anacostia River that drains into the Middle Potomac Watershed. The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Web Soil Survey, are Urban land-Russett-Christiana complex (zero percent to five percent slopes). Marlboro clay is not known to occur on-site; however, Christiana complexes exist on this property. Information regarding soils is provided for informational purposes only and to make the applicant aware that the County may require a soil geotechnical report in conformance with County Council Bill CB-94-2004 during the building permit review process. 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 species found to occur on or in the vicinity of the site. No forest interior dwelling species (FIDS) or FIDS buffer are mapped on-site.

The site has frontages on the Baltimore-Washington Parkway (MD 295), a master-planned freeway that is regulated for noise. The site also fronts on Greenway Center Drive, which is an unclassified road not regulated for noise. The Baltimore-Washington Parkway is also identified as a scenic and historic roadway. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site contains no regulated, gap, or network areas.

An approved Natural Resources Inventory, NRI-076-2016, indicates that the site does not contain regulated environmental features such as wetlands, streams, associated buffers, steep slopes, and 100-year floodplain. However, soils with Christiana complexes are found to occur on this property according to the USDA NRCS Web Soil Survey.

The site is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has less than 10,000 square feet of woodlands on-site and no previously approved tree conservation plans. This site has an approved Standard Woodland Conservation Exemption (S-057-16) that expires on March 18, 2018.

Stormwater Management Concept Plan (9544-2016-00) was approved by DPIE on July 18, 2016 and the standard approval letter was issued.

With respect to noise, the Environmental Planning Section stated that, as a nonresidential use, the hotel will not be required to attenuate in response to the noise generated by the Baltimore-Washington Parkway. However, because the hotel is proposed for long-term stays of guests on-site, consideration of attenuating the building to mitigate traffic-generated noise is encouraged.

The Environmental Planning Section stated that the Baltimore-Washington Parkway is a special roadway designated as a scenic and historic roadway. Specifically, it is part of the scenic Star-Spangled Banner Byway, which traces the chronology of the Chesapeake Campaign as British troops made their way along the Chesapeake Bay in a northerly direction, leading up to the fight in Baltimore made famous by Francis Scott Key's "Star Spangled Banner." When a roadway is designated as historic, it is because it is located in its historic alignment and there is an expectation that historic features will be found along its length, although not necessarily on every property. Roadways are a linear element, and the intention of the scenic buffer is to preserve or enhance the extent of the roadway and enhance the travel experience if scenic qualities or historic features have not been preserved.

Adjacent to a historic or scenic road, Section 4.6(c)(2), Buffering Development from Special Roadways, of the Landscape Manual requires that a buffer be provided. In the subject area of the County, previously identified as the Developed Tier, the Landscape Manual requires (at a minimum) a 10-foot-wide buffer planted with a minimum of one shade tree and 10 shrubs per 35 linear feet of frontage, excluding driveways. Landscaping is a cost effective treatment which provides a significant visual enhancement to the appearance of the historic or scenic road.

Comment: Sufficient landscaping has been provided along this boundary. See Finding 9d for a more detailed discussion.

- g. **Permit Review Section**—In a memorandum dated September 9, 2016, the Permit Review Section offered numerous comments, which have been addressed in the Recommendation section of this report.
- h. **Prince George's County Fire/EMS Department**—The Fire/EMS Department has not provided comment as of the writing of this report.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum received September 13, 2016, DPIE stated that the applicant would have to coordinate with the State regarding the Baltimore-Washington Parkway (MD 295), as it is a state-owned and maintained roadway, and with the City of Greenbelt regarding Greenway Center Drive, as it is a City of Greenbelt-owned and maintained

roadway. DPIE also stated that the subject site plan is consistent with Stormwater Management Concept Plan 9544-2016, which was approved by DPIE on July 14, 2016.

- j. **Prince George's County Police Department**—The Police Department has not provided comment as of the writing of this report.
- k. **Prince George's County Health Department**—The Health Department has not provided comment as of the writing of this report.
- l. **Maryland State Highway Administration (SHA)**—SHA has not provided comment as of the writing of this report.
- m. **National Park Services**—The National Park Services has not provided comment as of the writing of this report.
- n. **Verizon**—Verizon has not provided comment as of the writing of this report.
- o. **Potomac Electric Power Company (PEPCO)**—PEPCO has not provided comment as of the writing of this report.
- p. **City of Greenbelt**—In a letter dated September 13, 2016, the Council of the City of Greenbelt expressed their support of the project if it is revised to reflect changes to landscaping and pedestrian connections, as proffered by the applicant, and if the following conditions are included in the approval:

“Prior to plan certification, the following revisions shall be made to the plan:

- “(1) A pedestrian path connecting the hotel to the adjacent nearby commercial area (Greenway Shopping Center) shall meet the following conditions in the revised Detailed Site Plan and Landscape Plan:
 - “(a) The pedestrian connection shall be in substantial conformance with the proposed alignment in Applicant's Exhibit titled Woodspring Suites at Greenbelt Pedestrian Exhibit.
 - “(b) The path shall be no less than five feet wide and shall meet ADA requirements.
 - “(c) Stamped and colored concrete shall be utilized for proposed crosswalks and wherever the pathway is at grade with surrounding asphalt to promote safety and improve the aesthetic value of the project. A detail demonstrating this condition shall be provided prior to plan certification.
 - “(d) Adequate plantings shall be provided adjacent to the path to provide additional green areas, provide buffer between the connection and adjacent parking, and to improve the aesthetic value of the project.
- “(2) The plans shall be revised to incorporate furniture for the picnic area shown in Applicant's Exhibit titled Woodspring Suites at Greenbelt Pedestrian Exhibit.

- “(3) Prior to plan certification, the architecture shall be updated in the following ways:
 - “(a) Replace EIFS siding with Hardiboard
 - “(b) Replace the proposed white brick with red brick
 - “(c) Periodically run red brick up to the roofline
 - “(d) Red brick shall wrap the entire first floor.
- “(4) The landscape plan shall reflect no net loss of trees from the landscape plan, dated January 2016 originally submitted for review.”

Comment: The City of Greenbelt’s proposed conditions have been included in the Recommendation section of this report.

- q. **City of College Park**—In an e-mail dated August 29, 2016, a representative of the City of College Park stated that the City would not be providing comment on the project.
 - r. **Town of Berwyn Heights**—In an e-mail dated August 31, 2016, a representative of the Town of Berwyn Heights stated that the Town will not be providing comment on the project.
13. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
 14. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. However, in this case, there are no regulated environmental features located on the site. Therefore, this normally required finding need not to be made for the subject project.

RECOMMENDATION

Based on the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-15044, Woodspring Suites at Greenbelt, Parcel A–3, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall revise the plans and provide additional materials as follow:
 - a. General Note 26 shall be deleted as *Plan Prince George’s 2035 Approved General Plan* no longer divides the County into tiers. The subsequent general notes shall be renumbered accordingly.
 - b. General Note 5(a) shall be revised to reflect that the property is a parcel, not a lot.

- c. The plans shall be revised to incorporate furniture for the picnic area shown in the applicant's exhibit provided to the City of Greenbelt titled "Woodspring Suites at Greenbelt Pedestrian Exhibit."
- d. Ten bicycle parking spaces (five U-shaped racks anchored by concrete) close to the main entrance of the building shall be provided and the legend updated to define the symbol utilized to indicate a u-shaped bicycle rack. The final location of the bicycle parking spaces shall be approved by the Urban Design Section as the designee of the Planning Board.
- e. The applicant shall revise the parking table provided for the project on Sheets 1 and 5 of the plan to demonstrate that: (1) The subject project has not affected conformance with the adjacent Greenway Shopping Center permit condition; (2) It provides all required parking for the project not exceeding the 30 percent compact spaces allowed; and (3) It provides one handicapped accessible space per 25 spaces, with one being van accessible.
- f. Dimensions of the building and the drive aisles shall be provided throughout the plan and the number of parking spaces in each parking bay shall be indicated.
- g. Representation of the existing 50-foot-wide Washington Suburban Sanitary Commission water main which traverses the subject property shall be made graphically clear on both the DSP and landscape plan for the project.
- h. The landscape plan shall be revised as follows:
 - (1) The planting schedule for Section 4.3 provided on Sheet 3 of the landscape plan shall be removed from the plan;
 - (2) The planting schedule for Section 4.7(A) shall be corrected to state that "0" rather than "225" plant units are required in the bufferyard.
 - (3) The planting schedule provided for Section 4.7(B) shall be corrected to state that the adjoining site is office and, as both office and hotel are classified as medium uses by the 2010 *Prince George's County Landscape Manual*, no buffer is required. The analysis shall demonstrate this and indicate that a minimum required and provided building setback and a minimum required and provided landscape yard are "Not Applicable" for this project.
- i. The required and provided setbacks shall be provided on Sheet 5 of the plan and a summary table shall be included therein.
- j. The applicant shall provide special pavers in the proposed crosswalks to highlight the crosswalks for motorists and pedestrians.
- k. The size of the loading space shall be reflected consistently throughout the plan to measure a minimum of 12 feet wide by 33 feet long.
- l. The sign calculations on Sheet 3 of the plan shall be revised to indicate that the maximum permissible sign area for the wall-mounted sign in the Commercial Office Zone, where all of the permissible sign area is to be used on the building, is calculated at a rate of one-square-foot for each two lineal feet of width along the front of the building, or

72 square feet for the subject project. In accordance with that requirement, the sign shown on the right side building elevation and the signage detail included on Sheet 3 shall be reduced to a maximum size of 72 square feet. Additionally, as only one such sign is permitted, the additional signs shown on the architectural elevations included in the PowerPoint shall be removed.

- m. A note referring to the covenants agreed to by the property developers/owners in the agreement to annex to the City of Greenbelt shall be included as a general note on the DSP.
- n. The applicant shall provide a 10-foot wide landscaped strip along the project's Greenway Drive frontage, planted with one shade tree and 10 shrubs along this 30.9-foot stretch in conformance with the requirements of Section 4.2 of the *Prince George's County Landscape Manual*.
- o. A pedestrian path connecting the hotel to the adjacent nearby commercial area (Greenway Shopping Center) shall meet the following conditions:
 - (1) The pedestrian connection shall be in substantial conformance with the proposed alignment in the applicant's exhibit titled "Woodspring Suites at Greenbelt Pedestrian Exhibit."
 - (2) The path shall be no less than five feet wide and shall meet the Americans with Disabilities Act (ADA) requirements.
 - (3) Stamped and colored concrete shall be utilized for proposed crosswalks and wherever the pathway is at-grade with surrounding asphalt to promote safety and improve the aesthetic value of the project. A detail of the stamped concrete shall be provided on the plans prior to certification.
 - (4) Adequate plantings shall be provided adjacent to the path to provide additional green areas, provide buffer between the connection and adjacent parking, and to improve the aesthetic value of the project.
 - (5) The white brick specified for the dumpster enclosure shall be specified as red brick, so as to match the brick to be utilized for the architecture of the building.
- q. The plans shall be revised to incorporate furniture for the picnic area shown in the applicant's exhibit titled "Woodspring Suites at Greenbelt Pedestrian Exhibit."
- r. The architecture shall be updated in the following ways to be reviewed and approved by the Urban Design Section as the designee of the Planning Board:
 - (1) Replace exterior insulation finishing system siding with Hardiboard
 - (2) Replace the proposed white brick with red brick
 - (3) Periodically run red brick up to the roofline
 - (4) Red brick shall wrap the entire first floor.

- (5) Indicate all materials on the architectural elevations including those for the windows, doors, and decorative cornices.
 - (6) The white brick specified for the dumpster enclosure shall be specified as red brick to match the building.
- s. The landscape plan shall reflect no net loss of trees from the landscape plan dated January 2016, originally submitted for review.