

The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Countywide Planning Division  
301-952-3650



Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm)

## Mandatory Referral

**MR-1413F**

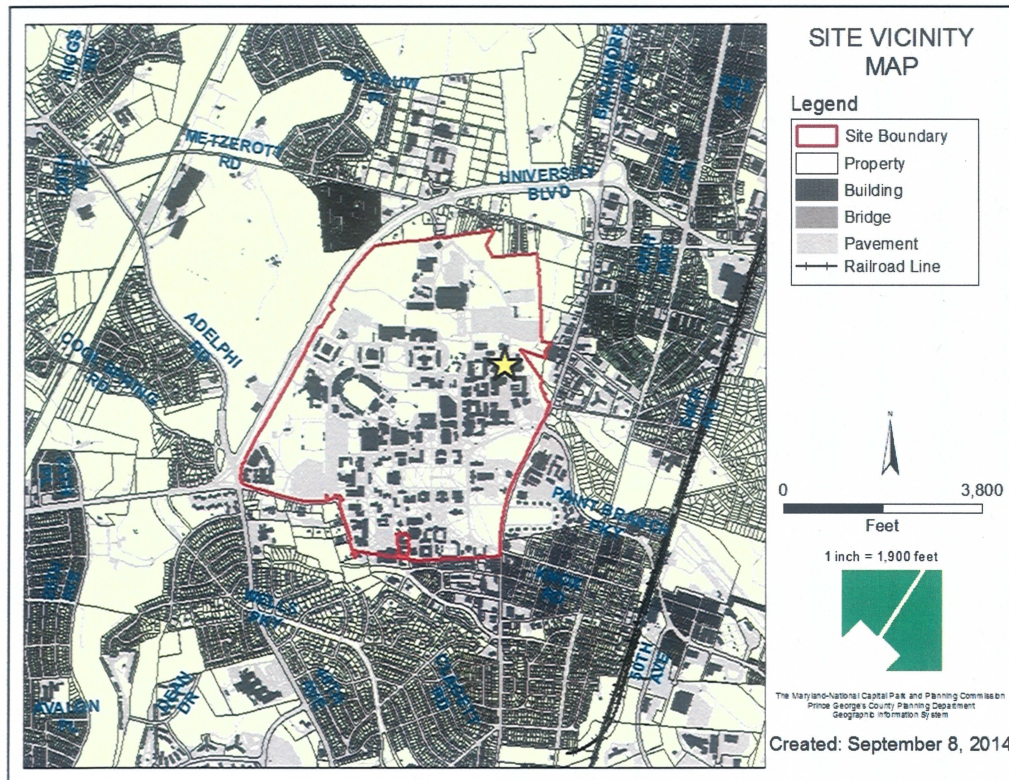
Application	General Data	
<b>Project Name:</b> Six-Story Bioenginerring Building  <b>Site Location:</b> Intersection of Paint Branch Drive and Technology Drive at the University of Maryland at College Park Main Campus  <b>Applicant/Address:</b> 2101 Main Administration Building College Park, MD 20742  <b>Property Owner:</b> University of Maryland Board of Trustees	<b>Planning Board Hearing Date:</b>	12/4/14
	<b>Date Accepted:</b>	09/8/14
	<b>Mandatory Action Timeframe:</b>	60-Day Review Waiver by Applicant.
	<b>Acreage:</b>	2.3 acres
	<b>Zone:</b>	R-R
	<b>Planning Area:</b>	66
	<b>Plan Prince George's 2035:</b>	Employment Area and Innovation Corridor
	<b>Council District:</b>	District 3
	<b>Adjacent Municipality:</b>	College Park

Purpose of Application	Notice Date
Construct the six-story Bioenginerring Building instructional facility for students and faculty.	<b>Acceptance Mailing:</b> November 1, 2014

Staff Recommendation	Staff Reviewer:
Transmit Staff Report to: Mr. William E. Olen Interim Executive Director Planning and Construction – Facilities Management 2310 G Service Building University of Maryland College Park, MD 20742	Christine A. Osei, Project Manager
	<b>Phone Number:</b> 301-952-3313
	<b>Email:</b> Christine.Osei@ppd.mncppc.org



Map 1 - Project Site



## MR-1413F Staff Report – University of Maryland at College Park Proposed Six-Story Bioenginerring Building

### PROJECT BACKGROUND

The Land Use Article §20-301 through 305 of the Maryland Annotated Code requires the Planning Board to review public construction projects for all federal, state, county and municipal governments, and publicly and privately owned utilities through the Mandatory Referral review process. University of Maryland (UMD) is the region's largest public university providing education and research services statewide.

### PROJECT SUMMARY

The proposed 187,000 gross square foot, six-story Bioenginerring Building represents the first phase of the new building. A second phase may include an expansion of the building by 50,000 gross square feet. The proposed Bioenginerring Building has obtained schematic approval from the State of Maryland Architectural Review Board (ARB). The overall "Limits of Disturbance" for this project are 98,820 square feet or 2.3 acres. The existing visitor surface parking lot will be removed after the construction of the new building. This reduction of parking is consistent with the Master Plan and the intent to reduce or eliminate parking in the central campus area for pedestrian safety.

The proposed Bioenginerring Building is also located under the traffic pattern of the College Park Airport. The Maryland Aviation Administration and the Federal Aviation Administration have both raised concerns with the height of the proposed building.

### STAFF RECOMMENDATIONS

Staff review of the overall proposed development resulted in the following recommendations:



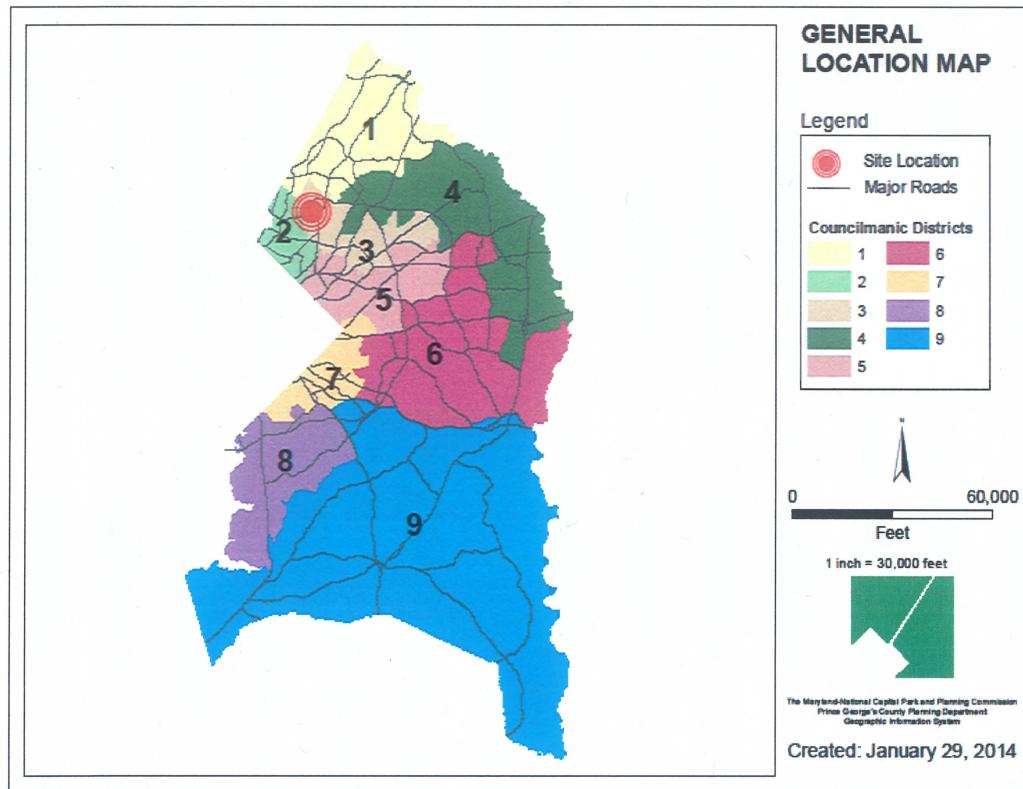
- Within the current phase, or at time of the future building expansion to the west, we recommend that the University consider redesigning the site to capitalize on the existing natural features directly adjacent to the subject site. The existing wetland could then be integrated into the design concept as an amenity and an educational opportunity for students.
- The applicant should consider a creative use of the new building roof top to incorporate a green roof. Along with the stormwater management and air quality benefits, the green roof could be designed as an alternative classroom or amenity space that would further the goals of the bioengineering program.
- The applicant should remove invasive plant materials (*Phragmites australis*) from the future building expansion site and remove trash from the existing wetland channel.
- The applicant should reduce vines growing in the existing wetland area adjacent to the project site to improve pedestrian safety along Technology Drive.
- The design and construction of the new building should not conflict with the planned reconstruction of Paint Branch Drive as a “complete street” by the University of Maryland.
- The College Park Airport is the oldest continuously operating airport in the country and protecting its operations from encroaching development is critical. The applicant should work with Maryland Aviation Administration (MAA) and the Federal Aviation Administration (FAA) to resolve issues related to the operation of the airport.



## PROJECT LOCATION

The proposed six-story Bioengineering Building is located at the University of Maryland main campus on a 2.3 acre site currently used as a visitor parking lot. The site is at the intersection of Paint Branch Drive and Technology Drive.

**Map 2 - University of Maryland General Location**



## PROJECT DESCRIPTION, FUNDING AND SCHEDULE

The proposed development involves the design and construction of a six-story research and instructional building on a 2.3 acre site currently used as a surface parking lot. The new building will contain the Fischell Department of Bioengineering, the Robert E. Fischell Institute for Biomedical Devices and a Central Animal Resource Facility.

The lower floors will contain instructional classrooms and vibration sensitive imaging areas while the third, fourth and fifth floors will contain research labs, offices and conference rooms. The new building will be occupied by approximately 150 staff as well as 2,000 or more students, and may be open 24-hours a day.

The new building will be funded by the State of Maryland, University of Maryland and a private donor, as outlined below:

- |   |  |
|---|--|
| • Maryland Capital Consolidated Bond Loans:         | \$125,000,000 (2013 - 2015)  |
| • Plant Funds:                                      | \$1,614,500 (2014)   |
| • State of Maryland Capital Improvement Plan Funds: | \$55,400,000 (2016), \$62,210,000 (2017), and \$16,400,000 (no year) |
| • University of Maryland Facilities Council Funds:  | \$800,000 (2014)   |
| • Private Donations:                                | \$20,000,000 (2015 and 2016)   |



The total budget for the design and construction of this proposed six-story building is approximately \$120,000,000. The design portion of the new facility is expected to be completed by February 2015 and construction is anticipated to start in March 2015 and be completed in April 2017. The new building will open in August 2017.

### **PROPOSED BIOENGINEERING BUILDING HEIGHT CONCERNS**

The proposed development conforms to the land use recommendations of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for public or quasi-public land uses and the Campus Master Plan. The proposed 187,000 gross square foot, six-story Bioengineering Building is located under the traffic pattern for a small general aviation airport (College Park Airport) and is subject to Aviation Policy Area regulations in Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. The University will need to demonstrate compliance with Federal Aviation Regulations.

A summary of the the height issue by Maryland Aviation Administration (MAA), Federal Aviation Administration (FAA) and the University of Maryland is as follows:

1. The Maryland Aviation Administration indicates that the proposed building “exceeds the defined horizontal surface by four feet.”
2. The Federal Aviation Administration study indicates that “the structure as described exceeds obstruction standards and/or would have adverse physical or electromagnetic interference effect upon the airspace or navigation facilities.”
3. The University of Maryland response is that the proposed building “is tucked behind and shielded by existing tall buildings in the core of the College Park ... will not endanger the public health, safety and welfare.”

Correspondence from all three parties is attached.



**[The following pages contain  
The Maryland-National Capital Park and Planning Commission  
staff comments on the above project description.]**



## ANALYSIS OF PROJECT IMPACT AREAS

The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department staff has reviewed the proposed Bioengineering Building and provide the following comments:

### 1. ENVIRONMENTAL ASSESSMENT

The proposed building area consists of 187,000 square feet of gross floor area (GSF) with a possible 50,000 GSF expansion. The area of disturbance for the new building is approximately 2.3 acres internal to the University of Maryland (UMD) College Park Campus. The new building will be within the existing visitor surface parking lot, which is already paved. Given the site limitations of the project site, on-site forest conservation may not be feasible. The University may use its Forest Conservation Bank to meet the forest conservation requirements. The Forest Conservation Bank (established with the Maryland Department of Natural Resources) has so far placed approximately 71 acres of University property in a permanent Forest Conservation Easement. To date, the established bank has approximately 11 acres remaining to support future projects.

The Stormwater Management and Erosion and Sediment Control plans will be reviewed and approved by Maryland Department of the Environment (MDE). The proposed development project may include a green roof and possible areas for the installation of stormwater management (SWM) devices.

### 2. TRANSPORTATION ASSESSMENT

A traffic impact study is not required for the proposed Bioengineering educational building. Many of the students, faculty or administrators who will occupy the building will already be on the UMD campus, and will mainly use bus services, walk, or bike to the building. The reduction of parking is consistent with the Master Plan and the intent to reduce or eliminate parking in the central campus area for pedestrian safety. There is no planned revision to traffic patterns on the College Park Campus and there are no road construction or modification plans required.

The proposed development is along Paint Branch Drive which is anticipated to be reconstructed as a "complete street" by the UMD within the campus. It is recommended that the Bioengineering Building should not conflict with the proposed UMD street project.

### 3. HISTORIC PRESERVATION/ARCHEOLOGY

There are no Prince George's County Historic Sites, Historic Resources or documented properties in the vicinity of the proposed construction. This project will not impact any Prince George's County Historic Sites, Historic Resources, or Archeological resources. There are no known archeological sites or resources that would be impacted by the proposed project.

### 4. ECONOMIC ASSESSMENT

Based on limited information provided by the applicant, staff cannot comment specifically on economic impacts of the proposed project in the immediate neighborhood and the county as a whole. However, the University of Maryland's educational mission can be expected to continue to support economic development in the county.

### 5. CONSISTENCY WITH DEVELOPMENT/REGULATORY STANDARDS

The proposed facility is located in a fully built area, with predominantly impervious surfaces, and the University is seeking Leadership in Energy and Environmental Design (LEED) silver certification for the new Bioengineering facility.

### 6. CONSISTENCY WITH APPROVED PLANS

This application is consistent with the *Plan Prince George's 2035 Adopted General Plan* goals, policies, and strategies for the Innovation Corridor and within a designated employment area. Employment areas are described as "areas commanding the highest concentrations of economic activity in four targeted industry clusters-healthcare and life sciences; business services; information, communication, and electronics; and the Federal Government."



The proposed development is also consistent with the land use recommendations in the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for public or quasi-public land uses. The subject site is located within Aviation Policy Area 6 but is not located within the Joint Land Use Study (JLUS) Interim Land Use Control area.

## **7. EXISTING PUBLIC FACILITIES**

The proposed project is served by College Park Fire/Emergency Management Services (EMS) Company 12, a first due response station with a maximum of seven minutes travel time, which is located at 8115 Baltimore Avenue. The station is equipped with two engines, one ambulance, one aerial truck, one medic and one hazmat/foam. In addition, Branchville Fire/EMS Company 11, Chillum-Adelphi Fire/EMS Company 34 and Berwyn Heights Fire/EMS Company 14 are located about a mile from the campus. The Prince George's County FY 2014-2019 Approved Capital Improvement Program provides funding to complete a major renovation to the existing Chillum-Adelphi Fire/EMS Company 34 facility, built in 1951. This analysis reaffirms the recommendations of the 2008 *Public Facilities Safety Master Plan* (PSFMP) for the Fire and EMS facilities. The 2008 *Approved Water and Sewer Plan* places this property in Water and Sewer Category 3, Community System.

## **8. COMMUNITY OUTREACH**

Given the location of the project site inside the UMD Campus, notification letters were mailed to the City of College Park and area civic associations and to adjoining property owners to the east of the site.

## **9. STAFF RECOMMENDATIONS**

The proposed 187,000 gross square foot, six-story Bioengineering Building is considered to represent the first phase of the new building. A second phase may include an expansion of the building by 50,000 gross square feet. Staff review of the overall proposed development resulted in the following recommendations:

- Within the current phase, or at the time of the future building expansion to the west, the applicant should consider redesigning the site to capitalize on the existing natural features directly adjacent to the subject site. The existing wetland could then be integrated into the design concept as an amenity and an educational opportunity for students.
- The applicant should consider a creative use of the new building roof top to incorporate a green roof. Along with the stormwater management and air quality benefits, the green roof could be designed as an alternative classroom or amenity space that would further the goals of the bioengineering program.
- The applicant should remove invasive plant materials (*Phragmites australis*) from the future building expansion site and remove trash from the existing wetland channel.
- The applicant should reduce vines growing in the existing wetland area adjacent to the project site to improve pedestrian safety along Technology Drive.
- The design and construction of the new building should not conflict with the planned reconstruction of Paint Branch Drive as a "complete street" by the University of Maryland.
- The College Park Airport is the oldest continuously operating airport in the country and protecting its operations from encroaching development is critical. The applicant should work with Maryland Aviation Administration (MAA) and Federal Aviation Administration (FAA) to resolve issues related to the operation of the airport.



## **STAFF COMMENTS**

September 23, 2014

**MEMORANDUM**

**TO:** Christine Osei, Mandatory Referral Project Manager  
Special Projects Section, Countywide Planning

**VIA:** Ruth Grover, Planner Coordinator, Urban Design Section,  
Development Review Division

**FROM:** Meika Fields, Senior Planner, Urban Design Section,  
Development Review Division

**SUBJECT:** Mandatory Referral MR-1413F  
University of Maryland–Bioengineering Building

The Urban Design Section has reviewed materials provided in support of MR-1413F, University of Maryland – Bioengineering Building, which will be a newly constructed, six-story, 187,000-square foot educational facility. The Bioengineering Building is proposed to be located within an area covered by an existing surface parking lot located on the west side of Paint Branch Drive, approximately 1,000 feet north of its intersection with Campus Drive. An existing wetland is proposed to be retained on the west side of the academic building. In a future phase, a 50,000 square foot building expansion is envisioned. The application has been reviewed as part of the Mandatory Referral review process pursuant to the Land Use Article, Section 20-301 through 305, of the Maryland Annotated Code.

The subject project is proposed to be located in a developed area, covered mostly with impervious surfaces, and the applicant is seeking Leadership in Energy and Environmental Design (LEED) certification for the project. A draft LEED score card has been submitted that indicates the potential for LEED Platinum certification for the project. Urban Design staff offers the following recommendations for the applicant to consider regarding the proposed project:

- 1) Within the current phase, or at the time of future building expansion to the west, staff suggest that the project be redesigned to capitalize on the existing natural features directly adjacent to the subject site. The existing wetland could then be integrated into the design concept as an amenity and an educational opportunity for students.
- 2) Staff suggest that the applicant consider a creative use of the roof top through the incorporation of a green roof. Along with the stormwater management and air quality benefits, the roof could be designed as an alternative classroom or amenity space that would further the goals of the bioengineering program.



October 7, 2014

**MEMORANDUM**

TO: Christine Osei, Planner Coordinator, Countywide Planning Division

VIA: Scott Rowe, Planner Coordinator, Community Planning Division

FROM: Chad Williams, Acting Master Planner, Countywide Planning Division

SUBJECT: **MR-1413F UMD Bioengineering Building**

**DETERMINATIONS**

This application is consistent with the *Plan Prince George's 2035 Adopted General Plan* goals, policies, and strategies for the Innovation Corridor.

This application conforms to the land use recommendations of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for public or quasi-public land uses.

The proposed development is located under the traffic pattern for a small general aviation airport (College Park Airport) and is subject to Aviation Policy Area regulations in Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. In particular, the applicant should be made aware of height and purchaser notification requirements contained in these regulations, and will need to demonstrate compliance with Federal Aviation Regulation (FAR) Part 77, since the height of the building exceeds 50 feet.

**BACKGROUND**

Location: The property is located at the University of Maryland, College Park main campus along Paint Branch Drive

Size: 1,014.41 acres

Existing Uses: The specific site is currently used as a surface parking lot.

Proposal: The applicant seeks to build a six-story, 187,000 square foot Bioengineering Building incorporating instructional spaces, research labs, office space, conference rooms, and a vivarium.

## GENERAL PLAN, MASTER PLAN, AND SMA

- General Plan:** This application is located within the county's innovation corridor and is within a designated employment area. Employment areas are described as "areas commanding the highest concentrations of economic activity in four targeted industry clusters-healthcare and life sciences; business services; information, communication, and electronics; and the Federal Government."
- The innovation corridor is a prioritized employment area described by *Plan Prince George's 2035* as follows:
- "Innovation Corridor: The second transformative Plan 2035 recommendation is designating parts of the City of College Park, the City of Greenbelt, the Town of Riverdale Park, the Town of Edmonston, the Town of Berwyn Heights, and areas along the US 1 Corridor and around the University of Maryland, College Park and the Beltsville Agricultural Research Center (BARC) as the Innovation Corridor. This area has the highest concentrations of economic activity in our four targeted industry clusters (see Employment Areas on page 18) and has the greatest potential to catalyze future job growth, research, and innovation in the near- to mid-term. This area is well positioned to capitalize on the synergies that derive from businesses, research institutions, and incubators located in close proximity to one another and on existing and planned transportation investment, such as the Purple Line."
- Master/Sector Plan:** 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*
- Planning Area/Community:** PA 66
- Land Use:** The subject property is recommended for public and quasi-public land uses.
- Environmental:** Refer to the Environmental Planning Section referral for comments on the environmental element of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and the 2005 *Countywide Green Infrastructure Plan*.
- Historic Resources:** Three county historic sites are located on the University of Maryland, College Park campus: Rossborough Inn (66-035-02), Morrill Hall (66-035-06), and Calvert House (66-035-07). The closest of these sites is approximately 2,220 feet south of the proposed development.
- Transportation:** The site is directly served by Paint Branch Drive, which links to Baltimore Avenue (US 1) via Campus Drive. Baltimore Avenue is a major collector (MC-200) within a right-of-way of 88 to 112 feet per the 2010 *Central US 1 Corridor Sector Plan and Sectional Map Amendment*.
- Public Facilities:** The University of Maryland, College Park campus is located approximately 200 feet southwest of College Park Volunteer Fire Station but the identified site for the proposed academic building is not proximate to this facility.



- Parks and Trails: The University of Maryland, College Park campus abuts the Paint Branch Stream Valley Park. The 2010 *Central US 1 Corridor Sector Plan and Sectional Map Amendment* recommends dedicated bicycle facilities, with bicycle lanes as a possible interim solution and cycle tracks as the preferred long-term facility, along Baltimore Avenue (US 1).
- Aviation/JLUC: The subject site is located within Aviation Policy Area 6 but is not located within the Joint Land Use Study (JLUS) Interim Land Use Control area. See below for discussion on Aviation Policy Area 6.
- SMA/Zoning: The 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67* retained this property in the R-R Zone.

## PLANNING ISSUES

### *Land Use and Plan Conformance*

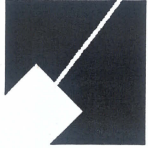
The 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* recommends public and quasi-public land uses on the subject property. The proposed Bioengineering Building is in keeping with the recommended land uses. Additionally, the proposed building is consistent with the Plan 2035 policy recommendations for the innovation corridor, which envisions research facilities leveraging the presence of major county academic institutions such as the University of Maryland, College Park. There are no master plan or general plan issues with regard to this proposed application.

### *Aviation Policy Area*

This application is located under the traffic pattern for a small general aviation airport (College Park Airport). This area is subject to Aviation Policy Area regulations adopted by CB-51-2002 (DR-2) as Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. Specifically, the subject property is located in Aviation Policy Area (APA) 6. The APA regulations contain additional height requirements in Section 27-548.42 and purchaser notification requirements for property sales in Section 27-548.43 that are relevant to evaluation of this application. No building permit may be approved for a structure higher than 50 feet in APA-6 unless the applicant demonstrates compliance with FAR Part 77.

The application should also be referred to the Maryland Aviation Administration for information and comment:

Ashish J. Solanki, Director  
Office of Regional Aviation Assistance  
Maryland Aviation Administration  
PO Box 8766  
BWI Airport, MD 21240-0766



## THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section

(301) 952-3680  
www.mncppc.org

September 22, 2014

### **MEMORANDUM**

TO: Christine Osei, Special Projects Section, Countywide Planning Division

FROM: Daniel Janousek, Coordinator, Transportation Planning Section, Countywide Planning Division

SUBJECT: MR-1413F, Bioengineering Building

The Transportation Planning Section has reviewed the subject application for a bioengineering education facility. The referral involves a project to construct a bioengineering education facility within the University of Maryland (UMD), College Park. The overall building area consists of 187,000 square feet of gross floor area (GSF) with a possible 50,000 GSF expansion. There is no proposed subdivision application associated with this proposal. The bioengineering education facility is a conversion of existing surface parking. The site, which is on the UMD campus, is close to the UMD campus entrance at Paint Branch Parkway. The road is named "Paint Branch Drive" on campus, and "Paint Branch Parkway" east of US-1.

No traffic impact study has been provided with the application. A traffic impact study is not required with the application. In examining the proposal for the bioengineering education facility, it does not appear that it would add additional traffic to the area in any substantial way during the peak hour traffic periods. Many of the students, faculty or administrators who will occupy the facility will already be on the UMD campus, and they will mainly use bus services, walk, or bike to the facility. For that reason, it is determined that a traffic study is not needed, and that the building would not increase overall traffic.

The bioengineering education facility will be within a half mile of the proposed Purple Line transitway. The Purple Line is proposed to utilize tracks imbedded in the pavement of Campus Drive. Construction for the bioengineering education facility is anticipated to begin in March 2015 and be completed in April 2017. This construction period may coincide with the Purple Line construction, which is anticipated to begin in 2015 or 2016. The Purple Line should be completed by 2020.

It is noted that the building location on the UMD campus is central to the walkway and bikeway networks within the campus, and the proposal shows improvements to these networks. The project will contain bicycle parking spaces.

Paint Branch Drive on the UMD campus is anticipated to be reconstructed as a "complete street" by the UMD within the campus. It is recommended that the bioengineering education facility should not conflict with the proposed UMD street project.

### ***Conclusion***

The Transportation Planning Section has reviewed the referral, and it determines that the proposed site plan for the MR-1413F will not increase overall traffic in the immediate area or have a negative impact on the pedestrian or bicyclist environment. The proposal does not conflict with the approved area master plan.



September 19, 2014

**MEMORANDUM**

TO: Christine Osei, Planner Coordinator, Special Projects Section, Countywide Planning Division

VIA: Katina Shoulars, Planning Supervisor, Environmental Planning Section

FROM: Marc Juba, Senior Planner, Environmental Planning Section

SUBJECT: MR-1413F University of Maryland at College Park  
The Bioengineering Building

The Environmental Planning Section (EPS) has reviewed the proposed project and has no comments with regard to woodland conservation, noise, and soils and stormwater management. The site is adjacent to an existing wetland that is proposed to remain undisturbed. The existing wetland was noted to contain an abundance of invasive species and trash. Although no impacts to the wetland are proposed, staff recommends consideration be given to broadening the project's scope by including restorative measures to the wetlands running contiguous to the site along the proposed western building line. Such suggested improvements include:

- a) Removal of invasive plant material, specifically Phragmites (*Phragmites australis*) from this area;
- b) Removal of refuse from the wetland channel;
- c) Thinning out of vines in the wetland area to improve site visibility and safety for pedestrians walking in front of the wetland area along Technology Drive; and
- d) Supplemental planting of the wetland area with shade tolerant species that would be appropriate for the resulting shading caused by the proposed building.

Thank you for the opportunity to comment on the Bioengineering Building project. If you have questions regarding these comments, please contact the Environmental Planning Section at 301-952-3650.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department

(301) 952-3680

September 8, 2014

**MEMORANDUM**

**TO:** Christine A. Osei  
Planner Coordinator  
Mandatory Referral Project Manager  
Special Projects Section  
Countywide Planning Division

**VIA:** Howard Berger  
Planning Supervisor  
Historic Preservation Section  
Countywide Planning Division

**FROM:** Robert Krause  
Planner Coordinator  
Historic Preservation Section  
Countywide Planning Division

**SUBJECT:** **Construction of MR 1413F, Proposed Bioengineering Building at University of Maryland-College Park**

**Background**

The proposed project includes the construction of a proposed six-story, 187,000 GSF Bioengineering Building to be located on the University of Maryland College Park main campus at the intersection of Paint Branch Drive and Technology Drive. The building will contain the Fischell Department of Bioengineering and the Robert E. Fischell Institute for Biomedical Devices. The new building will be served by existing internal campus roads, and no new roadways will be constructed.

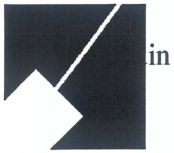
*Historic Preservation*

There are no Prince George's County Historic Sites, Historic Resources or documented properties in the vicinity of the proposed construction. This project will not impact any Prince George's County Historic Sites, Historic Resources, or Archeological resources.

*Archeology*

There are no known archeological sites or resources that would be impacted by the proposed project.





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department  
Countywide Planning Division

(301) 952-3650  
www.mncppc.org

September 29, 2014

**MEMORANDUM**

TO: Christine Osei, Planner Coordinator, Countywide Planning Division  
VIA: Maria Martin, Planning Supervisor, Countywide Planning Division  
FROM: Jay Mangalvedhe, Senior Planner, Countywide Planning Division  
SUBJECT: **MR-1413F University of Maryland (UMD) Bioengineering Building**

**Project Description**

The University of Maryland (UMD) Campus is located at Paint Branch and Technology Drive, College Park, MD, approximately eight miles from the nation's capital and is accessible by roads and public bus service.

This project involves the design and construction of a six-story research and instructional building containing labs, classrooms and offices. The proposed complex is a 187,000 square foot building located on the existing visitor parking lot north of Kim Engineering Building; with an anticipated future expansion of 50,000 gross square foot.

The campus is located in Councilmanic District 3 and is inside the employment areas as classified in the 2014 *Plan Prince George's 2035 Approved General Plan*.

**Evaluation of Existing Public Facilities**

The project is served by College Park Fire/EMS Co. 12, a first due response station with a maximum of seven minutes travel time and is located at 8115 Baltimore Avenue.

The station is equipped with two engines, one ambulance, one medic, one aerial truck and one hazmat unit and is staffed by both volunteer and career personnel.

The campus is served by a University of Maryland Police Department (UMPD), which is responsible for providing complete array of law enforcement and related services. Furthermore, UMPD has entered into a "Concurrent Jurisdiction Agreement" with the Prince George's County Police Department to provide additional services.

The 2008 *Approved Water and Sewer Plan* places this property in Water and Sewer Category 3, Community System.



## Maryland Aviation Administration

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

James T. Smith, Jr.  
Secretary

Paul J. Wiedefeld, A.A.E.  
Executive Director/CEO

August 12, 2014

Mr. William Olen  
University of Maryland  
2310 Service Building  
College Park MD 20742

Dear Mr. Olen:

The Maryland Aviation Administration (MAA) has received your notice of Federal Aviation Administration (FAA) Aeronautical Study No. 2014-AEA-5084-OE near College Park Airport, a Maryland licensed public-use facility located in College Park, Maryland. An analysis was performed under Code of Maryland Regulations (COMAR) 11.03.05, Obstructions to Air Navigation. The proposed structure is below the defined approach surface, but exceeds the defined horizontal surface by 4 feet. In accordance with COMAR 11.03.05, the proposal is considered an obstruction and hazard to air navigation. A revised proposal below 198 feet AMSL would meet Maryland standards. In addition, the "FAA Site Exhibit, UMCP - Bioengineering Building" submitted to MAA shows an error with regards to the latitude/longitude coordinate for the North East point.

By copy of this letter to the FAA, University of Maryland and the Maryland-National Capital Park and Planning Commission, we are providing notice of MAA's determination of obstruction and hazard to air navigation as well as the recommended mitigation. MAA wishes to express our strong concern about the effect of this proposal which adds to the cumulative impact of other tall structures and adversely affects the safety, efficiency and utility of College Park Airport.

MAA respectfully requests University of Maryland's intent moving forward. MAA reserves the right to review this determination if additional or alternative information becomes available. If you have any questions, please feel free to contact me at 410-859-7689.

Sincerely,

Sean N. Hammer, C.M.  
Airport Services Manager  
Office of Regional Aviation Assistance

cc: Mark Green, Project Manager, University of Maryland, Department of Capital Projects  
Greg Kernan, Division Chief, MNCPPC NIIRD/Manager, College Park Airport  
Earl Newalu, Specialist, FAA





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

Aeronautical Study No.  
2014-AEA-5084-OE  
Prior Study No.  
2014-AEA-3279-OE

Issued Date: 09/08/2014

William Olen  
University of Maryland  
2300 Service Building  
College Park, MD 20742

**\*\* NOTICE OF PRESUMED HAZARD \*\***

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

Structure:	Building Bioengineering Building
Location:	College Park, MD
Latitude:	38-59-32.50N NAD 83
Longitude:	76-56-15.30W
Heights:	68 feet site elevation (SE) 134 feet above ground level (AGL) 202 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 130 feet above ground level (198 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

Any height exceeding 130 feet above ground level (198 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (404) 305-7082. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AEA-5084-OE.

**Signature Control No: 225963186-228809935**

(NPH)

Earl Newalu  
Specialist

Attachment(s)

Additional Information



**Additional information for ASN 2014-AEA-5084-OE**

Proposal exceeds FAR 77.19 (a) the horizontal surface by 4 feet as applied to College Park Airport (CGS) located in College Park, Maryland.

The proposal exceeds by 4 feet the vertical confines of the VFR traffic pattern as applied to College Park Airport (CGS) located in College Park, Maryland.

If you would like to reduce the proposed height to 198 AMSL you can notify me by e-mailing your request to reduce the height to [earl.newalu@faa.gov](mailto:earl.newalu@faa.gov)

The subject line should include the ASN. I will then be able to issue a favorable determination at the lower height.

Maximum height available at this location is 130 feet AGL / 198 feet AMSL and is limited to this height because of the VFR traffic pattern at the College Park Airport.



Federal Aviation  
Administration

« OE/AAA

## Interim Cases for MD: Form 7460-1 for ASN 2014-AEA-5084-OE

### Overview

**Study (ASN):** 2014-AEA-5084-OE  
**Prior Study:** 2014-AEA-3279-OE  
**Status:** Interim  
**Letters:** Notice

**Received Date:** 08/05/2014  
**Entered Date:** 08/05/2014  
**Completion Date:** 09/08/2014  
**Expiration Date:**  
**Map:** [View Map](#)

### Sponsor Information

**Sponsor:** University of Maryland  
**Attention Of:** William Olen  
**Address:** 2300 Service Building  
**Address2:**  
**City:** College Park  
**State:** MD  
**Postal Code:** 20742  
**Country:** US  
**Phone:** 301-405-1120  
**Fax:**

### Sponsor's Representative Information

**Representative:** University of Maryland  
**Attention Of:** Robert Martinazzi  
**Address:** 0600 Service Building  
**Address2:**  
**City:** College Park  
**State:** MD  
**Postal Code:** 20742  
**Country:** US  
**Phone:** 301-314-5924  
**Fax:**

### Construction Info

**Notice Of:** CONSTR  
**Duration:** PERM (Months: 0 Days: 0)  
**Work Schedule:** 03/26/2015 to 03/25/2017  
**Date Built:**

### Structure Summary

**Structure Type:** Building  
**Structure Name:** Bioengineering Building  
**FCC Number:**

### Structure Details

**Latitude (NAD 83):** 38° 59' 32.50" N  
**Longitude (NAD 83):** 76° 56' 15.30" W  
**Horizontal Datum:** NAD 83  
**Survey Accuracy:** 4D  
**Marking/Lighting:**  
**Other Description:**

### Height and Elevation

	Proposed	DNE	DET
<b>Site Elevation:</b>	68		
<b>Structure Height:</b>	134	130	134
<b>Total Height (AMSL):</b>	202	198	202

**Current Marking/Lighting:** N/A Proposed Structure  
**Current Marking/Lighting Other Description:**

### Frequencies

Low Freq	High Freq	Unit	ERP	Unit

**Name:**  
**City:** College Park  
**State:** MD  
**Nearest County:** Prince George's  
**Nearest Airport:** CGS  
**Distance to Structure:** 6104.3 feet  
**On Airport:** No  
**Direction to Structure:** 314.77°  
**Description of Location:** Paint Branch Drive on the campus of the University of Maryland, College Park, MD

**Description of Proposal:** New building on campus. The building will have a concrete structure, brick facade and metal windows. See attached FAA Site Exhibit UMCP - Bioengineering Building which includes coordinates of each building corner. The



9/24/2014

Interim Cases for MD: Form 7460-1 for ASN 2014-AEA-5084-OE

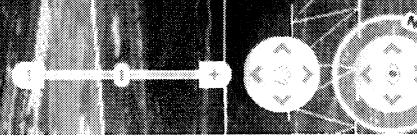
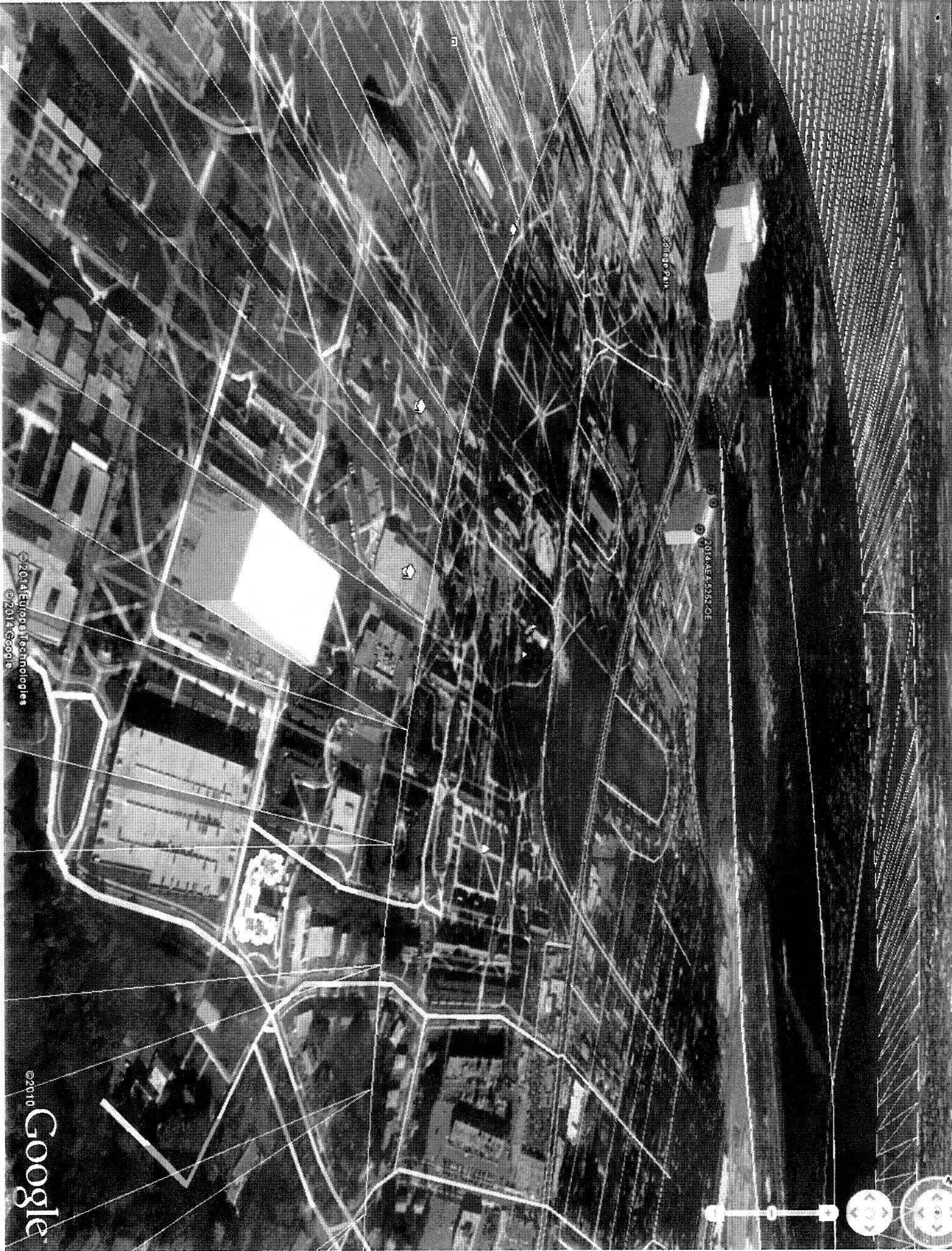
overall building  
dimensions are 153 ft.  
east-west, 350 ft.  
north-south.

Previous [Back to  
Search  
Result](#) Next

Close Print







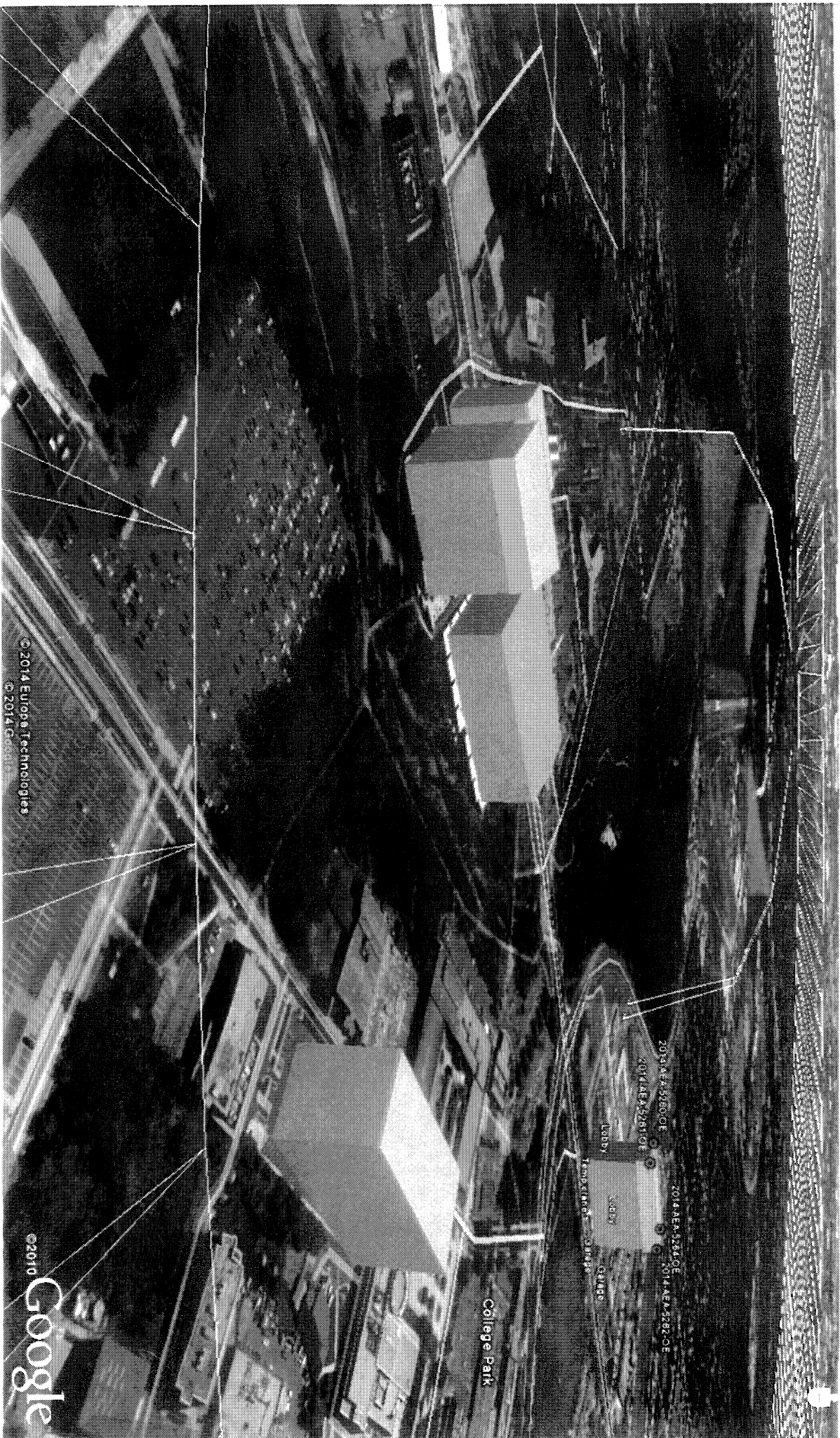
©2010 Google

©2014 Europa Technologies  
©2014 Google









2014AEA55A0E 2014AEA5282CE  
2014AEA5080CE 2014AEA5281CE

Lobby  
Lobby  
Temp Office Garage

College Park



# UNIVERSITY OF MARYLAND

OFFICE OF THE PRESIDENT

2101 Main Administration Building  
College Park, Maryland 20742  
301.405.4945 TEL 301.314.9395 FAX

November 3, 2014

Sean N. Hammer, C.M.  
Airport Services Manager  
Office of Regional Aviation Assistance  
Maryland Aviation Administration  
P.O. Box 87667  
BWI Airport, Maryland 21240-0766

Re: University of Maryland, College Park Bioengineering Building

Dear Mr. Hammer:

We are in receipt of your letter dated August 12, 2014, as well as the Federal Aviation Administration's September 8, 2014 Notice of Presumed Hazard, both addressed to Mr. William Olen. Both MAA and FAA, in reference to Aeronautical Study No. 2014-AEA-5084-OE, state that the University of Maryland's proposed new Bioengineering Building is (in layman's parlance) 4 feet too tall. Both MAA and FAA suggest a redesign of the building to reduce height. In your letter, you emphasize MAA's "strong concern about the effect of this proposal which adds to the cumulative impact of other tall structures and adversely affects the safety, efficiency and utility of College Park Airport."

Upon receipt of your letter, the University took note of MAA's safety and operational concerns. Although giving them deference, we must respectfully disagree with MAA's risk/impact assessment. First, context and location matter. The University proposes to build the Bioengineering Building in a location tucked behind two existing buildings, The Varsity and University View, which are taller and closer to the airport than the Bioengineering Building. In our view, the Bioengineering Building qualifies as "an object that will be shielded by existing structures of a permanent and substantial nature . . . and will be located in the congested area of a city, town or settlement where the shielded structure will not adversely affect safety in air navigation." See 14 C.F.R. Part 77.10(e) (exempting such "shielded" structures from FAA construction notice filing requirement).



Sean N. Hammer, C.M.

Page Two

November 3, 2014

I understand from a previous conversation you and I had that MAA's regulations do not have the same exemption the FAA regulations have that would allow MAA to consider our proposed site in context. But it is hard to ignore the map, and the location of our building in relation to your airport, in making the ultimate determination as to whether the Bioengineering Building would have a safety or operational impact. This is not only in regards to the element of 'shielding' as discussed above, but also with regard to whatever mitigation the airport has already taken to reflect two buildings that are larger than the one under discussion and that are located in greater proximity to the runway.

Even though a straightforward "shielding" analysis shows our building will not have a safety or operational impact, the University nevertheless asked our architect, Ballinger, to assess the feasibility of reducing the height of the Bioengineering Building. I attach, for your consideration, a letter dated October 15, 2014 from Mr. Wittry, which I incorporate by reference here.

As Mr. Wittry notes in more detail in his letter, the ground floor of the building cannot be lowered because of floodplain limitations. Other accommodations to reduce overall building height, such as reduced floor-to-floor height or the relocation of rooftop mechanical equipment all come with a high functionality, pricing, delay or aesthetic cost.

The University, upon consideration of both the FAA and the MAA notices, disagrees with any assertion that the "shielded" Bioengineering Building at 202 feet AMSL--rather than the nominally lower suggested 198 feet AMSL-- would endanger public health, safety and welfare. We do not believe it in the public interest to reduce our building's functionality or increase its cost under these circumstances.

The Bioengineering Building is a "public building or structure" as that term is defined in Maryland Annotated Code, Land Use Article, Section 20-301 and we have referred this project to the Maryland-National Capital Park and Planning Commission pursuant to Section 20-301, *et seq.* which is the exclusive "local procedure for requesting a variance" applicable to the University. See COMAR 11.03.05.06. The matter is scheduled for Planning Board hearing on December 4, 2014 (MR-1413F).

To the extent that MAA, upon consideration of this letter and the accompanying letter of Mr. Wittry, disagrees with the University's determination, we would urge you to continue to communicate with the University, through this office, and to participate in the upcoming Mandatory Referral hearing. We hope that the Planning Board agrees with the University's position that the Bioengineering Building--tucked behind and shielded by existing tall buildings in the core of College Park--will not endanger public health, safety and welfare.

Sean N. Hammer, C.M.

Page Three

November 3, 2014

We thank you for your letter, MAA's diligence in support of the airport and for the opportunity to carefully consider the advantages and disadvantages of this building at this site. At this time, we remain excited by, and committed to, the much needed research and academic space for the Fischell Department of Bioengineering, featuring atrium space, a two-story flexible open laboratory space, flexible classrooms, optical laser laboratories, imaging laboratories, electromagnetic and radio frequency interference shielded spaces for sensitive equipment, and a vivarium.

We welcome continued communication, and public participation, in this matter.

Sincerely yours,

A handwritten signature in dark ink, appearing to read 'E. Maginnis', with a stylized flourish at the end.

Edward J. Maginnis  
University Counsel

cc: Earl Newalu  
Greg Kernan  
Christine Osei



October 15, 2014

Mr. Daniel R. Pierce  
Senior Project Manager  
University of Maryland College Park  
Facilities Management – Capital Projects  
0600 Service Building  
College Park, MD 20742-6033

Ref: FAA  
Bioengineering Building  
University of Maryland College Park  
UMCP Project No.: 12-55-004-00; QC: 12460; Ballinger No.13025.00

Dear Dan:

We are responding to your request to provide a letter addressing the following, to support the University's response to Federal Aviation Administration (FAA) letter dated September 8, 2014.

**1. Impacts of reducing the overall building height to program spaces and future flexibility:**

The Bioengineering Building site is located in a 100 year floodplain. The building Ground Floor Level cannot be lowered due Maryland Department of the Environment (MDE) requirement that the Ground Floor elevation be minimum 2 feet above the 100 year floodplain, which is the current design. There are two options to reduce the building height, with the following impacts to program spaces and future flexibility:

- 1) Reduce the current floor-to-floor heights at each floor, and corresponding interior ceiling heights:
  - Significantly compromises long term flexibility of use of a research building. JCI and Ballinger strongly recommend against floor-to-floor height reduction in a research lab building for flexibility of use, adaptability to accommodate change, over the long term life of building. Less space above the ceiling will limit the ability to accommodate future alterations and limit access to the utility systems mounted within. Potentially adds cost for operations and maintenance due to more limited access to components.
  - Reduced clear heights in research labs will limit the ability to accommodate future lab/scientific equipment that require these clearances, and therefore limit future research requiring this equipment.
  - Reduced ceiling plenum space, and clearances for MEP utility systems infrastructure above the ceiling will inhibit the ability to implement future changes, which are characteristic of these Bioengineering and Biomedical Devices research and teaching programs.
  - Negative impact of ceiling height reductions over large floor plates on transparency and daylight to interior spaces. Reduces ceiling heights to preserve required ceiling plenum space for MEP systems, increased complexity of MEP systems coordination will translate to field coordination during construction. Some transitions from vertical to horizontal distribution will require re-work.
  - Height reductions will reduce natural daylighting, which will increase interior artificial lighting initial and long term operating and maintenance costs. This is counter to the sustainability goals of the University and project.
  - Significant re-design/documentation, will impact design schedule. Although not reviewed with our structural engineer, it is possible foundations could be issued as currently designed thereby maintaining schedule for BP1.
  - Superstructure design will need to be re-calculated.

## BALLINGER

October 15, 2014

Mr. Daniel R. Pierce  
University of Maryland College Park

Ref: **FAA**

Bioengineering Building  
University of Maryland College Park  
UMCP Project No.: 12-55-004-00; QC: 12460; Ballinger No.13025.00

- All vertical components- exterior envelope, interior partitions, stairs, sections and details will need to be re-designed/revised in the BIM Revit models.
  - MEP utilities systems infrastructure will require re-coordination, particularly on the 2nd floor north at interface of central plant with tower core risers.
  - Height reductions on first and second floors will cause the audio-visual projection systems in the Flex Classrooms to not function as currently designed, will require re-design which may not function at the same level.
  - Reduced height between 5<sup>th</sup> and 6<sup>th</sup> Floors will require further lowering of ceiling to accommodate 6<sup>th</sup> Floor trench, cagewash and sterilizer pit depressions within the 6<sup>th</sup> Floor vivarium.
  - Computational Fluid Dynamics (CFD) model for smoke control system will need to be re-modelled.
- 2) Relocate major mechanical equipment (cooling towers) from the high roof to low roof (3<sup>rd</sup> Floor), and reduce the height and increase quantity of lab exhaust fans at high roof:
- Requires re-design of low roof area and north end of building/loading dock. Upper roof area vacated by cooling towers would be taken by increased quantity of reduced height lab exhaust fans distributed over extended area. Lab exhaust fans height reduced to fit within overall 198 ft AMSL. Lab exhaust fans are required to be on the high roof.
  - Significant re-design/documentation required, will impact design schedule.
  - Increased construction cost. Added screen wall to conceal cooling towers. Obstructs view from offices on this level.
  - Equipment on low roof was previously rejected by UMCP, and not presented to ALRB or ARB. The University Architectural and Landscape Review Board (ALRB), and State Architectural Review Board (ARB) approved the current design.
  - Structural re-design for cooling towers and other heavy equipment will impact foundations, issued in BP1. Foundations re-design will impact Bid Package 1 schedule.
  - Altered seismic and wind load exposure may require new lateral analysis. Shear walls and associated foundations will need redesign.
  - Wind-wake/exhaust dispersion analysis is needed to evaluate condensate plume from cooling towers, may impact/obscure windows on north façade.
- 2. Describe the impacts to the current design schedule for changes to the building along with resultant delays to the construction schedule**

For re-design to reduce the current floor-to-floor heights at each floor, or for moving the cooling towers to the low roof and revisions to the north end of the building (loading dock, transformer pad, mechanical area, etc.), if the decision is made now the impact to the current design schedule will be approximately 8 to 10 weeks, with resultant corresponding delays in the construction schedule. This will delay occupancy and beneficial use of the building by the University.

# BALLINGER

October 15, 2014

Mr. Daniel R. Pierce  
University of Maryland College Park

Ref: FAA  
Bioengineering Building  
University of Maryland College Park  
UMCP Project No.: 12-55-004-00; QC: 12460; Ballinger No.13025.00

**3. Add other information Ballinger considers pertinent to the justification including existing structures located between the College Park airport and our proposed site.**

The Bioengineering Building is six (6) occupied stories above grade plus a mechanical penthouse. Existing structures between the College Park Airport, and the proposed new Bioengineering Building site include the following, shown on the following maps and photographs:

- The View, Baltimore Avenue: 16 above grade stories west tower, 12 above grade stories east tower.
- The Varsity, Baltimore Avenue: 7 above grade stories on the west side, plus elevator overrun tower on east side (8 stories).
- Parkside at College Park, Lakeland Avenue: 6 above grade stories plus elevator overrun.
- Spellman House Apartments: 7 stories plus elevator tower + steel frame and equipment on elevator tower.



# BALLINGER

October 15, 2014

Mr. Daniel R. Pierce  
University of Maryland College Park

Ref: FAA

Bioengineering Building

University of Maryland College Park

UMCP Project No.: 12-55-004-00; QC: 12460; Ballinger No.13025.00



1. Proposed UMCP Bioengineering Building: 6 stories plus Penthouse.
2. The Varsity: Route 1 Baltimore Avenue. 7 stories plus Penthouse.
3. The View: 16 stories West tower, 13 stories East tower.
4. Parkside at College Park: 6 stories plus elevator overrun tower.
5. Spellman House Apartments: 7 stories plus Elevator tower + steel frame and equipment on tower.

# BALLINGER

October 15, 2014

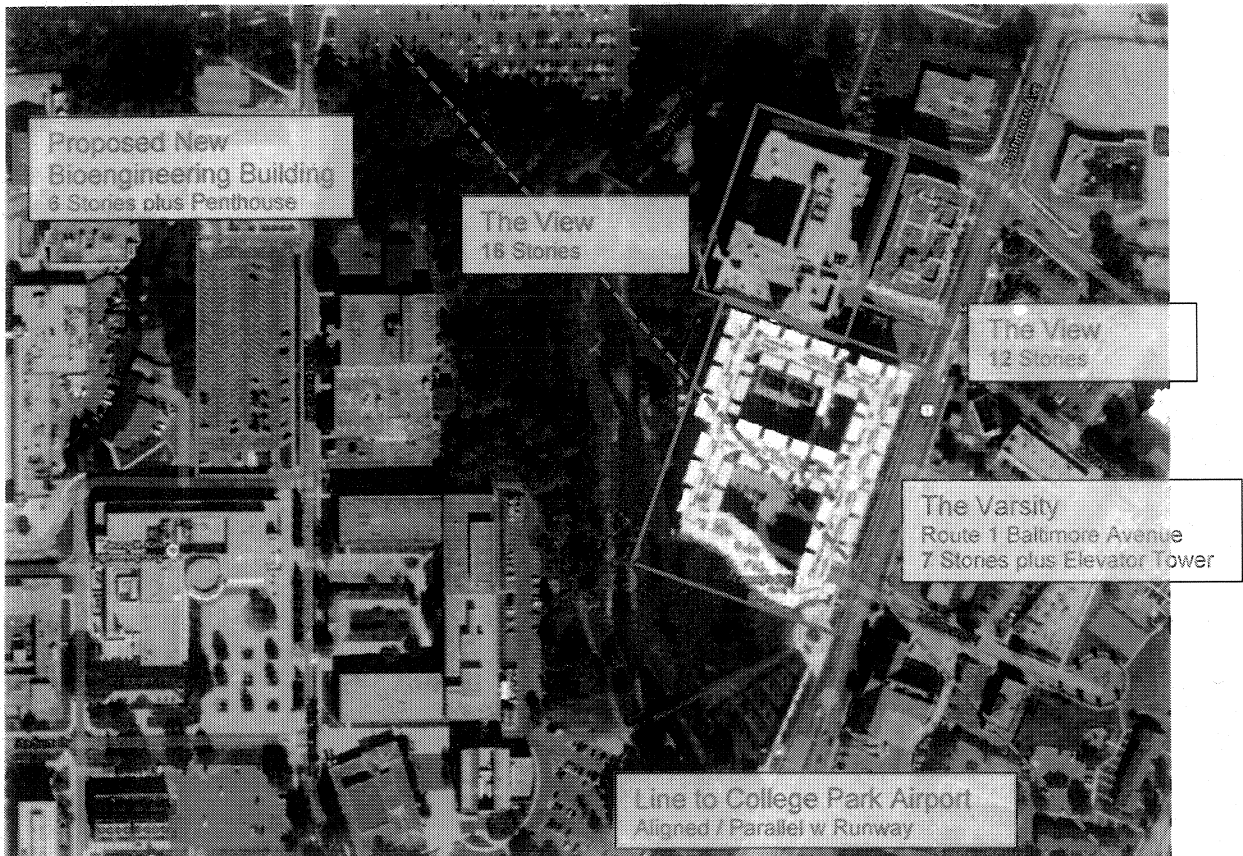
Mr. Daniel R. Pierce  
University of Maryland College Park

Ref: FAA

Bioengineering Building

University of Maryland College Park

UMCP Project No.: 12-55-004-00; QC: 12460; Ballinger No.13025.00



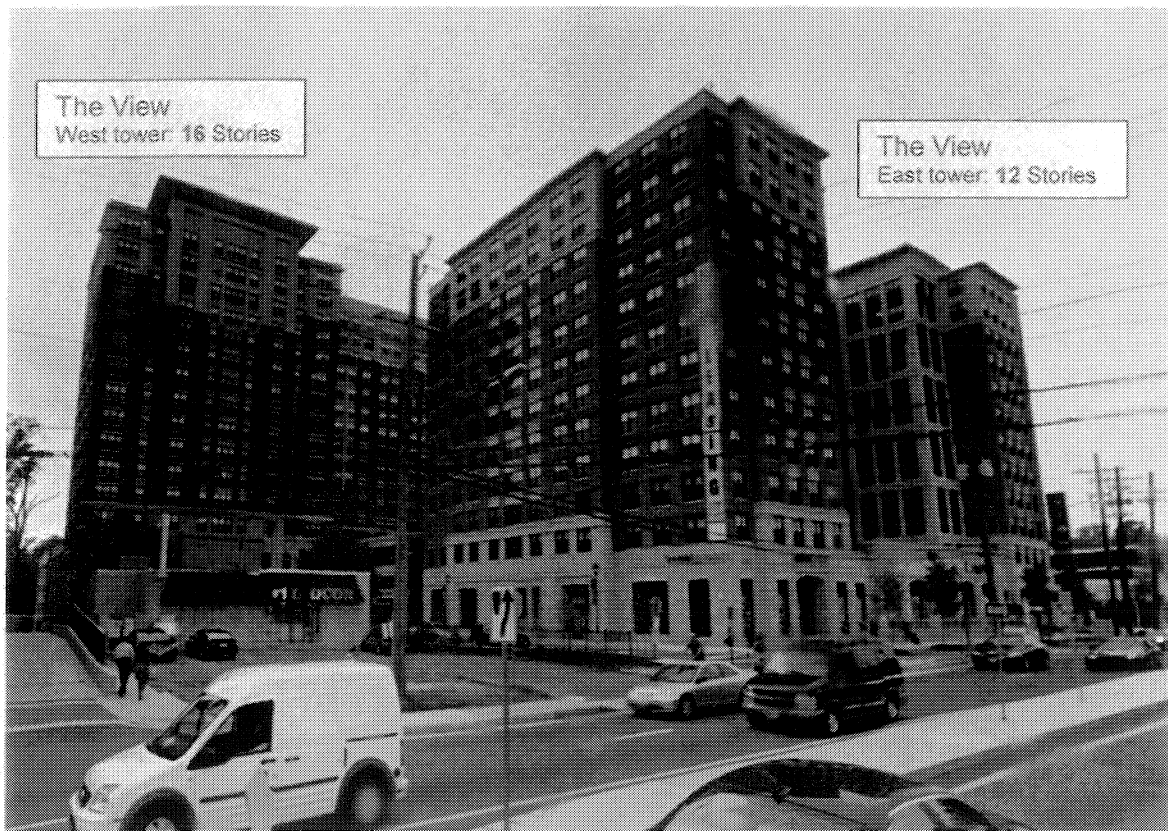
Building Heights proximate to proposed new UMCP Bioengineering Building, with height in stories above grade.

# BALLINGER

October 15, 2014

Mr. Daniel R. Pierce  
University of Maryland College Park

Ref: FAA  
Bioengineering Building  
University of Maryland College Park  
UMCP Project No.: 12-55-004-00; QC: 12460; Ballinger No.13025.00



The View, Baltimore Avenue: 16 above grade stories west tower, 12 above grade stories east tower.



BALLINGER

October 15, 2014

Mr. Daniel R. Pierce  
University of Maryland College Park

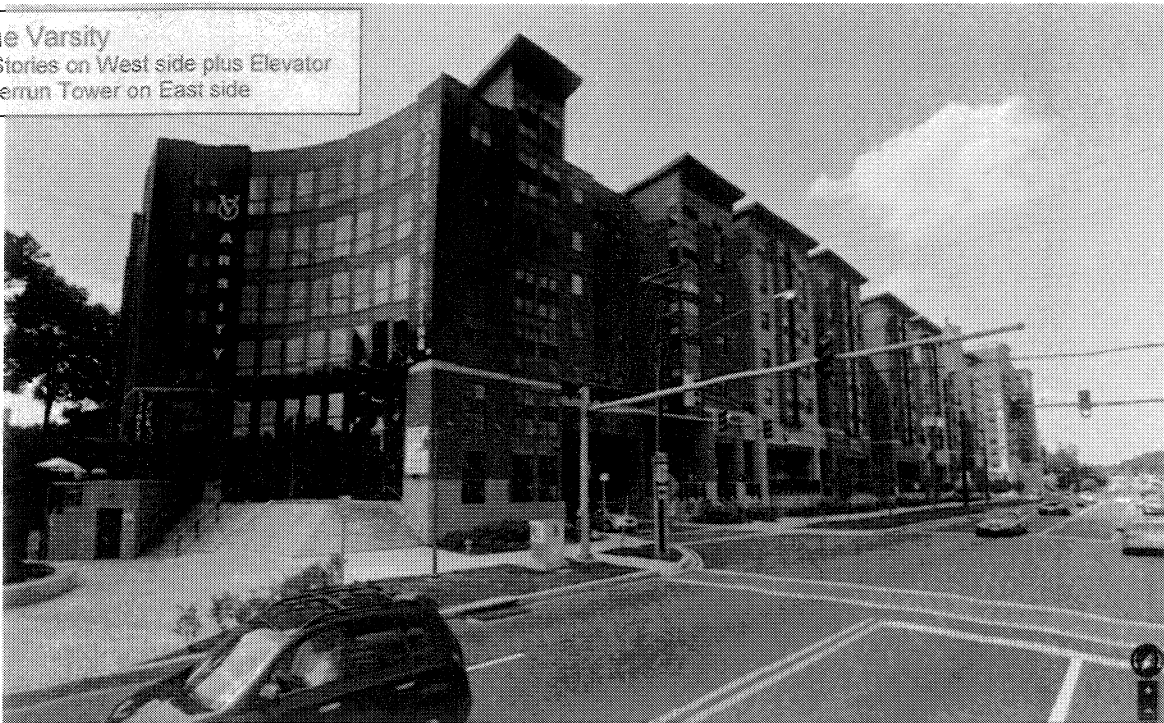
Ref: FAA

Bioengineering Building

University of Maryland College Park

UMCP Project No.: 12-55-004-00; QC: 12460; Ballinger No.13025.00

The Varsity  
7 Stories on West side plus Elevator  
Overrun Tower on East side



The Varsity, Baltimore Avenue: 7 above grade stories on the west side, plus elevator overrun tower on east side (8 stories).

Sincerely,

A handwritten signature in cursive script, appearing to read 'Steven Wittry'.

Steven Wittry, AIA, NCARB  
Associate Principal

215 446-0310 Direct  
[SWittry@Ballinger-ae.com](mailto:SWittry@Ballinger-ae.com)

Sent via Email: Dan Pierce ([dpierce2@umd.edu](mailto:dpierce2@umd.edu))  
cc: Ballinger: File 13025.00 4.0



## ATTACHMENT 5

Prince George's County Planning Department  
Office of the Planning Director

AGENDA ITEM # 5Rec'd DEC 03 2014 Log No Same December 2, 2014 CPB MEETING OF 12-4-14Distribution FP, MM, CO, Log

original to CWPD 6509 Beaver Dam Road  
Beltsville, MD 20705

Ms. Elizabeth M. Hewlett - Chair

M-NCPPC Prince George's County Planning Board

14741 Governor Oden Bowie Drive

Upper Marlboro, Maryland 20772

PRINCE GEORGE'S COUNTY PLANNING BOARD  
OFFICE OF THE CHAIRMAN  
RECEIVED 12/3/14 LOG NO. CV-120303  
DISTRIBUTION EMH-F&I  
To: Planning AA  
CC: JJ, PGCPB

Ms. Hewlett:

I am writing to express my very strong concerns about Mandatory Referral No. MR-1413F (University of Maryland Bioengineering Building) and wish to have them placed into the record. MR-1413F is listed on the Planning Board agenda for December 4, 2014. I would come down and speak against it but I am out of town that week.

Both the FAA and the MAA have declared the building a hazard to air navigation. This is a risk to people on the ground and in the air. The ground breaking for this building has already taken place and was reported here:

[http://www.diamondbackonline.com/news/article\\_67c38820-7373-11e4-b07c-074c9c15615d.html](http://www.diamondbackonline.com/news/article_67c38820-7373-11e4-b07c-074c9c15615d.html)

The University's claim is that the building is shielded by other buildings. The University says the Bioengineering building will be "tucked behind and shielded by existing tall buildings". While the University is an institute of higher learning, in this case they are not the subject matter experts, the FAA and MAA are. In fact, in this case the University's



Prince George's County Planning Department  
Office of the Planning Director

Rec'd DEC 03 2014 Log No Same

Distribution FP, MM, CO, Log

AGENDA ITEM # 5  
PCPB MEETING OF 12-4-14

6509 Beaver Dam Road

original to CWPB Beltsville, MD 20705

Ms. Elizabeth M. Hewlett - Chair

M-NCPPC Prince George's County Planning Board

14741 Governor Oden Bowie Drive

Upper Marlboro, Maryland 20772

PRINCE GEORGE'S COUNTY PLANNING BOARD  
OFFICE OF THE CHAIRMAN

RECEIVED 12/3/14 LOG NO. 04-120303

DISTRIBUTION EMH - F&I

TO: Planning AA

CC: JJ, PGCPB

Ms. Hewlett:

I am writing to express my very strong concerns about Mandatory Referral No. MR-1413F (University of Maryland Bioengineering Building) and wish to have them placed into the record. MR-1413F is listed on the Planning Board agenda for December 4, 2014. I would come down and speak against it but I am out of town that week.

Both the FAA and the MAA have declared the building a hazard to air navigation. This is a risk to people on the ground and in the air. The ground breaking for this building has already taken place and was reported here:

[http://www.diamondbackonline.com/news/article\\_67c38820-7373-11e4-b07c-074c9c15615d.html](http://www.diamondbackonline.com/news/article_67c38820-7373-11e4-b07c-074c9c15615d.html)

The University's claim is that the building is shielded by other buildings. The University says the Bioengineering building will be "tucked behind and shielded by existing tall buildings". While the University is an institute of higher learning, in this case they are not the subject matter experts, the FAA and MAA are. In fact, in this case the University's



reading and compression is lacking and they should be given an 'incomplete' and be sent back to redo their assignment.

The FAA has a process that considers this exact issue. It is contained in "Procedures for Handling Airspace Matters", Order JO 7400.2K with the latest version effective April 3, 2014. If this claim by the University was correct then the FAA would not have issued the determination of hazard.

The pertinent part of the document is

#### **6-3-13. CONSIDERING SHIELDING**

**a. Consideration.** Shielding is one of many factors that must be considered in determining the physical effect a structure may have upon aeronautical operations and procedures.

**b. Principle.** The basic principle in applying the shielding guidelines is whether the location and height of the structures are such that aircraft, when operating with due regard for the shielding structure, would not collide with that structure.

**d. Guidelines.** Any proposed construction of or alteration to an existing structure is normally considered to be physically shielded by one or more existing permanent structure(s),

**1.** Not more than 500 feet horizontal distance from the shielding structure(s) and in the congested area of a city, town, or settlement, provided the shielded structure is not located closer than the shielding structures to any heliport or airport located within 5 miles of the structure(s).

**2.** Such that there would be at least one such shielding structure situated on at least three sides of the shielded structure.

A quick look at a map depicting the buildings in the area shows that there are no structures tall enough to provide shielding within 500 feet on any side, much less 3 sides.

I urge that you protest the height of this structure in the strongest possible terms. Perhaps President Loh is unaware of what his staff is doing.

This is not the first time that the University of Maryland has built a building knowing it was a hazard to air navigation. Prince Fredrick Hall was declared a hazard to air navigation on July 18, 2012 by the MAA and the University of Maryland ignored the MAA's finding and went ahead and built it. It opened as a student dormitory in the fall of this year.

As I mentioned above, the University has already broken ground on this building and while I know you can't prohibit it from being built I again urge you to protest the height issue in the strongest terms.

I am a Prince George's County resident and a pilot. I have kept a plane at College Park Airport since the mid 1980's. My logbook shows that so far this year I have flown into and out of College Park Airport on 38 different days. Last year my logbook indicates 41 flights into and out of College Park Airport. Over the past 28 years I estimate that I have flown either into or out of College Park Airport over 1,000 times.

The proposed development **WILL adversely impact flight** activities at the College Park Airport.

I request this letter and the attachments be submitted as part of the record.

Sincerely

Kurt Schneckenburger

cc:[Christine.Osei@ppd.mncppc.org](mailto:Christine.Osei@ppd.mncppc.org)

Some notes on that staff report.

On Page 3 (Attachment-3900) it is said that College Park Airport is the oldest continually operating airport in the county. On Page 32 (Attachment-3901) it is also said that College Park Airport is the oldest continually operating airport tin the county.

In fact, College Park Airport is the oldest continuously operating airport in the world. You can find this mentioned on the MNCPPC website.

<http://www.pgparcs.com/page41525.aspx>

“The facility is now the world's oldest continually operated airport...”

Page 25 (Attachment-3901) doesn't have the height of the building depicted. It has the width but given that the most serious concern is the buildings height it seems odd. This building is much higher than a typical 6 story building.

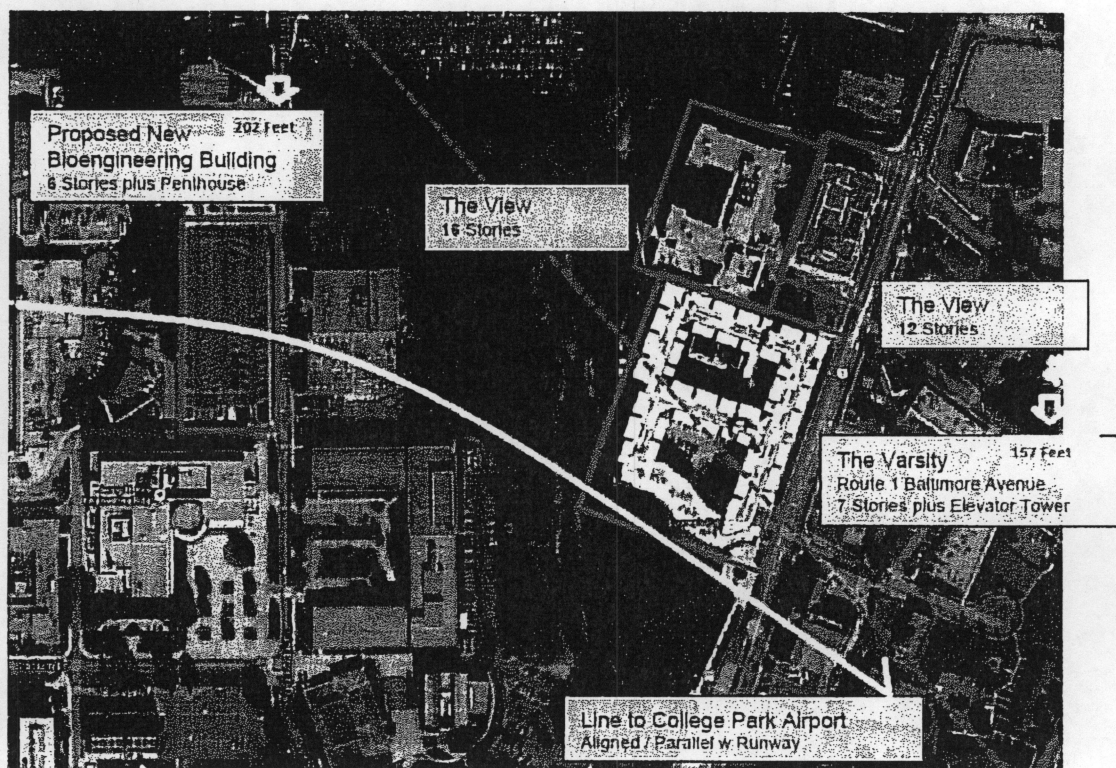
Page 28 (Attachment-3901) fails to adequately depict the airport environment in that area. It does not show the University View, a building 700 feet to the north and east of the proposed Bioengineering building. This building was declared an obstacle by the FAA. It was declared a hazard by the MAA. Being an obstacle it has to be flown around.

When taking off to the east, most pilots tend to fly just to the south of University View as it sticks up quite a bit. A flight path to the south is typically chosen for number technical reasons that relate to flight. A



flight path to the south of University View will take an aircraft right over the proposed Bioengineering building.

Pages 36 and 37 make it look like aircraft will always be flying from the airport towards the University of Maryland campus. The opposite will often be the case. For aircraft landing to the east, the first hazard and obstacle that aircraft will have to cross will be the Bioengineering building. This is depicted by the yellow arrow in picture below.



37

In the above picture, note that *the 6 story Bioengineering Building plus Penthouse is about 45 feet taller than The Varsity at 7 stories plus Elevator Tower*. This is because some of floors in the Bioengineering Building are **TWICE the height of a floor** in The Varsity. The top of the

Bioengineering Building is at 202 AMSL (Above Mean Sea Level); the top of The Varsity is at 157 feet AMSL.

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

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

Structure:	Building Varsity@College Park-SE
Location:	College Park, MD
Latitude:	38-59-27.22N NAD 83
Longitude:	76-56-03.53W
Heights:	92 feet above ground level (AGL) 157 feet above mean sea level (AMSL)

**\*\* NOTICE OF PRESUMED HAZARD \*\***

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

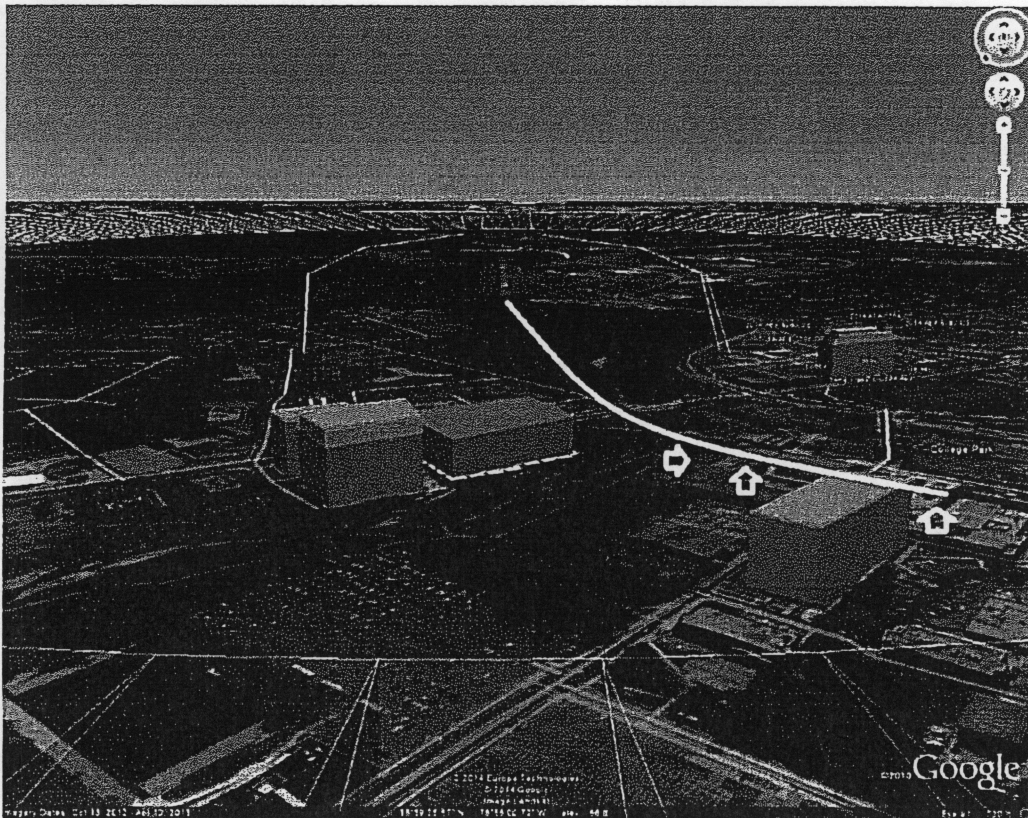
Structure:	Building Bioengineering Building
Location:	College Park, MD
Latitude:	38-59-32.50N NAD 83
Longitude:	76-56-15.30W
Heights:	68 feet site elevation (SE) 134 feet above ground level (AGL) 202 feet above mean sea level (AMSL)

The height differential also helps demonstrate that the University's claim of 'shielding' is bogus. Perhaps the dog ate their work papers.

Page 38 and 39 are also misleading. Aircraft landing to the east will have to cross the Bioengineering building before they get to the buildings shown in these pictures. The last time I flew out of College Park Airport, this morning, I departed to the west, flying over the proposed building site. When I returned later in the day the wind had shifted and I landed to the east, over the proposed building site.



If the proposed building is built the advertised height the flight path will be moved further to the south. This will be true for either aircraft landing or taking off. This is depicted by the yellow line below.



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This will push air traffic towards the proposed hotel.

Below is a picture I took the other day.



