THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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PGCPB No. 16-21 File No. DSP-15021

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on February 18, 2016 regarding Detailed Site Plan DSP-15021 for Arena Drive North, Sandpiper Property, the Planning Board finds:

1. **Request:** The subject approval is for the construction of two identical four-story, 124-room, 47,624-square-foot hotels and ancillary site improvements. This approval also includes two variance requests from the requirements of Sections 27-471(f)(2) and 27-474(b) of the Prince George's County Zoning Ordinance, respectively.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	I-3	I-3
Use	Vacant	Hotel
Acreage	5.3	5.3
Parcel	1	1
Number of Hotel Room	0	248

OTHER DEVELOPMENT DATA

	Required	Provided
Green Area	25%	46%

Parking Schedule

PARKING REQUIRED

BUILDING 1	
(1 space/2 guest rooms) @ 124 guest rooms	62 spaces
(3 handicap spaces per 51 to 75 required parking spaces)	3 spaces
Total for Building 1	**65 spaces**
BUILDING 2	
(1 space/2 guest rooms) @ 124 guest rooms	62 spaces
(3 handicap spaces per 51 to 75 required parking spaces)	3 spaces
Total for Building 2	**65 spaces**

PARKING PROVIDED

BUILDING 1	
Surface Parking	82 spaces (9.5' x 19')
Handicap (Van Accessible)	2 spaces (11' x 19')
Handicap (Standard)	2 spaces (9.5' x 19')
Total for Building 1	**86 spaces**
BUILDING 2	
Surface Parking	107 spaces (9.5' x 19')
Handicap (Van Accessible)	2 spaces (11' x 19')
Handicap (Standard)	2 spaces (9.5' x 19')
Total for Building 2	**111 spaces**

Loading Schedule

LOADING SPACES REQUIRED

Building 1	
33' X 12' Designated Loading Space	1 space
Building 2	
33' X 12' Designated Loading Space	1 space

LOADING SPACES PROVIDED

Building 1	
33' X 12' Designated Loading Space	1 space
Building 2	
33' X 12' Designated Loading Space	1 space

3. **Location:** The subject property is located in the northeastern quadrant of the intersection of Arena Drive and Brightseat Road. The project is also located in Planning Area 72 and Council District 5.

4. **Surrounding Uses:** The site is bounded to the south by Arena Drive, with forested/partially developed land in the Planned Industrial/Employment Park (I-3) Zone beyond; to the east by the Capital Beltway (I-95/495), with industrial land use in the Employment and Institutional Area (E-I-A) Zone beyond; to the north by undeveloped land in the I-3 Zone; and to the west by Brightseat Road, with Jericho Baptist Church in the I-3 Zone beyond.

5. **Previous Approvals:** The site is the subject of Preliminary Plan of Subdivision 12-3266, which was approved on December 17, 1969 and recorded as Record Plat 16 in Book WWW 73-16.

The site also has an approved Stormwater Management Concept Plan, 14770-2015-00, which was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on July 31, 2015, and is valid until July 31, 2018.

6. **Design Features:** This 5.30-acre site is roughly rectilinear in shape with frontage on Brightseat Road to the west, Arena Drive to the south, and the Capital Beltway (I-95/495) to the east. Undeveloped land, zoned I-3, is located to the north. The site's topography includes a gentle slope (a ten-foot-rise from west to east) and an even lesser slope (a five-foot-rise from south to north). The site will be accessed at a single point on the northern end of its Brightseat Road frontage, and internal circulation and parking is provided on-site by driveways around and between the two buildings herein approved. Parking and loading schedules demonstrating conformance with the relevant requirements of Part 11 of the Zoning Ordinance are included on the coversheet and on Sheet 5. As the schedules are not identical, a condition of this approval requires that, prior to certificate approval of this DSP, the parking and loading space sizes be added to the parking schedule on Sheet 5. Additionally, the parking space to the south of the bike rack provided for Building 1 is substandard in size. A condition of this approval requires that, prior to certificate approval, the parking bay in question be redesigned so that all of the parking spaces meet the minimum size requirement of 9.5 feet by 19 feet.

The two identical, four-story, 124-room hotels are located in a generally north to south direction on the site, with the more easterly hotel, proposed Building 2, located at an askew angle from the first, which is located on the westerly portion of the site, parallel to the site's Brightseat Road frontage. The footprint of each hotel is 11,362 square feet and the total square footage of each hotel is 47,624 square feet. The project is phased, with the hotel on the eastern side of the site to be built first. No date is specified for the second phase to move forward. Each hotel will include a small fitness area and retail shop on the first floor.

Stormwater for the site is proposed to be handled by a series of bioretention areas, four on the southern portion of the site and one in the northeastern portion of the site, and by use of permeable paving for most of the parking spaces. In an oversight on the plans, the six parking spaces on the northern end of the southeastern façade of Building 2 have been indicated to be paved in asphalt, instead of a permeable paving material. A condition of this approval requires that the applicant revise plans prior to certificate of approval to indicate that these parking spaces be paved with a permeable material.

The architecture for the two identical hotels is composed of a combination of brick, exterior insulation finishing system (EIFS), Hardiboard, and asphalt shingles. Visual interest is created in the form and massing of the architecture by the use of these different building materials in a variety of colors, coordinated with the various building components. The roofline is articulated with its design reflective of the form and massing of the building, with the end and central sections specified as to be finished with brick and additional architectural details, as well as to be taller than the remainder of the building.

The front and rear façades are the longer façades of these rectilinear buildings. These façades have articulated rooflines which stand on the ends and central portions of the façades. The central section on the front and rear façades of each hotel contains the one building-mounted sign on each façade, measuring approximately 200 square feet in size. The fenestration on the front and rear façades presents a pleasing rhythm of double windows, except on the central portion where the window pattern varies, to follow the interior common functions such as the lobby, a small commercial retail area, and a fitness center.

The side elevations are generally composed of two major building components, both with pitch roofs. The lower of the two sections contains a service door and the higher of the two contains four double windows (one on each floor) and a project sign measuring 50 square feet. The design for the hotels includes continuous brick at the base of the buildings on the first story to add richness and visual interest at the pedestrian scale.

Site details include a retaining wall, a specified aluminum fence, and a dumpster enclosure. A condition of this approval requires that the specified aluminum fence be cladded with a black baked-on gloss finish to enhance its durability and appearance.

The sign package for the project includes the above-mentioned building-mounted signs and three freestanding signs. One of these is a "regulatory" sign, which measures three feet in height and approximately three feet in width and is located on the northern end of Building 1. A second freestanding sign, with two panels of copy, measuring 35 feet 10 inches tall and 100 square feet in area, is located along the ramp from the Capital Beltway (I-95/495). The third freestanding sign to be included in the project is located on the southern side of the entrance to the property, measuring 35 feet 10 inches tall and containing an area of 68 square feet, which is excessive for the purpose it serves. A condition of this approval requires that the height of the sign be revised to a maximum of 25 feet. The design of the signage is included in the details provided on the plan to include a common theme of being aqua in color and simply stating the project name "Woodspring Suites An Extended Stay Hotel" with the leaf insignia for the hotel. Both the lettering and the leaf insignia are executed in a bi-color arrangement of white and green fonts.

The following corrections shall be made to the Signage Chart included on Sheet 7 of the plan:

a. The sign referred to as the "Free Standing Short Sign" shall be corrected to read "Regulatory Sign."

b. The zoning requirements for the regulatory sign shall be corrected to read that "the maximum height of the sign is 35 feet ten inches and the area of the sign is 8 square feet."

c. In the Comments section of the detail provided for "Large Freestanding Sign No. 1" and "Large Freestanding Sign No. 2," the correct height for each sign (25 for the sign on Brightseat Road and 35 feet 10 inches for the sign along the Beltway) shall be reflected.

A condition of this approval requires that these corrections be made.

Lighting for the site includes 31 "shoebox" light fixtures, which provide adequate light for safety in accordance with Crime Prevention Through Environmental Design (CPTED) principles, while preventing light spillage on adjacent properties. Other lighting luminaire on the site includes a single wall-mounted fixture on the side façade facing Arena Drive of the more easterly building. Also, in accordance with CPTED principles, the original placement of the light fixtures with respect to landscaping was reevaluated and adjusted so that the landscape trees, when they reach their mature height and breadth, will not interfere with the lighting.

The following green building techniques will be incorporated into the design, construction, and operation of the proposed hotels constructed on the subject property. While the applicant is not planning to seek Leadership in Energy and Environmental Design (LEED) certification, many of the items listed below are requirements for that certification:

- Compliance with the 2009 Energy Code in overall design;
- Energy management system for heating, ventilation, and air conditioning (HVAC) equipment;
- Cooling systems use R-410A refrigerant;
- Attics are fully ventilated to reduce cooling needs;
- Insulated double pane windows are used throughout the buildings;
- Energy saving light-emitting diode (LED) lighting is used in 90 percent of the buildings;
- Water saving valves are used on all toilets;
- Water saving aerators are used on all faucets;
- Flooring material uses recycled polymers;
- Cabinets use recycled wood products;
- Framing of the buildings uses recycled wood products – sheathing, subfloors, and floor joists;
- Low to zero volatile organic compounds (VOC) paints is specified for all painted surfaces; and
- All cleaning chemicals are biodegradable, and automatically mixed for safe use concentrations.

Additionally, low-impact site development elements have been incorporated in the stormwater design. More particularly, in accordance with the requirements of Chapter 5 of the Maryland Stormwater Design Manual (2009) and the Prince George's County Stormwater Management Design Manual (2014), environmental site design has been provided to the maximum extent practicable. The layout and grading herein approved has been designed to allow water to continue to drain in patterns similar to pre-development conditions. Micro-bioretention facilities are located in multiple locations on the site, including along the southern frontage of the property facing Arena Drive and its northeastern frontage along the Beltway, as well as within large planter boxes adjacent to the buildings in the green area around the buildings. A wooded area is to remain as a conservation area which will be used for sheetflow to the conservation area in the design for a portion of the runoff. Lastly, a minimum of surface parking has been provided, pervious paving has been utilized for the majority of the parking area, and a large island of green space is preserved in that area so as to limit the amount of impervious area.

7. **Prince George's County Zoning Ordinance:** The project is subject to the requirements of Section 27-473, Uses Permitted in Industrial Zones, of the Zoning Ordinance.

   a. Hotels are a permitted use in the I-3 Zone. However, per Section 27-471(i)(1), the minimum area for development of any planned industrial/employment park shall be 25 acres. Footnote 59 of Section 27-473 regarding uses permitted in industrial zones allows hotels and motels on sites less than 25 acres in size provided a DSP is approved for the use pursuant to Part 3, Division 9, of the Zoning Ordinance. The subject DSP, which is herein approved, fulfills this requirement. The project is also subject to Section 27-471(f), Regulations; Divisions 1 and 5 of Part 7 (Industrial Zones); the Regulations Tables (Division 4 of Part 7); General Regulations (Part 2); Off-Street Parking and Loading (Part 11); Signs (Part 12); and the 2010 *Prince George's County Landscape Manual*, (Landscape Manual) deemed part of the Zoning Ordinance. See Finding 9 of this resolution for a full discussion of the approval's conformance to the requirements of the Landscape Manual.

   b. The project is designed in accordance with the Zoning Ordinance requirements mentioned above, except with respect to the Section 27-474(b), Table 1 Setbacks (minimum in feet), which stipulates a required 50-foot setback, including surface parking from a freeway; and Section 27-471(f)(2), which requires that no more than 25 percent, or 40 percent in the Planning Board's discretion, of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented. The applicant has met both requirements.

   c. **Variance Requests**—Per Section 27-239.03 of the Zoning Ordinance, the Prince George's County District Council or the Planning Board, when making a final decision regarding a site plan, has the sole authority to grant variances from the strict application of the Zoning Ordinance, in conjunction with its approval. Pursuant to this section, the applicant requested two variances, as follows:

Variance Request 1 relates to Section 27-474(b) of the Zoning Ordinance, which requires that development in the I-3 Zone be set back a minimum of 50 feet from a freeway. Further, Footnote 9 of that section stipulates that this required setback applies to surface parking. In the subject case, the ramp from the Capital Beltway (I-95/495) to Arena Drive is less than 50 feet from the edge of the surface parking provided for the hotel on the eastern side of the site. The intrusion into the setback is of variable depth, with a maximum intrusion of 25.9 feet. Therefore, a variance of 24.1 feet is herein approved. In addition, a variance is herein approved for the required setback of Building 2 from Arena Drive for which, instead of the required 30 feet, a setback of 18.47 feet is provided. The setback along Arena Drive, like the setback from the Beltway, applies to surface parking too, pursuant to Footnote 9.

Variance Request 2 relates to Section 27-471(f)(2) of the Zoning Ordinance, which requires that not more than 25 percent of any parking lot and no loading space be located in the yard to which the building's main entrance is oriented. Further, it stipulates that the Planning Board may approve up to an additional 15 percent in its discretion, if increasing parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building. The Planning Board hereby finds the applicant is allowed the additional 15 percent because it meets the listed criteria. First, increased parking in the yard to which the front entrance is located would better serve the efficiency of the hotel use. More patrons would then be able to park in front of the hotel and enter via the front door where the main reception desk/check-in area is located. Second, allowing the additional 15 percent would improve views from an interstate highway, the Capital Beltway, as the front entrances to the hotels are oriented to the west, away from the Beltway. Views of the hotel from the Beltway would be improved by including more of the architecture of the building and its landscaping and less of the parking.

The percent of parking lot square footage located in the yard to which the front door is located for the two buildings is as follows:

> **Building 1:** The applicant has included 54.4 percent of the parking lot in the yard to which Building 1's entrance is oriented, which exceeds the maximum 40 percent that the Planning Board may allow by 14.4 percent.
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> **Building 2:** The applicant included 50.6 percent of the parking lot in the yard to which Building 2's entrance is oriented, which exceeds the maximum 40 percent that the Planning Board may allow by 10.6 percent.

Decisions regarding variances must conform to the criteria set forth in Section 27-230 of the Zoning Ordinance. Each required finding is listed below, followed by Planning Board findings. Each finding is specified as addressing either Variance Request 1 or 2, as

(a) A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals, or the Planning Board as applicable, finds that:

(1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;

(Variance Request 1): The extraordinary circumstance in this case is that the subject property is located along an exit ramp from the Capital Beltway. As such, and given the commercial use of the project, the Planning Board hereby finds that the 50-foot setback normally required from freeways is not needed in this case. Further, the Planning Board hereby finds that since the intrusion into the setback is in the rear of the hotel and the spaces in that area most probably will only be utilized after the parking in the front is full, this will most likely be an unusual and infrequent occurrence.

(Variance Request 2): The Planning Board hereby finds that due to the extraordinary condition of the property being utilized for hotel use, where parking is especially necessary in front of the building, and because the site is surrounded on three sides by roadways, including the Capital Beltway, a unique design constraint exists for the applicant, and this required finding is hereby made.

(2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property, and

(Variance Request 1): If strict setback requirements were applied to the subject project, it would render the project unbuildable. The site has environmental features on its northern side and is surrounded on the other three sides by roadways. Peculiar and unusual difficulties would be created if the Zoning Ordinance is interpreted strictly and the setback requirements applied. The subject project is located adjacent to an exit ramp of the Capital Beltway (I-95/495), not the travel lanes of the Beltway. It is highly likely that this requirement was originally conceived to apply to the travel lanes of the freeway in question, not to an exit ramp, which is only two lanes wide. Also, the requirement includes pavement, in addition to building, which creates additional unusual difficulties. Note that the buildings actually meet this requirement.

(Variance Request 2): The strict application of this provision of the Zoning Ordinance would result in peculiar and unusual practical difficulties to the applicant due to the nature of the project herein approved. Patrons at hotels expect to be able to park proximate to the front entrance of the hotel for convenience and appreciate the added security that is afforded by the front entrance where hotel

employees are constantly present.
Criminal activity is less likely to occur if potential criminals are aware that someone might be observing their actions.

(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

(Variance Request 1): Allowing intrusion into the required setbacks will not substantially impair the intent, purpose, or integrity of the General Plan or master plan as follows:

- The *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) Plan Prince George's 2035 designates this area for employment land uses that continue to support business growth and development near transit where possible, improving access and connectivity, and creating opportunities for synergies. Developing two hotels in this location will create jobs, but also provide a place where out of town businesspeople might stay while scouting sites for planned employment park or industrial uses for some of the undeveloped land proximate to the site, thereby perhaps supporting business growth and development proximate to the Capital Beltway (I-95/495), in accordance with the goals of Plan Prince George's 2035.

- Though the 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment* (Subregion 4 Master Plan and SMA) recommends that the accessibility and proximity of the area to the highway system provides an ideal location for light industrial, office, and flex space, the hotel use is permitted in the I-3 Zone. Considering the high vacancy rates of office in the area and its good visibility and highway access, the addition of the hotel use could be a catalyst for the area to transition toward a wider mix of flex, commercial, residential, and office uses.

(Variance Request 2): Allowing greater than 40 percent of the parking to be placed in the yard to which the front entrance is located will not substantially impact the intent, purpose, and integrity of the General Plan or master plan, as these documents have no specific guidance regarding the placement of parking with respect to a subject use.

The Planning Board herby approves the two variance requests.

8. **Preliminary Plan of Subdivision 12-3266 and Record Plat WWW 73-16:** The property is Parcel A of the Brightseat Road Subdivision approved under Preliminary Plan of Subdivision 12-3266, which was approved on December 17, 1969 and recorded in Plat Book WWW 73-16.

The property described on the DSP is smaller than the property described on the plat due to public right-of-way dedication. There are no plat notes contained on the plat that are relevant to the review of the subject DSP.

9. **2010 Prince George's County Landscape Manual:** The DSP for the construction of two hotels 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; and Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

a. **Section 4.2, Requirements for Landscaped Strips along Streets**—Section 4.2 requires landscape strips along streets for all nonresidential uses in any zone and for all parking lots. More particularly, properties in the I-3 Zone (such as the subject property) must meet the requirements of Section 4.2(c)(5) of the Landscape Manual, which states:

> **If a property is located in the I-3 Zone, the width of the required landscape strip shall be as required by Section 27-474 of the Zoning Ordinance. The plant materials proposed within the landscape strip shall be shown on a detailed site plan approved in accordance with Section 27-471(d) of the Zoning Ordinance, but shall not be less in quantity than required by Section 4.2(c)(3)(a)(i).**

Section 27-474 of the Zoning Ordinance requires that 25 percent of the site be green area for properties located in the I-3 Zone and not in a Development District Overlay Zone or a Transit District Overlay Zone. The subject approval meets and exceeds this requirement by providing 46 percent green area. The Landscape Manual, however, specifies that the quantity of plantings provided on the landscape plan is equal to or exceeds the requirement of Section 4.2(c)(3)(a)(i) (Option 1). Per this section of the Landscape Manual, landscape strips provided along street frontages must have a minimum of one shade tree and ten shrubs per 35 linear feet of frontage, excluding driveway openings. The Planning Board hereby finds that the landscape strips provided along Arena Drive, the Capital Beltway (I-95/495), and Brightseat Road meet these requirements with regard to shade trees, but not to shrubs, as follows:

	Trees Required	**Trees Provided**	**Shrubs Required**	**Shrubs Provided**
Buffer A Arena Drive - 438.67 ft.	13	22 Requirement Met	100	62 Need 68 additional
Buffer B Brightseat Rd. - 402.72 ft.	11	14 Requirement Met	120	70 Need 50 additional
Buffer C Capital Beltway - 376.47 ft.	11	11 Requirement Met	130	41 Need 69 additional

A condition of this approval requires that, prior to certificate approval, the applicant revise the landscape plan to reflect 69 additional shrubs along the Beltway, 68 additional shrubs along the Arena Drive frontage, and 50 additional shrubs along the Brightseat Road frontage.

In addition, the Section 4.2 schedule indicates that the applicant selected Options 2 and 3, instead of Option 1, which is what is required in the I-3 Zone. Therefore, prior to certificate approval, a condition of this approval requires the applicant to revise the Section 4.2 schedule to reflect that. As per the Landscape Manual requirement regarding landscape strips along streets in the I-3 Zone, the applicant has provided a ten-foot-wide strip along the roadways abutting the site, planted at a rate of one shade tree and ten shrubs per 35 linear feet, at a minimum, as described in Section 4.2(c)(3)(a)(i)(Option 1) of the Landscape Manual.

b. **Section 4.3, Parking Lot Requirements**—Section 4.3 requires that a proposed parking lot larger than 7,000 square feet provide interior planting islands throughout the parking lot to reduce the impervious area. When these planting islands are planted with shade trees, the heat island effect created by large expanses of pavement may be minimized. The subject parking lot is 113,646 square feet in size. Thirteen percent, or 14,773 square feet, of interior planting is required for a parking lot of this size. The landscape plan indicates that 14,783 square feet of interior planting is proposed to be provided, meeting and exceeding this requirement.

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 wood board-on-board dumpster enclosure is proposed for the project, in accordance with Option (A) on page 62 of the Landscape Manual. As wood has not proved to be a durable and lasting material for this sort of structure, the Planning Board by condition of this approval, requires that a more durable masonry product, particularly brick, be utilized for the dumpster enclosure.

d. **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 80.9 percent native shade trees, 51.6 percent native ornamental trees, 100 percent evergreen trees, and 52.2 percent shrubs, and therefore meets and exceeds the above requirements.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. Further, the site contains a total of 5.2 acres of woodlands. The site has a woodland conservation threshold of 0.80 acre and a total requirement of 2.09 acres. The Type 2 tree conservation plan (TCP2) proposes to meet the requirement with 2.09 acres of off-site woodland preservation. The TCP2 proposes to preserve 0.60 acre of woodland on-site in a woodland preservation area not credited. The 0.60 acre area of woodland is less than 50 feet wide in several places and therefore cannot be used to meet woodland conservation requirements. A temporary tree protection fence is proposed to protect the woodlands during development. The Planning Board hereby finds that the plans for the subject site are in conformance with the applicable requirements of the Woodland and Wildlife Habitat Conservation Ordinance.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3: Tree Canopy Coverage Ordinance, requires that ten percent (0.53 acre or 23,087 square feet) of the site be covered in tree canopy. The applicant has provided this acreage/square footage of tree canopy by leaving 0.60 acre or 26,316 square feet of existing trees and providing 27,375 square feet in landscape trees, totaling 53,511 square feet of tree canopy coverage (TCC), that meets and exceeds the 23,087-square-foot requirement. However, the TCC schedule on Sheet 2 of the landscape and lighting plan submitted for the project contains the following errors that need to be corrected. A condition of this approval requires that these corrections be made prior to certificate of approval of the plans.

Line Item on the Tree Canopy Coverage Schedule	As Stated on Sheet 2 of the Landscaping and Lighting	As Corrected
A. Total On-Site WC Provided (Acres)	0.60 acre/26,136 sq. ft.	0 acres/0 sq. ft.
B. Total Area Existing Trees (Non-WC Acres)	5.00 acre/217,800 sq. ft.	0.6 acre/26,136 sq. ft.
D. Total Tree Canopy Provided	271,311 sq. ft.	53,511 sq. ft.

Line Item B of the TCC schedule provided on Sheet 2 of the landscape and lighting plan submitted with the project mistakenly includes the five acres of trees currently on the site in Line Item D, Total Tree Canopy Coverage Provided. Therefore, a condition of this approval requires that the applicant subtract the five acres of existing trees from that line item as a ministerial correction prior to certificate approval.

12. **Further Planning Board Findings and Comments from Other Entities:** The concerned agencies and divisions comments are summarized as follows:

a. **Historic Preservation**—The Planning Board hereby finds that the approval of DSP-15021, Arena Drive North, Sandpiper Property, will have no effect on historic sites, resources, or districts.

b. **Archeological Review**—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. The subject approval will not impact any historic sites, historic resources, or known archeological sites.

c. **Community Planning**—The Planning Board hereby makes the following determinations:

- The application is consistent with the *Plan Prince George's 2035 Approved General Plan* which designates this area as an employment area.

- The application is not strictly consistent with the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment,* which recommends light industrial and office land uses, but hotel is a permitted use in the I-3 Zone.

With respect to Plan Prince George's 2035, the subject area is located in an area designated for employment land uses that continue to support business growth and development near transit where possible, improve transportation access and connectivity, and create opportunities for synergies.

The Subregion 4 Master Plan and SMA recommends the following (page 78): "The accessibility and proximity of the area to the highway system provides an ideal location for office, flex (lightly zoned industrial or office space where the building provides its occupants the flexibility of utilizing the location for office or showroom space in combination with manufacturing, laboratory, warehouse, etc.) and industrial uses to occur."

The Planning Board finds that the applicant proposes to build a hotel featuring two four-story buildings with a total of 248 rooms and 202 surface parking spaces on 5.3 acres of land. The subject property is bounded by Brightseat Road with a church beyond to the west; by an undeveloped parcel zoned I-3 to the north; Arena Drive to the south, with a forested site that appears to have driveways onto the property zoned I-3 beyond; and the Capital Beltway (I-95/495) to the east. The hotel is permitted in the I-3 Zone, although the Subregion 4 Master Plan recommends light industrial and office land uses. Most of the plan's goals and strategies pertaining to industrial land uses revolve around mitigating negative impacts, ensuring sufficient buffering exists between industrial and non-industrial uses, and establishing incentives to upgrade or to relocate commercial and industrial businesses to other sites within Prince George's County, none of which is applicable to the subject approval.

d. **Transportation Planning**—In review of Detailed Site Plan DSP-15021, the following summarized comments were offered.

The site is subject to the general requirements of site plan review, which include attention to parking, loading, on-site circulation, etc. No traffic-related findings are required. This site is on a recorded lot. The site plan shows two buildings surrounded by sidewalks and on-site parking. A sidewalk provides a link between the two proposed hotels and to Brightseat Road. The commercial driveways on the site provide access around the buildings. On-site circulation is deemed adequate. The sole access point is proposed on Brightseat Road at an unsignalized intersection in the northwest corner of the site. Any operational issues at this location will be addressed by the County.

The site is adjacent to Arena Drive and Brightseat Road, both listed as master plan roadways in the Subregion 4 Master Plan and SMA. Arena Drive is listed as an arterial roadway with a right-of-way width varying from 120 to 150 feet. Brightseat Road is listed as a collector roadway with 80 feet of right-of-way. The property is also adjacent to the Capital Beltway (I-95/495), a master plan freeway. No structures are being proposed within the master plan rights-of-way of these roadways.

The Planning Board hereby finds that from the standpoint of transportation, the site plan is acceptable and meets the findings required for approving a DSP, as described in Section 27-285 of the Zoning Ordinance.

e. **Subdivision Review**—With respect to subdivision issues, the Planning Board finds that the property is Parcel A of the Brightseat Road Subdivision, located on Tax Map 67 in Grid D-1, and measures 5.30 acres. The property is currently vacant and is in the I-3 Zone.

Parcel A was the subject of Preliminary Plan of Subdivision 12-3266, which was approved on December 17, 1969 and recorded in Plat Book WWW 73-16. Records are no longer available for this case. Section 24-111(c) of the Subdivision Regulations states the following:

Section 24-111. Resubdivision of land.

(c) A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:

(1) The proposed use is for a single-family detached dwelling(s) and uses accessory thereto; or

(2) The total development proposed for the final plat on a property that is not subject to a Regulating Plan approved in accordance with Subtitle27A of the County Code and does not exceed five thousand

(5,000) square feet of gross floor area; or

(3) The development proposed is in addition to a development in existence prior to January 1, 1990, and does not exceed five thousand (5,000) square feet of gross floor area; or

(4) The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.

If for the purpose of resubdivision, the recorded final plat is submitted without modifications, the Planning Board shall approve the resubdivision as submitted if it finds that adequate public facilities exist or are programmed for the area within which the subdivision is located, as defined in Division 3 of this Subtitle. If the recorded final plat is submitted with modifications, the Planning Board may approve the resubdivision in accordance with Subsection (a) or (b), above.

Since the record plat was recorded prior to October 27, 1970, a resubdivision plat is required to be completed prior to issuance of building permits. This plat (5-15059) is in the pre-review process, would create a single parcel, and must be approved prior to approval of building permits.

The existing I-3 zoning requires approval of a DSP pursuant to Section 27-471(d)(1) of the Zoning Ordinance.

The bearings, distances, and lot sizes, as shown on the DSP, are different than what is on the existing Record Plat (WWW 73-16), due to road dedication to the east and south of the property.

The applicant incorporated the second requirement in revised plans and the first requirement has been made a condition of this approval:

(1) Prior to approval of building permits, a plat of resubdivision shall be approved. The DSP shall match the bearings, distances, and parcel sizes reflected on the plat of resubdivision.

(2) Prior to approval of the DSP, the title block on all included sheets must be corrected to remove "Parcels 1-4, Block B" and add "Existing Parcel A" and "Proposed Parcel 1."

The DSP must be in substantial conformance with the resubdivision plat that is required to be completed prior to issuance of building permits. Failure of the DSP and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected.

f. **Trails**—The Planning Board hereby finds the following regarding master trail compliance:

- The project was evaluated for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* in order to implement planned trails, bikeways, and pedestrian improvements.

- Two master plan trails impact the subject property. Continuous sidewalks and designated bike lanes are recommended along Brightseat Road and a sidepath (or wide sidewalk) is recommended along Arena Drive. The MPOT includes the following statements for each road:

  - **Brightseat Road Sidewalks and Bike Lanes**—Continuous sidewalks/wide sidewalks and on-road bicycle accommodations along Brightseat Road shall be required by condition of this approval. Brightseat Road is a major north-south connection through the Landover Gateway area, and currently facilities for pedestrians are fragmented. The road currently does not include striping for bicycle facilities. However, due to the speed and volume along the road, its connectivity through the sector plan area, and its connection to FedEx Field, designated bike lanes are desireable. Brightseat Road should also include accommodations for bicycles and pedestrians at the planned interchange with Landover Road (MD 202). These facilities will provide safe non-motorized connectivity to the Landover civic center and commercial core from surrounding neighborhoods (page 25).

  - **Arena Drive Shared-Use Side path**—Extend the existing wide sidewalks along the entire length of Arena Drive. This facility will improve pedestrian access between FedEx Field and the Largo Town Center (page 27).

- The MPOT also contains a section on Complete Streets, which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk construction and the accommodation of pedestrians:

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

- The DSP hereby approved removes the existing four-foot-wide sidewalk along the subject site's frontage of Brightseat Road and replaces it with a five-foot-wide sidewalk, which meets current Prince George's County Department of Public Works and Transportation (DPW&T) guidelines and standards for access. Designated bike lanes or other appropriate on-road bicycle facilities along Brightseat Road may be considered by DPW&T at the time of road resurfacing. However, "Share the Road with a Bike" signage is required by condition of this approval.

- The master plan trail (or wide sidewalk) along Arena Drive has been constructed along the south side of the road opposite from the subject site. The wide sidewalk provides pedestrian access along the road and across the Capital Beltway (I-95/495). No sidewalk is warranted along the site's frontage of the north side of the road, as the current bridge over the Beltway does not include a sidewalk on that side, which means that pedestrian access along the road must be channeled to the south side of the road. However, the plans for the project herein approved reflect both a new crosswalk and pedestrian signals across Arena Drive at its intersection with Brightseat Road. These facilities will help to provide safe pedestrian access from the site to the existing sidewalk on the south side of Arena Drive.

  Internal to the subject site, sidewalk access is provided around both of the proposed buildings. A sidewalk connection is also shown from the public right-of-way and sidewalk along Brightseat Road to each of the two buildings, with the sidewalk to the easternmost building extending along the access drive and through the parking lot. The Planning Board supports this sidewalk connection as shown. A small amount of bicycle parking is also recommended at each building.

g. **Permit Review**—In regard to Permit Review, the Planning Board hereby finds:

- Setbacks, shall by condition of this approval be provided on Sheet 5 of 7 of the submitted site plan for the proposed freestanding signs. The freestanding signs shall also be clearly labeled on that plan.

- The key plan for the sign locations shown on Sheet 7 of 7 shall by condition of this approval be revised. The symbol number that is provided in the key plan for the large freestanding sign does not match the corresponding number provided on the sign detail sheet.

- Two large freestanding signs are proposed on the site and appear to be permitted. The applicant has correctly determined the allowed sign area for the freestanding sign proposed along Brightseat Road by calculating the linear feet of street frontage the site has along that particular roadway. However, the applicant has added the linear feet of street frontage of both the Capital Beltway (I-95/495) and Arena Drive for the purposes of determining the allowed sign area for the second freestanding sign that is proposed along the I-95 ramp. Section 27-614(c)(4) of the Zoning Ordinance states that, in the I-3 Zone, the area of the freestanding sign shall be not more than one-square-foot for each five lineal feet of street frontage along the street on which the sign faces. The linear feet of street frontage along either one of the roadways alone would not appear to permit the 100-square-foot sign that is being proposed, and it is not typical to allow the linear feet of street frontage along two separate roadways to be used in order to determine the allowed sign area for one freestanding sign. However, due to the orientation of the sign, the possibility that it will be facing both roadways and that Section 27-614(d)(3) of the Zoning Ordinance states that, in the I-3 Zone, the number of freestanding on-site signs permitted shall be determined by the Planning Board at the time of DSP review. The Planning Board hereby finds that the proposed signage is appropriate with one exception. The proposed sign at the Brightseat Road entrance shall by condition of this approval, be reduced to a maximum of 25 feet in height. The sign at the Brightseat Road entrance be revised by a condition of this approval to a smaller 25-foot height.

- Section 27-614(b) of the Zoning Ordinance states that, in the I-3 Zone, the height of a freestanding sign shall not be greater than the lowest point of the roof of any building in the employment park. Two freestanding signs are proposed at 35 feet 10 inches in height.

- The site plan shows two identical buildings that will both be four stories in height and 47,624 square feet in gross floor area. The applicant's statement of justification incorrectly indicates that architectural elevations were only submitted for one of the two buildings and the final architecture for the second building has not yet been finalized. In order to determine compliance with the height limitations for freestanding signs provided in Section 27-614(b) of the Zoning Ordinance, the lowest point of the roof for both of the proposed buildings shall by condition of this approval be clearly noted on the plans.

- The small freestanding sign shown on Sheet 7 of 7 shall be re-labeled as a

regulatory sign. Section 27-629(a)(1)(C) of the Zoning Ordinance limits regulatory signs in the I-3 Zone to a maximum of eight square feet. The proposed sign is approximately three square feet and is in compliance with this section.

- The sizes and types of parking spaces provided shall be included in the parking schedule. A loading schedule should also be added to the plan.

- Two loading spaces are required to serve the proposed development per the requirements of Section 27-582(a) of the Zoning Ordinance and have been added to the plans in conformance with this requirement.

- Twelve contiguous parking spaces are proposed along the north side of the site and no interior green island is proposed in this area. This is in conformance with the Landscape Manual requirement that a planting island shall be provided every ten spaces, on average.

- The exact building height should be clearly noted on the plans since it is used to determine the side and rear setback requirements in the I-3 Zone.

h. **Environmental Planning**—The following background information is provided regarding previous environmental approvals on the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-090-2015	N/A	Staff	Approved	7/7/2015	N/A
DSP-15021	TCP2-026-2015	Planning Board	Pending	Pending	Pending

An approved and signed Natural Resources Inventory, NRI-090-2015, for this project area was issued on July 7, 2015. A Type 2 Tree Conservation Plan, TCP2-026-2015, is being approved concurrently in the subject case.

The project is not grandfathered under the old regulations, but is subject to the current regulations of Subtitles 25 and Subtitle 27 that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new DSP and there are no previous approvals.

The subject property is located in the northeast quadrant of the intersection of Arena Drive and Brightseat Road. An access ramp to the Capital Beltway (I-95/495) lies to the east of the site. The subject property is covered by existing woodlands, with the exception of some narrow strips of open land along the southern and western boundaries that accommodate utilities. The site is located within the Southwest Branch, a portion of the Western Branch watershed of the Patuxent river basin. The predominant soils found to occur according to the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Web Soil Survey, are Collington-Wist, Collington-Wist-Urban land, Udorthents highway, Urban land-Collington-Wist, and Widewater and Issue

soils. According to available information, Marlboro Clay or Christiana complex soils are not found on the property. The Sensitive Species Project Review Area (SSPRA) map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, and review letter dated February 6, 2015 indicate that there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. There are no streams, Waters of the U.S., wetlands, or 100-year floodplain areas associated with the site. No forest interior dwelling species (FIDS) or FIDS buffer are mapped on-site.

The site has frontage on Arena Drive and Brightseat Road, both master-planned arterial roadways that are noise generators. However, due to the proposed commercial use, traffic-generated noise is not regulated for the subject project. Neither Arena Drive nor Brightseat Road are identified as historic or scenic roadways. The site is located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulation Environmental Protection Areas Map as designated by Plan Prince George's 2035. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site is predominantly within an evaluation area surrounded by network gaps.

The Planning Board hereby finds the following regarding the environmental issues connected with the subject project:

- An approved Natural Resources Inventory (NRI-090-2015), in conformance with the environmental regulations that became effective September 1, 2010, was submitted with the application. The NRI was approved on July 7, 2015. The site does not contain regulated environmental features such as wetlands, streams, associated buffers, steep slopes, and 100-year floodplain.

- This site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland.

- The site contains a total of 5.20 acres of woodlands. The site has a woodland conservation threshold of 0.80 acre and a total requirement of 2.09 acres. The TCP2 proposes to meet the requirement with 2.09 acres of off-site woodland preservation on another property. The TCP2 proposes to preserve 0.60 acre of woodland on-site in a woodland preservation area not credited. The 0.60 acre area of woodland is less than 50 feet wide in several places; therefore it cannot be used to meet woodland conservation requirements. A temporary tree protection fence is proposed to protect the woodlands during development.

- The site does not contain any specimen, champion, or historic trees.

- Stormwater Management Concept Plan (14770-2015-00) was approved on

July 31, 2015 by DPIE which utilizes micro-bioretention and permeable pavement to treat stormwater for the entire project.

- There are no scenic or historic roads located on or adjacent to the subject property.

- The site has frontage on Arena Drive, Brightseat Road, and a ramp to access the Capital Beltway. Arena Drive and Brightseat Road are master-planned arterial roadways that are traffic noise generators;

  however, due to the proposed commercial use, traffic-generated noise is not regulated in relation to the subject project.

- The predominant soils found to occur according to the USDA NRCS Web Soil Survey are Collington-Wist, Collington-Wist-Urban land, Udorthents highway, Urban land-Collington-Wist, and Widewater and Issue soils. According to available information, Marlboro clay or Christiana complex soils are not found to occur on the property. This information is provided for the applicant's benefit. The County may require a soils report, in conformance with County Council Bill CB-94-2004, during the building permit process.

i. **Prince George's County Fire/EMS Department**—In a memorandum dated December 28, 2015, the Fire/EMS Department offered information regarding needed access, private road design, and the location and performance of fire hydrants.

j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated December 24, 2015, DPIE stated that the property, located at the intersection of Brightseat Road and Arena Drive, does not have frontage on any County-maintained roadways; however, a soils investigation report, which includes subsurface exploration and geotechnical engineering, would be required. Regarding stormwater management, DPIE indicated that the subject DSP is consistent with approved Stormwater Management Concept Plan 15770-2015 dated July 31, 2015. Further, DPIE stated that, based on the approved concept plan, the project is required to satisfy tenets of environmental site design to the maximum extent practicable. Further, they stated that all storm drainage systems and facilities are to be designed in accordance with DPW&T's specifications and standards, that existing utilities might require relocation and/or adjustment, and that coordination with other utilities would be required. Further, DPIE stated that landscaping of the stormwater management facilities would have to be done in accordance with DPIE guidelines, specifically mentioning that large shade trees should not be included in bioretention areas and that all trees should be located a minimum of three feet from any underground piping. In closing, DPIE offered additional specifics that will be addressed through their separate permitting process.

k. **Prince George's County Police Department**—In a memorandum dated

December 4, 2015, the Police Department commented on the placement of trees near light fixtures. Based on CPTED principles, the Police Department asked the applicant to allow adequate spacing between the trees and the light fixtures to prevent shadowed and dark areas resulting from future tree canopy encroachment upon the light fixtures.

The plans have been revised in response to the Police Department's comments.

l. **Prince George's County Health Department**—In a memorandum dated December 14, 2015, the Health Department stated that they had completed a health impact assessment review of the DSP submission for the Arena North Drive, Sandpiper Property, project and offered the following comments:

- Health Department permit records indicate that there are approximately ten carry-out/convenience store food facilities and one market/grocery store within a one-half mile radius of this location. A 2008 report by the University of California Los Angeles Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight children and obesity, in general. Future planning should consider designating retail space to businesses that provide access to healthy food choices within commercially-zoned areas.

The Health Department's comment regarding the need for a supermarket in the general vicinity of the subject project is noted. However, this application has no ability to affect their concern in this respect.

- The applicant must submit plans for the proposed food facility and apply to obtain a Health Department Food Service Facility permit through DPIE.

Revised plans for the subject project received have eliminated all mention of a restaurant being included in the subject project. Therefore, this comment is no longer applicable to the subject project.

- During the construction of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

A condition of this approval requires that the applicant, prior to certificate approval, include a note of the plans stating their intent to abide by these dust control requirements.

- No construction noise should be allowed to adversely impact activities on the

adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

A condition has been included in this approval addressing the noise issue. However, note that the reference to the authority regarding noise has been corrected to refer to The Code of Maryland Regulations (COMAR), which is state law, instead of Subtitle 19 of the Prince George's County Code.

m. **Maryland State Highway Administration (SHA)**—In an e-mail received January 7, 2016, a representative of SHA stated that the applicant for the subject project submitted a traffic impact study for review. Further, the SHA representative stated that the study had not been approved yet and, by letter dated September 28, 2015, the applicant had been asked to revise and resubmit the study. The representative then indicated that, while he understands transportation adequacy is not tested at the time of approval of a DSP, from his vantage point, the study for the project will have to be reviewed and approved by SHA before the development moves forward. In closing, he stated that any work in SHA rights-of-way will require a detailed SHA plan review and approval.

n. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated January 6, 2016, WSSC provided standard comments on this application regarding two hotels, including existing water and sewer systems in the area, along with requirements for service and connection, requirements for easements, including work within easements, spacing, meters, etc. These issues will be addressed at the time of application of permits for site work.

o. **Verizon**—In an e-mail received January 5, 2016, a representative of Verizon stated that plans for the subject project indicated the ten-foot-wide public utility easements normally required by Verizon.

p. **Potomac Electric Power Company (PEPCO)**—In an e-mail received January 5, 2016, a representative of PEPCO indicated that they concurred with the ten-foot-wide public utility easement shown on the plans, but reserved the right to require additional easements in the future if determined to be necessary.

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.

Based on the review by the Environmental Planning Section as stated in Finding 14(e), this DSP is

in full conformance.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type 2 Tree Conservation Plan (TCP2-026-2015) and Variances from Sections 27-474(b) and 27-471(f)(2) for Arena Drive North, Sandpiper Property, and further APPROVED Detailed Site Plan DSP-15021 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall provide the required information or make the following revisions to the plans:

   a. A detail for the proposed permeable paving shall be included in the plan set.

   b. The height of the two buildings shall be included within the footprint of the buildings on the DSP.

   c. The applicant shall subtract five acres or 271,311 square feet of "Total Area of Existing Trees" from the calculation of "Total Tree Canopy Coverage Provided" in the Tree Canopy Coverage schedule for Section 25-128 provided on Sheet 2 of the landscape and lighting plan.

   d. The applicant shall revise the parking and loading schedule provided on Sheet 5 of the plan to include the sizes of the parking and loading spaces.

   e. The six parking spaces located along the most northern portion of the southeastern façade of proposed Building 2 currently shown to be paved in asphalt shall be designated to be paved with permeable concrete.

   f. The parking bay immediately to the south of the bicycle rack provided for proposed Building 1 shall be redesigned so that all parking spaces in that bay meet the minimum size of 9.5 feet by 19 feet.

   g. The following corrections shall be made to Sheet 7 of the plan:

      (1) The signage chart included on Sheet 7 of the plan shall be revised as follows:

         (a) The sign referred to as the "Free Standing Short Sign" shall be corrected to read "Regulatory Sign."

         (b) The zoning requirements for the regulatory sign shall be corrected to read that the maximum height of the sign is 39 feet 10 inches and the maximum area of the sign is 8 square feet.

      (2) The height listed under comments in the detail provided for "Large Freestanding

Sign No. 1" shall be revised to 35 feet 10 inches and the height listed under comments in the detail provided for "Large Freestanding Sign No. 2" shall be revised to read 25 feet.

h. The aluminum fencing proposed at the top of the retaining walls running down the Brightseat Road frontage, in the middle of the site and at the southwesterly end of Building 2, shall be specified as having a "black baked-on gloss finish."

i. The following corrections shall be made to the indicated line item on the Tree Canopy Coverage schedule provided, pursuant to Section 25-128 of the Zoning Ordinance on Sheet 2 of the landscape and lighting plan:

Line Item on the Tree Canopy Coverage Schedule	As Stated on Sheet 2 of the Landscaping and Lighting	As Corrected
A. Total On-Site WC Provided (Acres)	0.60 acre/26,136 sq. ft.	0 acre/0 sq. ft.
B. Total Area Existing Trees (Non-WC Acres)	5.00 acre/217,800 sq. ft.	0.6 acre/26,136 sq. ft.
D. Total Tree Canopy Provided	271,311 sq. ft.	53,511 sq. ft.

j. The applicant shall revise the Section 4.2 schedule to reflect that Option 1 is what is required in the Planned Industrial/Employment Park (I-3) Zone and demonstrating that its requirements are met along the Brightseat Road, Arena Drive, and Capital Beltway (I-95/495) frontages.

k. The applicant shall specify the brick architectural material to be utilized on the hotels as the proposed material for the dumpster enclosure.

2. Prior to issuance of building permits, a plat of resubdivision shall be approved.

3. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas*, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of $210 to the Prince George's County Department of Public Works and Transportation (DPW&T) for the placement of one "Share the Road with a Bike" sign along Brightseat Road. A note shall be placed on the final record plat for payment to be received prior to issuance of the first building permit.

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

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Bailey, seconded by Commissioner Geraldo, with Commissioners Bailey, Geraldo, Shoaff and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, February 18, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of March 2016.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:RG:ydw

APPROVED AS TO LEGAL SUFFICIENCY.

M-NCPPC Legal Department

Date 2/24/16