



TUESDAY, NOVEMBER 18, 2014
(COUNCIL CHAMBERS)

7:00 P.M. WORKSESSION – Note Early Start Time

COLLEGE PARK MISSION STATEMENT

The City of College Park encourages broad community involvement and collaboration, and is committed to enhancing the quality of life for everyone who lives, raises a family, visits, works, and learns in the City; and operating a government that delivers excellent services, is open and responsive to the needs of the community, and balances the interests of all residents and visitors.

CITY MANAGER'S REPORT

PROPOSED ITEMS TO GO DIRECTLY TO NEXT WEEK'S AGENDA

PROPOSED CONSENT AGENDA ITEMS

WORKSESSION DISCUSSION ITEMS

1. "State of the Foundation" report from College Park Community Foundation (request of Councilmember Dennis) - Richard Morrison (Chair) and Dave Milligan (Vice Chair)
2. Preliminary Plan and Detailed Site Plan for The Hotel at the University of Maryland – Terry Schum, Director of Planning
3. Recommendation for award of Business Recycling Grant – Loree O'Hagan, City Recycling Coordinator
4. Proposed updates to the City's recycling code – Bob Stumpff, Director of Public Works
5. Discussion of Buy Local efforts – Councilmember Wojahn
6. Revisit the City's "Prohibited continuous parking in excess of 48 hours on public roadways" law - Councilmember Wojahn
7. Discussion of site selection for City Hall and discussion of acquiring a portion of the Stone Industrial site

8. Four Cities meeting follow-up: 1) Draft resolution in support of the Greenbelt Metro station area for the FBI, and 2) Video project and funding availability/amount
9. Appointments to Boards and Committees

COUNCIL COMMENTS

INFORMATION/STATUS REPORTS FOR COUNCIL REVIEW ONLY

10. Information Report: Proposed 2015 Council Meeting Schedule – Janeen Miller, City Clerk

This agenda is subject to change. For current information, please contact the City Clerk. In accordance with the Americans With Disabilities Act, if you need special assistance, you may contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.

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College Park Community Foundation



From the Chairperson of the Board

January 15, 2015

To Our Valued Donors, Grantees, and Community Partners:

2013 and 2014 have been two years of exciting growth for College Park Community Foundation (CPCF). Since voting in our inaugural board of directors in December of 2012, this group of passionate community activists set about establishing CPCF and working tirelessly to build the organization. We are thrilled to share some of our greatest successes with you, as well as our vision for CPCF's future.

Since our founding, we have given out more than \$5,000 in grants, and between our first and second grant cycles, we nearly tripled our giving to community organizations. Our grants have gone to nine organizations across College Park, for activities as varied as sheet music, summer camp programming, stipends for marketing interns, and more.

CPCF also strives to be a connector in our community by establishing means for collaboration among the nonprofit and service organizations in College Park. We kicked off this effort with a community meeting among those agencies in June of 2014, during which we facilitated a discussion of how we can help foster collaboration. Continuing on this path will be a focus of our non-fundraising activities over the coming years.

All of this is made possible thanks to the tireless fundraising efforts of our board. Our number one goal is to create a diverse portfolio of revenue streams, including individual donors, public grants, and event fundraising. We are pleased to say that no single event or fundraising source accounted for more than 40 percent of our revenue, and we are on track to keep this up for 2014.

We value your support and look forward to our continued partnership.

Richard Morrison

Tricia Homer

Richard Morrison, Chairperson (2013, 2014) | Tricia Homer, Chairperson-Elect (2015)



COLLEGE PARK COMMUNITY FOUNDATION

I. GRANT MAKING ACTIVITIES

2014 Grantees

Our 2014 grantees represent over \$4,000 in grants to six local non-profit and service organizations. We received twice the number of applications compared to the 2013 grant-making cycle, and thanks to our generous donors and sponsors, we were able to triple the amount of grant money awarded over 2013.

Boy Scout Troop 298 | \$500

This matching grant will support the scouts attending summer day camp in Summer 2015. Funds raised by Boy Scout Troop 298 between now and May 31, 2015 will be eligible for the match.

The College Park Community Food Bank | \$1,300

This grant will support a new initiative to develop infrastructure and visibility by funding a stipend for an intern to develop better organizational systems, story collecting, messaging, and data gathering, including a volunteer and donor directory, updated website, and developing a data collection tool for the clients they serve. \$300 of this grant is a matching grant for other funds The College Park Community Food Bank raises for this project through May 30, 2015.

The College Park Community Library | \$400

This grant will support the purchase of a library software package that will allow The College Park Community Library to improve their service capacity by being able to track their inventory, electronically check-out/in books, and easily inform customers of when popular items will be available.

Cub Scout Pack 298 | \$500

This matching grant will support the scouts attending summer day camp in Summer 2015. Funds raised by Cub Scout Pack 298 between now and May 30, 2015 will be eligible for the match.

Meals on Wheels of College Park | \$607

This grant will support outreach and marketing efforts for clients and volunteers, including a redesigned website and targeted advertising campaigns.

The National Museum of Language | \$700

This grant will support a week-long language and culture summer day camp at the College Park Community Center during summer 2015. The camp will provide 60 children with an introduction to a variety of languages, including Chinese, French, Spanish, Arabic, and Japanese. Children will learn language and culture through songs/music, visuals, language



COLLEGE PARK COMMUNITY FOUNDATION

practice, folk tales, dance, games, and arts and crafts.

2013 Grantees

Our 2013 grantees were CPCF's first grantees and represent a range of projects that impacted citizens throughout the entire city.

UMD Office of Community Engagement | \$728.97

This grant helped fund their ongoing partnership with Paint Branch Elementary School, in particular preparing students to perform well on required standardized tests.

The College Park Arts Exchange | \$300

This grant helped support their new Adult Choir. The Choir explores a variety of songs, from popular music to classical, with offerings from The Beatles and Queen to Vivaldi and Mozart and helps to create community and provide an artistic opportunity to adults.

College Park Woods Neighborhood Watch | \$300

This grant helped to support updating and distributing a neighborhood guide to residents.



COLLEGE PARK COMMUNITY FOUNDATION

II. COMMUNITY BUILDING ACTIVITIES

College Park Community Meeting Summary

Goals

- Identify challenges that College Park nonprofits face which might be addressed through collaboration and partnership.
- Identify ways that the College Park Community Foundation might help organizations address challenges.

Top Challenges Identified by College Park Nonprofits

Public Relations/Marketing: Many organizations are challenged to get the word out about their organization, whether that means attendance at meetings or events, traffic to their facility, or awareness of the availability of services or programming.

Membership/Recruitment: identifying potential organizational leaders, or skilled or high-engagement volunteers to help ensure the long-term viability of the organizations.

Bandwith/Sustainability: having limited resources, particularly limited human resources, to implement and sustain services and programs.

Cash/Funding: finding funds for general operations expenses is particularly difficult.

Attending Organizations

Boy Scouts/Cub Scouts
Bullied Teens Support Group
City of College Park
College Park Arts Exchange
College Park Boys and Girls Club
College Park Community Food Bank
College Park Community Library
Embry Center for Family Life
Lakeland Community Heritage Project
Meals on Wheels of College Park
National Museum of Language
Phillips-Kleiner VFW Post 5627
Rotary Club
UMD Office of Community Engagement

Meeting Results

- CPCF is planning to hold an annual meeting for College Park nonprofits and service organizations.
- CPCF has launched an email listserv for College Park nonprofits with 23 members.
- CPCF is considering the creation of an advisory council of organizations to collaborate with and provide feedback to CPCF on specific issues and initiatives.
- CPCF is currently planning “Expert” Help Sessions with CPCF board members, and potentially other expert volunteers.
- The problem of addressing the recruitment and coordination of volunteer resources will be an ongoing challenge for which CPCF will continue to strategize.



III. FINANCIAL REPORT

2013

Expenses	
Grants: Education	-\$786.00
Grants: Community Building	-\$600.00
Quality of Life	\$0.00
Grants Total	-\$1,386.00
Mgmt Fees	\$513.50
OH, incl. event	-\$1,906.24
Credit Card Fees	-\$12.72
Mgmt/OH Total	-\$2,432.46

Revenue	
Board	\$1,065.00
Individual	\$808.14
Business	\$500.00
Grants-Public Sector	\$3,000.00
Event	\$2,677.32
Total	\$8,050.46

2014 (PROJECTIONS)

Expenses	
Grants: Education	-\$700.00
Grants: Community Building	-\$0.00
Quality of Life	-\$3,307.00
Grants Total	-\$4,007.00
Mgmt Fees	-\$650.00
OH, incl. event	-\$2,950.00
Credit Card Fees	-\$75.00
Mgmt/OH Total	-\$3,675.00

Revenue	
Board	\$900.00
Individual	\$3,175.00
Grants-Public Sector	\$3,000.00
Event	\$6,000.00
Total	\$13,075.00



IV. Board Members

Nick Brennan (Treasurer, 2015) Nick has a history in fundraising and marketing for local and national non-profits. He recently started a new position in the development office at the UMD Smith School of Business, and currently serves on the board of the Berwyn District Civic Association.

Eric Grims (Secretary, 2013 & 2014; At-Large, 2015) has worked in theatre and events as a producer and technical director and spent five years as an adjunct professor teaching theatre production. He recently took a position in the events office at the Clarice Smith Performing Arts Center at the University of Maryland.

Tricia Homer (Chair, 2015) has lived in College Park for two and a half years, and has worked at the University of Maryland for three. She has a background in education, theatre, and event and television production. She is an experienced facilitator engaging both University of Maryland students and the College Park community.

Peggy Kane (At Large, 2013 & 2014) is an Oncology Nurse Navigator who helps guide patients through their cancer journey. She has served in many leadership roles locally, regionally, and nationally for the Oncology Nursing Society, the American Cancer Society, and the Leukemia and Lymphoma Society, and facilitates support groups for survivors.

Dave Milligan (Vice Chair, 2013 & 2014) has lived in College Park for more than twenty years. He is a past President of the College Park Boys and Girls Club, served two terms on the College Park City Council, and currently Chairs the Citizen Corps Committee. He is a volunteer travel soccer coach and works as the Training Director for a small government agency.

Cheryl Molinatto (Secretary, 2015) spent five years at the University of Maryland training students in vision development, leadership, and strategic planning. A registered dietitian focusing on public health and pediatric nutrition, Cheryl recently left a position with the Children's National Health System to focus on raising her son, Cameron.

Richard Morrison (Chair, 2013 & 2014) is a writer and communications professional. He has worked in the nonprofit sector translating economic policy ideas for a wider audience since 1999. He is a graduate of Claremont McKenna College in Claremont, California and a native of Portland, Oregon.



Jackie Pearce Garrett (Treasurer, 2013 & 2014; Vice Chair, 2015) currently works as a marketing and business development professional in the healthcare research field. She also has nearly a decade of experience with nonprofit management and capacity building programs. Jackie currently serves as the Treasurer for the North College Park Civic Association.

Patrick Wojahn is Director of Government Relations for the National Rails to Trails Conservancy, and since 2007 has served as a College Park City Councilmember. Patrick has previously worked for National Disability Rights Network (NDRN) and University Legal Services, and the Washington, DC Protection and Advocacy organizations.



V. Upcoming Events

Annual Winter Gala | December 13, 2014

In December 2014, CPCF will hold its 2nd Annual Winter Gala, which has become the signature annual event of the Foundation. It provides the opportunity to celebrate our grantees, feature local talent, and raise crucial funds to support our work.

Second Annual Taste of Spring Fundraiser (Exploratory) | Spring 2015

After the success of the 2014 fundraiser, CPCF is exploring whether to host a second iteration of the popular event.

Mothers Day 5k | May 10, 2015

The inaugural College Park Mother's Day 5k held in 2014 and managed by the Prince George's County Running Club was a huge success. CPCF is excited to join as a partner for the 2015 College Park Mother's Day 5k and is planning other health and wellness activities, culminating with the 5k.

College Nonprofit Community Meeting | Spring/Summer 2015

As a follow up to our 2014 meeting, CPCF is planning to host a second gathering of College Park nonprofits to continue building the collaborative capacity of our nonprofits and service organizations.

Grant Workshop | Summer 2015

Each year, CPCF opens its annual grant application process with a workshop for prospective participants. The workshop helps equip applicants with knowledge and tools for writing a successful grant application.

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The Hotel
at the
University of
Maryland

MEMORANDUM

TO: Mayor and Council

THROUGH: Terry Schum, Planning Director
Joseph L. Nagro, City Manager

FROM: Miriam H. Bader, Senior Planner

DATE: November 14, 2014

SUBJECT: Preliminary Plan of Subdivision 4-14009
Detailed Site Plan (DSP) 14022
The Hotel at the University of Maryland

ISSUE

The applicant, Southern Management Corporation, Inc., has concurrently filed a Preliminary Plan of Subdivision and a Detailed Site Plan with the Maryland-National Capital Park and Planning Commission (M-NCPPC). The Planning Board hearing is scheduled for December 11th for the Preliminary Plan and December 18th for the Detailed Site Plan. These applications are part of an expedited review process. The M-NCPPC Technical Staff Reports are not yet available.

SUMMARY

Proposal

The applicant is proposing to construct a 13-story (161-foot tall), 295-room hotel with approximately 405,000 square feet of gross floor area (including retail, hotel and conference center) and an 8-story, 806-car parking garage.

Location

The subject property contains approximately 3.29 acres and is located on the east side of US Route 1 (Baltimore Avenue) approximately 500 feet south of Paint Branch Parkway in the area the University of Maryland now calls the "Innovation District." This property formerly served as the location of university greenhouses.

Zoning

The subject property is zoned Mixed-Use-Infill (MUI) with a Development District Overlay Zone (DDOZ) and is in Aviation Policy Area-6 (APA-6).

Surrounding Uses and Zoning

Direction from subject site	Use	Zoning
North	Recently cleared, Part of Landfill Area 1A	MUI (DDOZ, APA-6)
South	UMD Service Building	MUI (DDOZ, APA-6)
West (across US 1)	UMD Recreational Fields	R-R(APA-6)
East	UMD Parking Lot, Part of Landfill Area 1A	MUI (DDOZ, APA-6)

Use Restriction Area

The property to the north and east of the subject site (across proposed Hotel Drive North and across Greenhouse Road), identified as Remainder Parcel 140, Tax Map 55 on the Preliminary Plan, is a landfill area with a use restriction. This area is known as Landfill Area 1A and contains 9.80 acres (see Attachment 7). The Notice of Use Restriction states the landfill area has been used in the past as a solid waste disposal area and, therefore, the groundwater located at or beneath the landfill area shall not be used as drinking water. In addition, certain activities, including but not limited to “excavation, grading, dewatering, sheeting or shoring, which could result in undesirable exposures to the waste/contaminants previously disposed of on the Property or interfere with or adversely affect the Landfill Areas (“Prohibited Activities”) are expressly prohibited without the prior written approval of Declarant. Declarant, in its sole discretion, may forward any request to allow a Prohibited Activity to US-EPA for approval or may required the requesting person to obtain US-EPA approval of any such work.”

This project proposes utility construction on Greenhouse Road, within this easement. No grading or other work in the restricted area shall be permitted until EPA approval has been granted.

PRELIMINARY PLAN OF SUBDIVISION REVIEW

The property is part of a larger parcel known as Part of Parcel 140, Tax Map 33, Grid B-2 owned by the University of Maryland. It is approximately 43.4 acres and lies just east of the main campus. The subject property is approximately 3.29 acres to be subdivided from the larger parcel by deed (parcel 1). On July 2, 2014, the State of Maryland Board of Public Works approved the sale of this land from the University of Maryland College Park to an affiliate of the University of Maryland College Park Foundation (UMCPF Property III, LLC) for private development (Attachment 6). Settlement of the property will occur after the project receives all necessary local approvals.

Prior to approval of a subdivision plat, the Planning Board must make findings of adequacy for the following: public facilities; transportation and circulation facilities; bicycle and pedestrian facilities; stream, wetland and water quality protection and storm water management; woodland conservation, tree preservation; dedication of parkland; and historic preservation. These items are addressed below.

Police Facilities

The proposed development is within the service area of Police District I, Hyattsville.

Fire and Rescue Service

The proposed project is served by College Park Fire/EMS Company 12, a first-due response station (a maximum of seven minutes travel time), is located at 8115 Baltimore Avenue.

School Facilities

This development is exempt from a review for schools because it is a nonresidential use.

Water and Sewerage Findings

The development is located in an appropriate service area.

Historic Preservation/Archeology Findings

There are two designated Prince George's County historic sites in the vicinity. The Rossborough Inn (National Register/Historic Site 66-035-09) is located on the west side of US Route 1, within the University of Maryland Campus, approximately 700 feet southwest of the subject site. The College Park Airport (National Register/Historic Site 66-004) is located approximately 2700 feet southeast of the property.

Established in 1909, College Park Airport is the oldest, continuously-operating airport in the world. The foundations of five hangars have been revealed on site, and one is used as a maintenance hangar. Wilbur Wright was the first flight instructor for Signal Corps officers here in 1909. College Park Airport was also the terminus of the first commercial airmail service. The airport was listed in the National Register of Historic Places in 1977, and the College Park Aviation Museum was opened on the grounds in 1998 by M-NCPPC.

According to County Historic Preservation Section Staff, a Phase I archeological survey is not recommended for the subject site because it has been extensively disturbed by the removal of the Harrison Laboratory and its associated greenhouses. It has been determined that the probability of archeological sites within the subject property is low. However, the Historic Preservation Section staff note that the hotel "may have a direct impact on the nearby College Park Airport. Depending on the finished height of any structure on the subject property, flights to and from the airport may be affected. Care should be taken to avoid any negative impacts on the operations at College Park Airport."

Prince George's County Woodland Conservation Ordinance

The site is exempt from this requirement as there are no trees present.

Stormwater Management Concept Approval

The Department of Permitting, Inspections and Enforcement (DPIE) notes that the proposed site plan is not consistent with the approved Stormwater Management Concept Plan No. 22605-2014. The proposed site plan does not include all environmental site design (ESD) practices or 100 year on-site attenuation storage shown on the approved concept plan. Submittal of final stormwater management computations will be required at the time of final site development

permits. These must demonstrate adequate storm water management and ESD volumes. The applicant has since revised his site plan (Attachment 3) to include underground vaults and all ESD facilities (including bio retention and green roof locations). City staff has included this as a condition.

Transportation and Circulation

Access to the site is proposed as follows:

1. A new right-in and right-out along northbound US1 at the northern property line of the hotel. This access is referred to as Hotel Drive North. This has been approved by SHA.
2. A new median break in US 1 at the existing access to the University of MD Service Annex Building. This median break would be signalized and allow full turning movements. This signal would also include a pedestrian crossing to provide safe access for pedestrians. This has been approved by SHA but not designed.
3. A new full movement access onto Paint Branch Parkway at Greenhouse Road, which is currently a channelized right-in only. This intersection is also proposed to be signalized and coordinated with the US 1 signal at Paint Branch Parkway. This is pending approval by SHA and Prince George's County.

Hotel Drive North and South and Greenhouse Road are technically off-site in this proposal and are part of an existing informal street network where circulation through the site (particularly pedestrian circulation) occurs through surface parking lots. Staff believes that with the opening of the hotel, it will be critically important to establish and improve a more formal complete street network in the entire area.

A traffic impact analysis (TIA), dated June 27, 2014, was submitted as part of this application. Section 24-124 of the County Code and the *Transportation Review Guidelines* specify that the average Critical Lane Volume (CLV) of all signalized intersections in the study area must operate 1,600 or less. According to the TIA, the project passes the US 1 Sector Plan requirements for Adequate Public Facilities. The corridor average is less than 1,200 CLV [1,184 CLV's]; therefore, the corridor will operate within acceptable parameters.

The project will generate a total of 597 new peak hour trips (205 am trips and 392 pm trips) for the hotel and retail uses. It is not clear how the meeting and conference room space is addressed in the traffic study.

The results of the TIA show that the proposed median break and signalization at US 1 and Hotel Drive South will operate at a good level of service with a maximum CLV of 1,248 for the following three (3) reasons:

1. The approval of the median break and signalization at Hotel Drive South will directly benefit the intersection of US 1 and Rossborough Drive by improving the level of service (LOS) from a LOS "C" to a LOS "B" (a full 152 CLV's) in the evening peak hour.

2. The approval of the median break and signalization at Hotel Drive South will eliminate U-turn movements on northbound US 1 at Campus Drive. This is very beneficial since US 1 and Campus Drive is the most congested of all the intersections along US 1 in this section of road.
3. The signal will be critical to providing safe pedestrian crossing at this location on US 1.

The property is 0.8 miles from the College Park/UMD Metrorail Station. Sidewalks exist on both US-1 (both sides) and Paint Branch Parkway (on south side). An existing UM shuttle stop is located at the southeast corner of what will be Hotel Drive South and Greenhouse Road. This stop will remain. The UM Shuttle provides links to the nearby Metrorail Station and can be used by the general public. There are also special events shuttles. Currently, these shuttles provide a connection between the parking lot on Greenhouse Road and the Stadium.

The subject property is also located a few hundred feet north of the proposed Purple Line light rail project of the Maryland Transit Administration (MTA) at the intersection of Rossborough Lane and US-1 which is proposed to start operation by the year 2020. This stop, known as the East Campus station, is projected to have the highest peak hour pedestrian volume according to the *Purple Line Final Environmental Impact Statement* and create a major pedestrian destination according to the *Corridor Access Study (CAST) Recommendations Report June 2011*.

This site is the first development in the new Innovation District. In the future, according to the applicant, Greenhouse Road will be a “major spine road for the Innovation District.” The applicant is proposing to improve the west side of Greenhouse Road as part of this development with a sidewalk (10-foot wide) and landscaping. However, even though the applicant states that the east side of Greenhouse Road needs to provide significant pedestrian access to the shuttle and to campus, the applicant is only proposing to restripe the existing asphalt parking lot to indicate pedestrian access leaving an incomplete street section. Both sides of Greenhouse Road should provide the same type of bicycle and pedestrian accommodations.

Public Pedestrian and Bicycle Facilities

The adequate public pedestrian and bicycle facilities requirements of Sec. 24-124.01. of the Subdivision Ordinance (implemented under CB-2-2012) are applicable to the subject property because it is categorized in the General Plan as a corridor or center. This ordinance requires that an off-site Bicycle Pedestrian Impact Statement (BPIS) be prepared and that certain needs be met by new development, if feasible, within certain cost parameters. These findings need to be met:

“1. The finding of adequate public pedestrian facilities shall include at a minimum, the following criteria:

- a. the degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implements in the area; and
- b. the presence of elements that make it safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees,

benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).

2. The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:
 - a. the degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;
 - b. the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;
 - c. the degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and
 - d. the availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.”

The Scoping Agreement for the BPIS set the cost cap for the off-site public pedestrian and bicycle access improvements at \$141,750.00 and was scoped to include sidewalks, lighting and bike lanes on the opposite sides of Hotel Drive North and South and Greenhouse Road from the subject property and pedestrian signals and crosswalks at Route 1. The applicant’s BPIS (Attachment 8) identifies a total of \$242,048 worth of improvements, however City staff proffers that these improvements would normally be considered on-site improvements necessary to the project or conditions required by SHA. The local transportation authorities will have the final authority to approve or deny any projects recommended in the BPIS, however, this is a special situation given that these facilities will be private, not public. Staff would like to see these funds used for selected improvements recommended in the Purple Line Corridor Access Study as well to create a complete street along the full length of Greenhouse Road and to create a public access pathway for bicycles and pedestrians between the existing opening in the fence along Paint Branch Parkway and the site. This would help to ensure that the following Transportation Review Guideline sidewalk standard is met:

“Acknowledge that pedestrians will take the most direct route. Similar to motorists, pedestrians will use the most direct, efficient connections or route possible. It is important that connections are made to accommodate pedestrians heading to a variety of destinations. Direct routes should be provided. Long, circuitous pedestrian routes should be avoided. Due to the increased time and effort required to walk the extra distance, pedestrians will frequently attempt the shortest connection or road crossing available, regardless of whether it has safety provisions. Every effort should be made to accommodate these movements during the planning and design of road improvements and development projects.”

DETAILED SITE PLAN REVIEW

Conformance with Plan Prince George's 2035

The subject property is identified in the *Plan Prince George's 2035* (Plan 2035) as located in College Park/UM Metro/M Square Purple Line Regional Transit Center. Plan 2035 proposes 50% of all new dwellings and jobs in the county to occur in Regional Transit Centers (Table 15, p. 83). Table 14 of Plan 2035 notes that Regional and Transit Centers will have:

“Moderate- to high-density and intensity regional-serving centers. Destinations for regional workers and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center's predominant character and function. Walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Density and intensity are often noticeably greater within a quarter mile of Metro and light rail stations.” (p. 80)

The proposed project is in conformance with Plan 2035.

Conformance with the 2010 Approved US 1 Corridor Sector Plan

The proposed development is located in the University of Maryland plan area of the Central US 1 Corridor DDOZ. The plan states that it is essential that development in this area is designed as “a high-quality, exemplary walkable center, with street-oriented urban architecture, shopfronts, urban landscaping, and on-street parking. Parking garages and parking lots should be located mid-block and should be fully concealed on all levels by a liner building with retail on the ground floor and housing or offices above. Service uses, such as loading and garage entrances, should be located on secondary streets, hidden from public view and out of the way of pedestrian traffic.” Also, the plan recommends that this area be served by “small block sizes and a complete street network.” City staff concludes that the proposal meets the objectives of the Plan Area except that the complete street network needs to be further developed especially for Greenhouse Road from Paint Branch Parkway to Rossborough Lane.

The subject property is designated as Character Area 5a, Walkable Node which is to consist of “higher density mixed-use buildings that accommodated retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level.” All development within the walkable node is required to obtain a minimum of LEED-Silver certification. The applicant is proposing to comply with the LEED Silver certification at a minimum.

Modifications to Sector Plan

The Planning Board may approve alternate standards if they are found to benefit the development and the district and will not substantially impair the implementation of the Sector Plan. The applicant is requesting a number of modifications to the development standards of the DDOZ (see Attachment 1) including the following: increasing the Principle Building Height (from 6 to 13 stories), increasing the front Build-to-Line (BTL), a massing requirement exemption (setback after 8 stories), providing more parking spaces, providing fewer bicycle parking spaces, permitting a circular driveway, vehicular access drive width, loading and service area setback, parking structure setback, liner building height and setback, unshuttered

storefronts, maximum spacing of doors or entrances, window transparency requirement, header dimensions, sill dimensions, signs, width of public frontage at corners on US-1. In addition, the applicant is requesting a departure of 3 loading spaces from the required minimum of 6 loading spaces due to shared use.

City staff concludes that many of these modifications are reasonable or fairly minor; however, the modifications listed below require further review:

1. Building Height - According to the DDOZ, development in the Walkable Node character area should consist of buildings between 2 and 6 stories in height. The hotel is proposed to be 13 stories or 161 feet.

The subject property is located in Aviation Policy Area 6. According to the Zoning Ordinance, Sec. 27-548.39. Aviation Policy Area site plan requirements are:

- (b) "In APA-4, APA-5, or APA-6, every application shall demonstrate compliance with height restrictions in this Subdivision)."

Also, the Zoning Ordinance specifies in Sec. 27-548.42. Height requirements:

- (a) "Except as necessary and incidental to airport operations, no building, structure, or natural feature shall be constructed, altered, maintained, or allowed to grow so as to project or otherwise penetrate the airspace surfaces defined by Federal Aviation Regulation Part 77 of the Code of Maryland, COMAR 11.03.05, Obstructions to Air Navigation.
- (b) In APA-4 and APA-6, no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77."

The Part 77 Horizontal Surface is 198 feet Above Mean Sea Level (AMSL) at this location. The hotel is proposed to be 233 feet AMSL which exceeds the FAA and COMAR standard by 35 feet. This has the potential to negatively affect the operation of the College Park Airport. It is our understanding that the MAA will have "no comment" on this application and the FAA is still conducting their review. We are in receipt of a letter from the College Park Airport Authority (Attachment 9) recommending that the height of the hotel be no greater than 198 feet above mean sea level or 150 feet above ground level and that the applicant obtain a "no hazard" determination from the FAA and MAA. Staff supports the building height modification subject to these determinations from FAA and MAA.

2. Automobile Parking – The parking required for this mixed-use development is 657 spaces using the shared parking calculation and 854 spaces using the non-shared standard.

The parking breakdown per use is:

Hotel/Lodging	148 spaces
Conference Center	535 spaces
Retail	171 spaces
<u>Total-</u>	854 spaces (non-shared standard)

The site plan provides 806 parking spaces and is not required to use the shared-use formula. Staff supports this modification because the garage will be public and will have experience peak demands.

3. Bicycle Parking - The DDOZ requires the applicant to provide one bicycle parking space for every three vehicular spaces or 219 bicycle parking spaces and for these to be placed in highly visible locations along the street or within parking garages as appropriate. The applicant is proposing 130 bicycle parking spaces. Their stated justification for this reduction is that hotel and conference center users will most likely come by car. Staff does not support this modification given the location near Metro, campus and the proposed Purple Line, which will reduce automobile dependence and promote higher levels of walking and biking. In addition, City staff recommends that the applicant provide a contribution to the City- University Bike Share Program to further encourage other modes of travel.
4. Signage - The applicant has submitted a sign package that includes canopy signs for individual, smaller retail users; building signs identifying the larger uses (the hotel and parking structure); two electronic message center signs, three logo signs and a monument sign identifying the hotel and a major retail tenant.

The applicant is seeking the following four (4) modifications to the sign standards:

1. A modification to permit free-standing signs
2. A modification to exceed the maximum area of nine (9) square feet for a single sign.
3. A modification to permit panelized back lighting.
4. A modification to permit Electronic Message Center signs. [Note: the applicant has not requested this modification but shows two electronic message center signs in his sign packet. This type of sign is not mentioned in the Sector Plan so is assumed to be prohibited].

1. Free-standing sign modification. The applicant is proposing a free-standing sign on Route 1 but staff would prefer to see this sign removed or relocated to Hotel Drive South by the circle-drive entrance, possibly in the landscaped circle. An enhanced marquee sign, however, would be preferred at this location.

2. Maximum area for a single sign. The parking garage sign is a 36” diameter round sign. The actual lit sign is 9 square feet; however, the gross area of the sign including the mounting arm is 10.5 square feet. The regulations state that a single sign shall not exceed 9 square feet. The requested modification is minimal; therefore, City staff is not opposed to this modification.

3. Backlighting signs. The sector plan only permits internal and backing lighting signs for “channel letter” signage, specifying that panelized back lighting and box lighting fixtures are prohibited. The applicant is proposing signs that appear to be channel letter signs. This modification may not be needed. City staff is not opposed to this proposal. However, three logo signs are proposed; one each at the north, south

and west elevations. City staff is recommending only the north elevation logo sign be permitted. The logo shown for the south elevation is at an inappropriate height at 155 feet high. The logo is redundant and therefore, not necessary on the west elevation.

4. Electronic Message Center (EMC) signs. The applicant is proposing two 16.67-foot tall by 8-foot wide Electronic Message Center (EMC) signs located on the North and South Elevation of the building at a height of 80-feet. There is no mention of this type of signs in the Sector Plan. US1 is a very busy highway with University buildings and activities located along both sides of the road. Moreover, there is much pedestrian crossing activity at unauthorized locations. City staff is concerned that Electronic Message Center signs flashing messages could create further distractions to drivers on US 1 and create unsafe conditions. Therefore, City staff recommends that the Electronic Message signs not be permitted.

Building Elevations

The primary facades of the hotel will be glazed using transparent, semi-transparent and opaque glazing, metal panels and a granite base. Metal accent color will be integrated into some of the glazing assemblies. Portions of the facades and garage will be red and gray brick.

The applicant met with the University of Maryland Architectural and Landscape Review Board several times and has updated their plans accordingly. Staff supports the architecture and has no further comments except would appreciate having a color and materials board to present to the City Council.

RECOMMENDATION

City staff recommends approval of Preliminary Plan of Subdivision 4-14009 and Detailed Site Plan (DSP) 14022 subject to the following:

Preliminary Plan of Subdivision Conditions:

1. Prior to any land disturbance in the Landfill Areas, approval shall be obtained by the US-EPA.
2. The preliminary plan shall be revised to:
 - a. Include the sidewalks on Parcel 1 as part of the public access easement.
 - b. Provide a temporary pedestrian access easement from Paint Branch Parkway to Hotel Drive South to accommodate a 10-foot wide striped pedestrian/bicycle path.
3. Prior to final site development permits, all final storm water computations shall be provided.
4. Prior to final plat, the applicant shall revise the BPIS to provide the following:
 - a. Provide a complete street section for Greenhouse Road from Paint Branch Parkway to Rossborough Lane that provides at a minimum, 5-foot-wide concrete sidewalks, a

- landscape strip with street trees, and share the road signage and thermoplastic pavement “sharrow” decals.
- b. Establish a 10-foot wide bicycle/pedestrian pathway from the opening of the fence on Paint Branch Parkway to Hotel Drive South using painted asphalt.
 - c. Consider recommendations from the Purple Line-Corridor Access Study (CAST) dated June 2011 that are within a ½ mile of the subject property.

Detailed Site Plan Conditions:

1. Approval of alternative development district standards for the modifications requested with the exception of:
 - a. Bicycle parking at one space per three vehicular parking spaces.
 - b. Sign requirements prohibiting free standing signs.
2. Prior to signature approval, the Applicant shall provide:
 - a. A letter from MAA and/or FAA that demonstrates compliance with Zoning Ordinance Section 27-548.39 and 27-548.42.
 - b. A color and materials board.
3. Prior to signature approval, the Applicant shall revise the sign plan to:
 - a. Eliminate all electronic message center signs.
 - b. Eliminate the free-standing sign or relocate to the circular drive on Hotel Drive South.
 - c. Eliminate the Southern Management logo sign from the south and west elevations.
4. Revise the Site Plan to :
 - a. Remove the crosswalk at the entrance to the hotel on Hotel Drive South or relocate to the east so as to more directly access the main entrance.
 - b. Provide sidewalk access between the parking garage and on-site parking spaces.
5. Execution of an Agreement and Declaration of Covenants between the applicant, property owner and the City of College Park in the form substantially attached, including the following:
 - a. A provision for the payment of real property taxes to the City in the event the property revert to a non-profit entity including the University of Maryland.
 - b. The applicant, its successors and assigns, shall pay the sum of \$45,000 to the City of College Park for the installation and operation of an 11 dock/6 bike-share station on or near the subject property.
 - c. The applicant its successors and assigns, shall reimburse the City for all costs of maintenance and operation of pedestrian street lights within the SHA right-of-way and shall enter into an Agreement, requiring reimbursement, which shall be recorded against the Property.
 - d. Designate the City of College Park Planning Director as a team member in the USGBC’s LEED Online system. The City’s team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team.

ATTACHMENTS:

- Attachment 1: Statement of Justification, Revised November 12, 2014.
- Attachment 2: Preliminary Plan
- Attachment 3: Detailed Site Plan
- Attachment 4: Landscaping Plan
- Attachment 5: Building Elevations
- Attachment 6: Sign Plan
- Attachment 7: Agreement of Sale between University of Maryland, College Park and UMCPF Property III, LLC. Excerpt
- Attachment 8: Declaration of Notice of Use Restriction, Excerpt
- Attachment 9: Bicycle and Pedestrian Impact Statement Scoping Agreement and Plan
- Attachment 10: Memorandum to the Mayor and Council from the College Park Airport Authority
- Attachment 11: Agreement and Declaration of Covenants (to be provided by City Attorney)

Detailed Site Plan 14022

Hotel at University of Maryland

Statement of Justification

REVISED

November 12, 2014

I. INTRODUCTION AND PROPERTY DESCRIPTION

Southern Management Corporation, Inc., (the “Applicant”), presents a Detailed Site Plan for a vertical mixed use development on property in the southeast corner of the US 1 / Paint Branch Road intersection in College Park, Maryland. The site plan provides a 2- to 13-story hotel, with first and second floor retail and a parking structure.

The property (hereinafter the “Property”), is part of a larger parcel known as Part of Parcel 140, Tax Map 33, Grid B-2. It is approximately 43.4 acres and lies just east of the north entrance to the University of Maryland. The subject Property is approximately 3.25 acres to be subdivided from the larger parcel by deed. A Preliminary Plan of Subdivision is filed concurrently so that the county may examine adequacy of public facility issues. The Property is currently owned by the University of Maryland.

The Property is bordered on all sides by roadways. US 1 is to the west, Hotel Drive North and Hotel Drive South are north and south, respectively, and Greenhouse Road is to the east. The hotel is proposed to be 13 stories, with 11 stories over first floor retail along US 1. A seven-story parking structure is proposed over first floor retail (for a total of eight-levels) oriented toward Greenhouse Road. In between, the structure is 2 stories high and includes the hotel lobby on first floor and conference center/retail space on second floor.

The site is designed to be a present a vibrant, bicycle- and pedestrian-friendly environment. Bike racks are provided around the building and parking area. The streetscape along US 1 will include a wide sidewalk, with outdoor seating areas for restaurants and/or shops, creating an inviting, pedestrian-friendly experience. A bike lane is provided in the US 1 right-of-way. Vehicular access to the site will be from Hotel Drive South, with loading access from Greenhouse Road; no direct vehicular access to the site from US 1 is proposed.

The conceptual design and siting for The Hotel at the University of Maryland resulted from a community design charrette held in July 2013. The stakeholders participating in the evolution of

the design included representatives from the University of Maryland, the City of College Park, Prince George's County Council, members of the architectural community and advisors to the University.

This site plays a critical role in stitching together the town of College Park and the University campus. The hotel and conference center will be the focal point for future development on this site continuing the denser urban fabric started by the high and mid-rise residential projects on Baltimore Avenue. The intention is to enhancing pedestrian activity and local community engagement on Baltimore Avenue. Greater activity, interest and attractions at the street level should help reduce the vehicular speed and the perception of Baltimore Avenue as a through way. The ground level of the tower along Baltimore Avenue is lined with restaurants and extends up 20 feet. The meeting rooms and an open terrace engage the street from above looking out to the avenue and the University on the second level. The guest rooms begin on the 3rd floor, 40' above the street.

The ground level activity and engagement continues on Greenhouse Road. The retail level is designed to be perceived as commercial loft space and takes advantage of the grade disparity with Baltimore Avenue to create these high spaces. The garage ramp brings visitors up from the street and over the commercial space. The first parking level fronting on Greenhouse Road is 20' above the street level retail. The store fronts will be designed as two story urban facades oriented to enhance the pedestrian experience.

The flat vertical plane of the hotel tower defines the edge of the street and the visual limits of the university. Its height is in proportion to the formal open space of the University entrance. The clean lines and clear articulation create a contrast and a simple frame for the historic Georgian language of the University. The tower has 10 stories of guest rooms above the lobby and banquet levels. The penthouse at the top of the tower is less than half the size of a typical guestroom floor. It is set back from the face of the tower so that it does not add to the perceived height of the tower. The penthouse holds mechanical equipment and an activity room whose grand roof terrace provides magnificent views of the University.

In addition to creating the street edge along Greenhouse Road, the location and form of the parking garage establish and enhance the urban context for the tower. Its height and position create an oasis for the spa and recreational facilities atop the conference center. Its relative mass is a counterpoint to the thin elegance of the tower. Where the tower is clean and pristine, the garage will be a collage of textures and materials.

II. NATURE OF THE REQUEST

The *Central US 1 Corridor Sector Plan* (the "Sector Plan") requires development to receive Detailed Site Plan approval. This Detailed Site Plan is filed to demonstrate that the development proposed satisfies the Policies and Strategies found in the Sector Plan. The Sector

Plan sets forth development standards which serve as the zoning ordinance for the Property. In most cases, the proposal satisfies these standards. However, in some cases, modifications to the Sector Plan development standards are requested. Attachment "A" is a matrix detailing the development standards and those the development meets and those for which modifications are requested. This statement of justification will outline and provide justification for the requested modifications in detail in Section VI of this Statement of Justification.

III. DEVELOPMENT DATA

	Existing	Proposed
Zone	M-U-I	M-U-I
Use	University of Maryland buildings	Hotel, conference center, retail uses and structured parking
Total Site Area	3.29 acres (once subdivided by University)	3.20 acres (after US 1 dedication)
Total Building Gross Floor Area (GFA),	57,435 square feet	405,000 square feet (including retail, hotel and conference center)
Retail Gross Floor Area (GFA)	0 square feet	57,000 square feet (retail only)
Total Hotel Rooms	0	295
Structured Parking Spaces	0	806

Parking Data¹

Maximum Shared Spaces:	657
Minimum Non-shared Spaces:	854
Proposed	806

Loading Data²

Minimum Required	6
Proposed	3

Minimum Parking is based on the use of shared parking for all uses and the maximum is based on non-shared parking.

¹ Modification Requested (Discussed in Section VI of this Statement of Justification)

² A Departure is requested (Discussed in Section V b of this Statement of Justification)

IV. GENERAL PLAN AND SECTOR PLAN

In 2014, Prince George's County adopted *Plan Prince George's 2035* ("Plan 2035"), which amended the 2002 General Plan for the county. Plan 2035 eliminated, for all practical purposes, the Tier system established by the 2002 General Plan. In place of the three tiers, Plan 2035 established growth policy areas, which generally follow the geographic areas of the three tiers they replace. The policy areas include:

- Regional Transit Centers
- Employment Areas
- Local and Suburban Centers
- Established Communities
- Rural and Agricultural

The Property lies within the Employment Area along US 1. Plan 2035 proposes 4% of all new dwellings and 20% of all new jobs in the county to occur in Regional Transit Centers (Table 15, p. 83).

The Property is also within an Innovation Corridor along US 1. Plan 2035 sets policies and strategies for this corridor. The Innovation Corridor is established to implement the County's Strategic Investment Program:

"As targeted areas best suited to become economic engines and models for future development in the county, we must focus county funding and programmatic support for the next five years on our three designated Downtowns...and the Innovation Corridor." (p. 180)

Most of the policies and strategies for the Innovation Corridor involve County investment, including the targeting of public funds, infrastructure improvements and tax incentives. Strategy PA2.2 provides some guidance for the necessary infrastructure:

"Designate the Innovation Corridor for tax incentives and targeted infrastructure improvements to retain existing and attract new employers. New infrastructure may include advanced information and communication technology infrastructure, shared parking, bike amenities and lanes, sidewalks, public facilities, and other amenities to support research and development entities and enhanced access to public transportation." (p. 182)

The proposed plan provides parking for the area; bike lanes, racks and parking; and sidewalks.

The *Central US 1 Corridor Sector Plan* (the "Sector Plan") places the Property in the University of Maryland Plan Area (p. 81). The Property is at the northern edge of the University of Maryland Plan Area just south of the Lower Midtown Plan Area. The Sector Plan also places

the Property in Character Area 5a, Walkable Node, envisioning buildings between 2 and 6 stories in height (p. 67). Finally, the Sector Plan places the Property in the Mixed Use Residential land use category (p. 59).

The Sector Plan recommends that the University of Maryland Plan area be developed as a **“high-quality, exemplary walkable center, with street-oriented urban architecture, shopfronts, urban landscaping, and on-street parking”** (p. 85). It is to be developed with build-to lines and tall buildings along US 1 to form **“a coordinated street wall”** (p. 85). It requires pedestrian friendly street fronts.

The proposed detailed site plan provides all these elements.

A full discussion of the development standards is found in Section VI of this Statement of justification. The Applicant contends that the proposed detailed site plan is in conformance with Plan 2035 and the Sector Plan. Where modifications are requested, those modifications will help the development realize the goals and policies of Plan 2035 and the Sector Plan, not violate them.

V. COMPLIANCE WITH THE ZONING ORDINANCE

a. Site Plans for Mixed Use Developments

Section 27-546.19(c) of the Zoning Ordinance sets forth the requirements for Site Plan approval for mixed use proposals.

(c) A Detailed Site Plan may not be approved unless the owner shows:

(1) The site plan meets all approval requirements in Part 3, Division 9;

RESPONSE: Part 3. Division 9 of the Zoning Ordinance sets forth design guidelines and submittal requirements for detailed site plans. The site plan has been prepared in accordance with the submittal requirements. The Sector Plan sets forth the development standards for development in the Development District Overlay Zone. These standards are addressed in detail in Section VI of this Statement of Justification.

—(2) **_____ All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

RESONSE: The proposed use and site plan satisfy meets the applicable development standards, with modifications as outlined in Section VI of this Statement.

(3) Proposed uses on the property will be compatible with one another;

RESPONSE: The commercial retail and restaurant uses are not only compatible with the hotel use, but are complementary to it.

- (4) Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District;**

—**RESPONSE:** The existing uses surrounding the Property are University related uses, and therefore, considered institutional. Generally two-story research buildings, several greenhouses and the University bus parking lot occupy the area. However, within the Development District, this area is shown in the Sector Plan as planned Mixed Use Residential area in a Walkable Node. Ultimately, the surrounding area will be redeveloped with larger, mixed use buildings, similar to those already in place just to the north on US 1.

- (5) Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:**
(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;

RESPONSE: Again, this proposal is the initial development proposal in this part of the Sector Plan University of Maryland Plan Area. There was a detailed site plan (DSP 08030) filed in 2008 for 1,508 multi-family units and approximately 613,990 square feet of office, commercial, hotel and entertainment uses, but that application is dormant. Several new tall, vertical mixed-use buildings have been constructed in the Lower Midtown Area. This gateway building will set the stage for future development in the University of Maryland Plan Area.

- (B) Primary facades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;**

—**RESPONSE:** The primary façade on the building faces Hotel Drive South, where the hotel entrance is located. A large on-site sidewalk connects the main entrance to the entrances of storefronts along US 1 and Greenhouse Road. The sidewalk will enable pedestrians to walk around the entire building without the need to cross driveways and parking lots. The circular drive in front of the entrance is designed to allow vehicles to leave the driving lanes on Hotel Drive South to check-in and unload passengers and luggage. The sidewalk in front of the building follows the circular drive to allow pedestrians to avoid interaction with cars in the driveway.

- (C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building facades on adjacent properties;**

RESPONSE: The Sector Plan spells out the design standards for lighting. The building will be developed in accordance with those standards. No glare, light, or other visual intrusions are going to impact other properties.

- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**

RESPONSE: The building will be constructed with similar materials to those of existing buildings in the area, generally masonry products and glass. As a gateway, signature building, it is appropriately scaled for its US 1 orientation. Significant architectural detailing is provided and demonstrated on the architectural elevations.

- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

RESPONSE: No outdoor storage areas are proposed.

- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans;**

RESPONSE: The sign package submitted with the application incorporates building signs that are aimed at pedestrians rather than automobiles. They are proposed in conformance with the Development Standards for signs found in the Sector Plan. Further discussion is found in Section VI of this Statement.

- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**
- (i) Hours of operation or deliveries;**
 - (ii) Location of activities with potential adverse impacts;**
 - (iii) Location and use of trash receptacles;**
 - (iv) Location of loading and delivery spaces;**
 - (v) Light intensity and hours of illumination; and**
 - (vi) Location and use of outdoor vending machines.**

RESPONSE: No adverse activities are proposed. Trash receptacles and loading will be interior to the building, lights will be illuminated in conformance with the Sector Plan, and no outdoor vending machines are proposed.

b. Number of Loading Spaces

The uses on the site will require a total of six loading spaces. The Applicant submits that only three are necessary on this site and seeks a departure from this requirement. A separate Departure from Parking and Loading Schedules Application is not required, per Section 27-548.25(e) of the Zoning Ordinance, which states:

If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.

The “departure” is in conformance with all the applicable Development District Standards. Loading will take place within the structure and will meet the setback and locational standards as modified by this proposal. The Property will be developed with a vertical mixed use building that will contain a large hotel and conference center and several smaller retail uses. None of these uses will have their own, separate loading space at their space. That type of arrangement would create a more suburban environment. Instead, the proposal includes a consolidated loading area inside the structure. In this case, three spaces are all that are necessary as loading activities for each use will not all occur at once. Each user will share the spaces. Shared loading spaces will allow for smooth, safe loading operations, without interfering with the urban nature of the development.

VI. COMPLIANCE WITH SECTOR PLAN

———Section 27-546.19 of the Zoning Ordinance requires that the uses meet applicable development standards approved with the Sector Plan. The proposed plan satisfies most of the development standards set forth in the Sector Plan. In some cases, modifications are requested in accordance with Section 27-548.25(c) of the Zoning Ordinance:

If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.

Development District Standards

———The *Central US 1 Corridor* ~~Corridor~~ *Sector Plan and Sectional Map Amendment* is in parts a Master Plan and a Zoning Ordinance. The Plan lays out the vision for the area, the SMA sets down the regulations. Page 225 of the Sector Plan sets forth the applicability of the Development Standards as follows:

Development in the Central US 1 Corridor DDOZ is subject to the Development District Standards as detailed below. All new development and redevelopment of existing structures within the DDOZ shall comply with the general intent and goals of the Development District Standards and the Central US 1 Corridor Sector Plan. Development must show compliance with the Development District Standards during the detailed site plan process.

Development Standards are the controlling requirements for development of this property. The exact Development Standard language is reproduced in Appendix "A."

The property is in Character Area 5a, Walkable Node, in the University of Maryland Plan Area. The following Sector Plan Development District Standards, beginning on Page 234, apply:

1. Building Form / Orientation

RESPONSE: The Sector Plan defines US 1 as the primary street and east-west streets as secondary streets. Hotel Drive North, Greenhouse Road, and Hotel Drive South are secondary or side streets. The Sector Plan recommends that the frontage streets and side streets be faced with the fronts and sides of buildings. The proposed development fronts US 1 with Hotel Drive North, Greenhouse Road, and Hotel Drive South as secondary frontage streets. The proposed development satisfies this development standard.

2. Building Form / Character Area 5a Walkable Nodes

RESPONSE: The proposed building is in a Walkable Node and is therefore subject to the requirements for Character Area 5a. The following describes the proposed development's conformance with these requirements:

<u>Requirement</u>	<u>Allowed</u>	<u>Proposed</u>
Building Height (Stories)	6 stories	13 stories ³
Frontage Buildout	80% min.	80%
Lot Coverage	80% max.	80%
BTL Principal (US 1)	0 feet max. ⁴	24.9-36.5 feet ⁵
BTL Secondary (Hotel Drive N.)	12 feet max.	14.3-9.3 feet ⁶
BTL Secondary (Greenhouse Rd.)	12 feet max.	11.33 feet ⁷
BTL Secondary (Hotel Drive S.)	12 feet min.	9.4-72.4 feet

Modifications

³ Modification requested
⁴ See Sector Plan Page 233
⁵ Modification requested
⁶ Modification requested
⁷ Modification requested

Modifications are requested for building height and build-to line requirements above. A modification for building height is discussed in Section VI a 4, below.

Building height and massing were first conceived through a consensus derived from several charrettes held with the University of Maryland, City of College Park Planning Department, citizens of the community and the development team. The massing strategy provided a hotel tower along US 1, a conference center located in the center of the building, and parking provided at rear of building above ground floor retail. The hotel is positioned along US 1 to be a focal point from US 1 and from the University. Because windows are not needed in the conference center it is located in the center of the building. Parking is proposed in the rear of the building to minimize its visibility from US 1, per charrette participants wishes. A minimum height of 13 stories is necessary to create a 4-diamond rated hotel and conference center. Development is limited to the site provided by the University. To the north, land was reserved to provide a signature building at the corner of Paint Branch Parkway and US 1. To the west, existing utilities in US 1 cannot be moved, and building construction above cannot occur. Greenhouse Road and Hotel Drive South limit the size of the Property to the east and south. The goal for the hotel is to provide a high quality, urban building to kick start the Innovation Corridor, and the additional building height is necessary to provide this high level building on the limited space.

There are additional factors influencing building height. Built-to lines are established to eliminate large setbacks for buildings and to establish an urban environment and a sense of place. They can be, however, at odds with other desired elements of development. In this case, the building is setback at the distances listed above to allow for outdoor, urban-style, outdoor activities. Along US 1, SHA has indicated that they do not want dedication of the sidewalk and street trees typically included in SHA right of way. Thus, additional area is needed along US 1 to provide for these features. Additionally, the setback is provided to allow for outdoor café seating, and to make up the grade change along the building frontage. The site is very tightly designed, and these areas are important to both the viability and vibrancy of the development. Setbacks along Hotel Drive North and South are designed also to provide for street trees, bike racks and amenities as well. Additionally, restaurant seating and plaza area is provided between the building and Hotel Drive South. This area also mitigates a grade change between the street level and the seating area. At twelve stories tall, the building will provide the wall along US 1 that the Sector Plan envisions, even with the small additional setback provided.

3. Building Form / Private Frontages

RESPONSE: The architecture shows substantial glazing of the storefronts—in fact much of the first floor frontage is glass—at the sidewalk level and awnings that overlap the sidewalk. This development standard is met.

4. Building Form / Massing

RESPONSE: This section allows building heights of up to six stories in Character Area 5a, Walkable Nodes, and requires expression lines above the second story. The architecture shows such expression lines on the third floor, with changes in building materials and the addition of projections and residential-style box windows. The section also requires a step-back from the street for upper floors of buildings above the eighth story.

Modification

The proposed building is 13 stories in height and does not step-back from the street at 8 stories. Modifications to this development standard are requested.

As noted, the Property is at the northern edge of the University of Maryland Plan Area. Based on discussions the Applicant had with staff of the M-NCPPC and City of College Park a determination was made at that time to use the “Walkable Node” ~~Character~~Character Area rather than the “~~Walkable~~Walkable Node, ~~University~~University” Character Area. While the map in the Sector Plan is clear, it was based on ~~assumptions~~assumptions no longer correct.

The Sector Plan places the parcel at the southeast corner of the Paint Branch Parkway / US 1 intersection in the “Walkable Node, University” Character Area. This parcel was included in the “Walkable Node, University” Character Area based on the current plan for the Foulger Pratt application for the University of Maryland East Campus. A hotel was shown on that site at the time of Sector Plan approval. The hotel is now shown on the parcel that is the subject of this application. The corner parcel was placed in the “~~Walkable~~Walkable Node, University Character Area in recognition that a greater height was needed for a hotel, and that the hotel would serve the University.

The hotel proposed in the current application has a greater scope than what was planned under Foulger Pratt; however, the intent remains. At the request of the University, the hotel has been moved south to the subject property to leave the corner property for a future building.

Given that the total development scheme for East Campus would remain largely the same, placing the hotel, with its required height, on the Paint Branch Parkway / US 1 corner or one parcel removed, will have little impact on the area. The intent is the same, as will be the outcome.

In addition, the Sector Plan also recommends that buildings be tight to the street. Under the discussion of the University of Maryland Plan Area, the Sector Plan notes:

Forma

The best streets take on a defined spatial form, sometimes compared to a public “room;” the buildings form the walls. When the proportion of building height to street width is sufficient to create a sensation of spatial enclosure, a stronger sense of place will result. (p. 85)

The proposal creates the best possible relationship to the street. US 1 is a planned Major Collector roadway with a right-of-way width of 80 feet. Buildings with substantial height, including upper floors, are required to create this sense of spatial enclosure. This discussion also includes language recommending strong build-to lines be established. These will be discussed in detail later in this statement of justification, but it should be noted here that the proposed building is setback a bit farther from the build-to-line than required by the development standards. This is to allow the provision of wide sidewalks and outdoor café seating, also recommended by the Sector Plan. This additional setback virtually eliminates the need to the upper floor step-back.

5. Building Form / Step Back Transitions and Landscape Buffers

RESPONSE: This development standard requires a building step-back where the building is “across the street from or share[s] a rear property line with an existing residential area....” (p. 238). The development standard is not applicable to this proposal; the Property is surrounded by University of Maryland, non-residential uses.

6. Building Form / Parking

RESPONSE: The parking required for this mixed-use development is 657 spaces using the shared parking calculation in this Development Standard, and 854 using the non-shared standard. The parking breakdown per use is:

Hotel:	148
Conference Center:	535
Retail:	171

The site plan provides 806 parking spaces.

The development standard also requires that bicycle parking spaces and racks be provided at a rate of 1 per 3 vehicular parking spaces which equals 219 spaces. 130 bicycle parking spaces are provided both in the building and along the public and private streets.

Modification

The development's proposal of 806 parking spaces falls between the maximum allowed 657 shared parking spaces and the minimum required 854 non-shared spaces. A modification is requested to allow parking in excess of the maximum 657 shared spaces. Providing this parking here is appropriate for a number of reasons, many of which are aimed at reducing car use. The parking structure will serve the general public in addition to the hotel and retail uses. While it is desirable to encourage walking and bicycle use, the fact is many will still drive into the area and that much of the surface parking in the area is planned, by Sector Plan recommendations, to be eliminated. Additional parking in the area is necessary to ease the traffic confusion as motorists search for limited parking opportunities. The structured parking eliminates the need for massive surface parking lots and provides for the needed service. It allows for the intense development proposed here and planned in the area ~~and~~ and still serves the purpose of this Development Standard in that it reduces provided parking to below the 854 required by normal standards.

An existing UM shuttle stop is located at the southeast corner of what will be Hotel Drive South and Greenhouse Drive. This stop will remain. The UM Shuttle provides links to the nearby Metro Station, which is 0.8 miles away from the site and can be used by the general public. There are also special events shuttles. Currently these special event shuttles provide a connection between the parking lot on Greenhouse Road and the Stadium. We will work with the University to coordinate usage of UM shuttle including usage during special events.

With the bicycle parking areas and sidewalk connectivity, walking and biking to the University will be facilitated. The parking garage may be operated by a third party and will be open to the public for a fee. Some of the parking spaces will likely be reserved for the hotel and controlled to allow for large events. Once at the hotel, little need to move the car, given the bicycle, pedestrian and public transit connectivity to nearby points of interest.

The proposal includes just 806 parking spaces, but this is over the maximum allowed. The ultimate number of parking spaces is a compromise between the needs of the conference center and urban texture of the site. Based on many

years of experience, the Applicant would have estimated that a facility of this size and type would require over 1,500 parking spaces, if none of the spaces were shared between uses. Based on many years of hospitality industry experience, we would calculate the parking need as shown in the chart that follows. The number of parking spaces we have provided is less than half this number.

Space type	formula	units	parking factor	parking spaces
guest rooms	0.7 spaces/room	295 rooms	0.70	207
Restaurant A	1 space/3 seats	144 seats	0.33	48
Restaurant B	1 space/3 seats	85 seats	0.33	28
Restaurant C	1 space/3 seats	89 seats	0.33	30
Restaurant D	1 space/3 seats	79 seats	0.33	26
Innovation space	5 spaces/1000 sf	20546 sf	0.005	103
Banquet floor	1 space/4 occupants	3600 occupants	0.25	900
Lobby bar	1 space/3 seats	80 seats	0.33	27
lobby meeting rooms, etc.	1 space/4 occupants	600 occupants	0.25	150
Spa	1 space/250 sf	4755 sf	0.004	19
Employees				tbd
total parking spaces required				1538

A modification to the bicycle parking spaces is also requested. Parking to meet the retail requirement is fully provided along US 1 and the private roads that surround the property. As stated above, the hotel and conference center user will most likely come by car to this location. Thus, bicycle parking is provided at a reduced rate within the building. It is anticipated that this will be used predominantly by staff.

7. Building Form / Parking Access

RESPONSE: This Development Standard requires access to be from alleys where present and from secondary or side streets where alleys are not present. No alleys are present in the proposed situation. Access is provided to the parking structure from Hotel Drive South.

The Development Standard also requires:

Circular drives shall be prohibited for all uses except for civic buildings, and

The vehicular access drive of a parking lot or garage shall be no wider than 22 feet. (p. 241)

Modification

A circular drive is proposed along Hotel Drive South at the main public entrance to the hotel. This drive is for drop off and check-in activities. Hotel uses generally always require such a driveway as it eases the check-in process and relieves traffic on the main or side roads. Without such a facility, the check-in activity would naturally occur on the street—a completely undesirable solution. The driveway alleviates this problem.

Ingress and egress to the parking garage is 26 feet wide; 13 feet in and 13 feet out. An extra 2-feet is required in both directions to accommodate a center island and access controls – pay stations and gates. The extra width is virtually unnoticeable to passers-by, but will allow for safe ingress/egress with enough room for access control.

8. Building Form / Parking Lots, Loading, and Service Areas

RESPONSE: This section sets forth requirements for location, landscaping, screening and of parking and loading facilities. Because the parking and loading are interior to the structure, they will be completely screened in conformance with the requirements of this development standard. Only 4 spaces are surface parking

and they are screened by a hedge row. The proposal satisfies these requirements (See Appendix "A"). Loading areas are required to be screened and a minimum of 30 feet from public sidewalks. The loading areas, interior to the parking structure, comply with this standard.

9. Building Form / Structured Parking

RESPONSE: The Sector Plan requires structured parking to be setback 50 feet from the property lines of streets, include two-story minimum "liner" buildings, and be made of durable, high quality materials. The plan proposes a parking structure made of durable, high-quality materials, including brick, granite, aluminum, and glass.

Modification

The site plan shows the eight-story structure along Greenhouse Road. The first floor retail along Greenhouse Road serves as the liner building and this wraps around to the Hotel Drive South frontage. And clearly, the main portion of the hotel serves to line the parking garage from US 1. However, the retail on Greenhouse Road does not extend two stories. The side of the parking structure is 14.5± feet from Hotel Drive North.

A sufficient liner building is provided along Greenhouse Road. The liner buildings is only one story, but is 20 feet tall, and thus is equivalent in height to a two-story liner building. The setback from Hotel Drive North is consistent with the building face, and would not support retail in this location. As proposed, the parking structure will be open to the public and visibility is a must. The exterior design of the structure will prevent automobile lights from shining onto adjacent properties and the area will be well served by an available easily accessible public parking garage. The structure has been integrated into the overall design of the building and will blend harmoniously with the hotel, retail and future surrounding uses.

The standard suggests that liner buildings extend for two stories along the street frontage. The purpose is to provide a human scale at the ground plane. While this arrangement may work in other locations, it does not make good economic or design sense for this proposed use. A second story use for this building in this location becomes problematic. The liner along Greenhouse Road is retail. Some incubator uses will likely occupy the space as the market builds for retail. The type of retail envisioned is small, boutique shops—not large department stores—which are not suited for multiple stories. The hotel and conference center oriented toward Hotel Drive South, do not extend around to Greenhouse Road because their US 1 visibility is a must for both the development and creating the sense of place along US 1.

The first story of the building is nearly 20 feet high, with architecture that shows the typical structured parking front well above the street grade. This will read as a two story storefront, with no parking structure in plain from the pedestrian level; simply, the second story of the structure along Greenhouse Road will not be a focal point for pedestrians. Awnings, signs, entrances and other architectural details, and the shops themselves will focus the eye to the first floor level where all the activity is. Architectural elements and detailing on the garage walls will ensure that the building is attractive and parking activity in the structure will not be intrusive.

10. Architectural Elements / Facades and Storefronts

RESPONSE: This standard requires transparent windows to cover 50 to 70 percent of storefronts fronting primary and secondary streets. This is met on US 1 and Greenhouse Road. No storefronts are proposed along Hotel Drive South or Hotel Drive North.

The top of storefront window sills are required to be between one and three feet above the sidewalk, and windows must extend at least 8 feet above the sidewalk. These are proposed on the architectural renderings. Tinted windows are neither allowed nor proposed.

The standard requires that each floor of any building facing a frontage street ~~public street~~ contain a minimum of 20 to 70 percent of transparent window space. The architecture reflects compliance with this standard for US 1 façade, Hotel Drive South Façade, and Greenhouse Drive. As Hotel Drive North is not a primary access to the property, and thus, it is not necessary for this façade to be in compliance to this standard. This is met on the architectural renderings.

The standard also requires that storefronts remain un-shuttered and lit from within at night, and that doors and entrances for public access be provided at least every 50 feet. The proposal conforms ~~with~~to this standard – no security shutters are proposed.

Forma

11. Architectural Elements / Awnings and Colonnades

RESPONSE: The standard requires that awnings be a minimum of five feet in depth with a minimum clearance of eight feet above the sidewalk. They may project into the setback areas, but shall be no closer than 2 feet to the curb. They must be made of durable fabric. At this time, awnings are not on the site plan.

The Applicant is aware of these requirements. No galleries or arcades are proposed.

12. Architectural Elements / Marquees and Balconies

RESPONSE: Marquees are required to be a minimum of six feet in width with a minimum eight feet of clearance above the sidewalk. They may project into the setback area but no closer than two feet to the property line. The Applicant will comply with this requirement.

The development standard also sets requirements for balconies. No balconies are proposed.

13. Architectural Elements / Porches and Stoops

RESPONSE: No such structures are proposed.

14. Architectural Elements / Street Screens

RESPONSE: This standard requires parking lots and service areas to be screened from frontage streets. All parking and service areas are interior to the building and will be screened by the building.

15. Architectural Elements / Materials

RESPONSE: The building is to be constructed primarily of brick, granite and glass. Where appropriate, and used sparingly, precast concrete with matching color and texture will be applied to the building.

16. Architectural Elements / Brick Detailing

RESPONSE: This standard recommends all openings in masonry construction to be spanned by headers made of stone, concrete lintels, brick segmental or semicircular arches or brick jack arches. Though not required, the headers are recommended to be slightly wider than the openings they span. No such headers are proposed.

The standard requires window sills to be provided, and recommends that they be a minimum of two inches in height and project from the wall a minimum of one inch. The plan shows this. Sills are also recommended to be wider than the window opening. This is not proposed.

Where masonry is exposed to the weather from above, the Sector Plan recommends that caps be provided to protect the structure and that they project past the edge of the brick by at least one inch. This is proposed on the plan.

Because these are recommendations in the Sector Plan, not requirements, no modification is needed. The building has been designed with a contemporary, clean look. Minimal building embellishment, including unnecessary decorative headers or elongated sills, will help to create the sleek design desired in the area.

17. Architectural Elements / Landmark Features

RESPONSE: No landmark features are proposed or required.

18. Architectural Elements / Signage

RESPONSE: The sign development standards are numerous and reproduced here. The sign package includes canopy signs for individual, smaller retail users; building signs identifying the larger uses – the hotel and parking structure; and a monument sign identifying the hotel. The building will be 13 stories tall with numerous users. The Applicant understands that signs need to be attractive and appropriately sized but larger signs are appropriate on this building and will be attractive. The Sign package submitted with this application shows signs that are attractive, complementary to one another, and appropriately scaled for the proposed building. The site plan complies with the following sign standards:

- **The maximum gross area of signs on a given façade shall not exceed ten percent of the façade area of the commercial portion of the building. Architectural signs or signage painted on a building façade or mounted on the roof may exceed this limit in certain cases, to be determined at the time of site plan review.**
- **Building numbers are required (commercial buildings require building numbers in both the front and rear).**
- **Signs shall not extend within two feet of the curb line.**
- **Signs mounted on the façade shall maintain a minimum clear height above sidewalks of eight feet.**
- **A single external sign band may be applied to the façade of each building, provided that such signs shall not exceed three feet in height.**

Modifications

The site plan does not comply with the following sign standards:

- **All signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade. Signs may also be mounted on the roof of landmark or civic buildings in certain cases. Free standing signs shall not be permitted.**

Modification: The Applicant requests this standard be modified to allow one freestanding monument sign on US 1. The building will be an active center, with a conference center, ground floor retail, hotel rooms and uses, and parking. It is expected that numerous events will be held at the hotel throughout the year. The freestanding monument sign is necessary to adequately identify the retail uses and hotel activities. The sign plan shows the nature of this sign – with its brick surround, it is attractive, informative, and an architectural complement to the University and the proposed hotel building.

- **Signs shall be externally lit from the front with a full- spectrum source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for “channel letter” signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shopfront may be neon lit.**

Modification: This standard discourages backlit or internal lighting, but does not prohibit it. Because most of the building façade is glass, and most of the glass is windows into hotel rooms, external lights on the signs are not appropriate. Not only would the lights shine into the rooms, but would reflect off the glass and create an unpleasant view of the building. The Applicant requests backlighting and internal lighting be approved, where appropriate, for the building. The sign package included with the application shows that these signs are not the typical, unattractive sign cabinet type, but are attractive, nonintrusive additions to the building.

- **The maximum area of any single sign mounted perpendicular to a given façade shall not exceed nine square feet.**

Modification: One such sign is proposed. This sign is the Parking Garage Sign which is a 36” diameter round sign. While, the actual lit sign is 9 feet, the technical gross area of the sign, which includes the mounting arm, is 10.5 square feet. The size of this directional sign is important to direct vehicles from US 1 to the parking garage. The sign is located approximately 290 feet east of the proposed US 1 right-of-way; thus, it has to be seen from a great distance.

19. Sustainability and the Environment

RESPONSE: The proposed building is planned to be LEED® Silver certified at a minimum. Green building materials will be used where possible. The list of sustainable and environment development standards is long (see Attachment "A"). The Applicant complies with the vast majority of them. Because these are recommendations in the Sector Plan, not requirements, no modification is needed.

~~Permanent irrigation systems are required to use captured rainwater and/or building gray water only. At grade walks must be constructed of pervious materials. These are not provided. LEED~~

Modification

~~Modifications are requested to the permanent irrigation and pervious surface requirements listed above. LEED® allows first year irrigation will be provided with drip irrigation with possible use of captured rainwater. This is an urban development with very minor outdoor paved areas. Most of these areas are tight to the building where pervious surfaces are not appropriate.~~

20. Street Sections

RESPONSE: The development standards require specific sections for US 1. However, US 1 will be constructed in accordance with State Highway Administration (SHA) requirements. Vehicular and bike lanes will be provided as approved by SHA.

21. Streetscape

RESPONSE: Public frontage at corners is required to be 18-30 feet wide.

Modification

The width of public frontage along US 1 is between 24 and 36 feet to accommodate walks, street trees, seating areas and other amenities required by the standards.

22. Streetscape Amenities

RESPONSE: This standard requires benches, bike racks, trash receptacles, tables with moveable seating, and other amenities to be provided and to be consistent in design and identified on detail sheets in the submittal. These are all provided in this plan.

23. Street Trees

RESPONSE: This standard requires that street trees be planted in accordance with standards established for the Walkable Node for each street type. The proposed site plan includes street trees to be planted in accordance with the requirements for Commercial Streets found on Page 262 of the Sector Plan.

24. Street Lighting

RESPONSE: The introduction to this standard reads:

A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well-lit street area and to establish a unifying element along the street.
(p. 266)

The standard requires pedestrian-scaled fixtures, Street lights to be aligned with the street tree alignment line, the height of light fixtures to be generally not taller than 15 feet, and light fixtures to be generally not more than 30 feet on center. The site plan satisfies these requirements.

25. Streetscape Lighting

RESPONSE: This standard requires street lights to be consistent in character, downcast or full cut-off fixtures, and employ energy efficient lamps. The site plan lighting detail sheets demonstrate these standards have been met.

26. Streets and Open Spaces

RESPONSE: The preamble to this standard reads:

Appropriate arrangements for open space are described in the table below according to specific character areas. (p. 268)

Open spaces, as they are generally described in the Sector Plan, are not appropriate for the use proposed, and they are not provided on the site plan. However, public space is provided in the form of a wide sidewalk along US 1 which will include outdoor seating for restaurants and/or shops.

VII. PRIVATE ROADS

Streets serving the proposed uses are not part of the site plan submittal. The Property has frontage on US 1, Hotel Drive North, Hotel Drive South, and Greenhouse Road. Vehicular access is proposed from Hotel Drive South only. With the exception of US 1, the surrounding streets are private and under the control of the University of Maryland. Access is proposed from Hotel Drive South pursuant to Section 24-128(b)(8) of the Subdivision Regulations which reads:

Within a Transit District Overlay (T-D-O) or Development District Overlay (DDO) Zone, the Planning Board may approve a subdivision with private rights-of-way, easements, alleys or roads.

The easements allowed by this section are treated as streets for purposes of development, in that they must satisfy the requirements of the Department of Public Works and Transportation street section standards, but they still may be private. US 1 will be improved to State Highway Administration standards. While ultimately a University of Maryland decision, the streets are currently planned to include two travel lanes with parking opposite the propose building. Sidewalks and street amenities are proposed on-site, rather than in the rights-of-way. Rights-of-way widths are:

Hotel Drive North	53.67'
Greenhouse Road	53.67'
Hotel Drive South	50.67'

The roads will remain in the control of the University of Maryland and are, therefore, not appropriate for inclusion in the detailed site plan. One of the purposes of including abutting streets in the site plan is to ensure that the street sections include the recommended amenities. However, because the streets will be in University control, the site has been designed with sidewalk areas—on the Property—along all streets that will include street trees and bike racks that are shown on the site plan. Along US 1, seating and other amenities are also shown on the site plan.

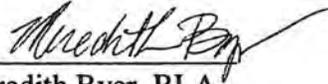
VIII. CONCLUSION

Section 27-285(b)(1) sets forth the following required finding for site plans:

“The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.”

Given the foregoing discussion, the proposed development of the Hotel at ~~Universty~~University of Maryland represents a reasonable alternative for satisfying the Central US 1 Corridor Sector Plan development standards and design guidelines, and should therefore be approved.

Dewberry Consultants, LLC

By: 
Meredith Byer, RLA
Joseph Del Balzo, AICP

**Approved Central US 1 Corridor Sector Plan And SMA
Building and Site Standards**

<http://www.pgplanning.org/Resources/Publications/Plan.htm>

BUILDING FORM ORIENTATION		COMPLY	COMMENTS
PRIMARY AND SECONDARY STREETS			
US 1, Rhode Island Avenue, and Autoville Drive function as primary frontage streets at all times. In the event a lot has frontage on both US 1 and Autoville Drive, the primary frontage for that lot be US 1. Other streets may be designated primary frontage streets if requested by the applicant and approved by the Planning Board and District Council (as appropriate) as an amendment to the development district standards at the time of detailed site plan review.		Yes	Standard Met
All east-west-oriented streets in the study area function as secondary frontage streets or side streets when a corner lot is located at the intersection of major north-south and east-west streets.		Yes	Standard Met
When mid-block lots front east-west-oriented streets, the east-west-oriented street serves as the primary frontage street for that lot.		N/A	
BUILDING ORIENTATION			
Buildings and lots have fronts, sides, and backs. Fronts display a building's façade and face the public realm. The backs of buildings and lots, which are the private or service side, face mid-block and be screened from view. Sides of buildings and lots may face either the public realm or may be concealed mid-block.		Yes	Standard Met
Frontage streets and side streets be faced with the fronts or sides of buildings and lots.		Yes	Standard Met
Rear alleys and mid-block parking areas be faced with the backs or sides of buildings and lots.		N/A	
BUILDING FORM CHARACTER AREA 5A WALKABLE NODES			
BUILDING CONFIGURATION			
Principal building height	6 stories max, 2 min.	No	Modification requested – see Section VI of the Statement of Justification
LOT OCCUPATION			
Frontage buildout	80% min. at BTL	Yes	Standard Met
Lot coverage	80% max.	Yes	Standard Met
SETBACKS - BUILDING			
(g.1) Front BTL principal Route 1	0 ft. min. 10 ft. max.	No	Modification requested – see Section VI of the Statement of Justification
(g.2) Front BTL secondary Hotel Drive South	0 ft. min. 12 ft. max.	No	Modification requested – see Section VI of the Statement of Justification
(g.3) Side setback Hotel Drive North and Greenhouse Road	0 ft. min. 24 ft. max.	Yes	
(g.4) Rear setback	10 ft. min.	N/A	
PRIVATE FRONTAGES (See page 218)			
Common lawn	not permitted	N/A	
Porch & fence	not permitted	N/A	
Terrace or L.C.	permitted	N/A	
Forecourt	permitted	Yes	Standard Met
Stoop	permitted	N/A	
Shopfront & awning	permitted	Yes	Standard Met
Gallery	permitted	N/A	
Arcade	permitted	N/A	
BUILDING FORM I PRIVATE FRONTAGES			
BUILDING FORM MASSING			

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BUILDING FORM ORIENTATION		COMPLY	COMMENTS
<p>Massing requirements are shown for new construction up to ten stories and are designed to ensure new development is responsive to issues of scale, natural lighting, and pedestrian comfort. An expression line is required in the corridor infill and walkable node character areas above the second story. Buildings [redacted] include a setback after eight stories. The maximum height of an arcade varies with building heights.</p>		No	Modification requested – see Section VI of the Statement of Justification
<p>Building heights in excess of those specified in the development district standards [redacted] be considered detrimental to the vision of the sector plan and the goals of this development district.</p>		No	Modification requested – see Section VI of the Statement of Justification
BUILDING FORM STEP BACK TRANSITIONS			
<p>Generally, compatible buildings and uses should be located adjacent to each other. However, along historically commercial strips, tall buildings often share rear lot lines with residential buildings.</p> <p>Where corridor infill and walkable node areas are across the street from or share a rear property line with an existing residential area, a setback transition and/or a landscape buffer [redacted] be required for all new development within the corridor infill and walkable node areas.</p> <p>Stepback transitions are appropriate where corridor infill and walkable node areas are across the street from existing residential areas. This scenario is illustrated in the top two diagrams on this page, where a block that fronts US 1 is across the street from an existing residential block. The tallest buildings [redacted] be located fronting US 1. The development [redacted] step down through the block to a maximum height of two or three stories facing existing residential development. The top image illustrates the use of a mid-block parking garage that is masked by a residential liner building, while the middle image illustrates a surface parking lot that is similarly screened by townhouse liner buildings.</p> <p>Landscape buffers in combination with setback transitions are appropriate when corridor infill and walkable node areas share a property line with existing residential areas. This scenario is illustrated in the bottom image on this page. The buffer area [redacted] be consistent with the standards of the Landscape Manual</p>		N/A	
BUILDING FORM NUMBER OF SPACES			
<p>This section specifies the requirements for parking within the Central US 1 Corridor. Parking requirements, in conjunction with the building form standards, limit the total square footage of buildings within the development district.</p>			
<u>Required Parking</u>			

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	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	<ul style="list-style-type: none"> The number of parking spaces required in the Central US 1 Corridor sector plan area is specified in this section for residential, lodging, office, and retail (including eating or drinking establishments) uses. Any deviation from this standard <input type="checkbox"/> require a modification of the development district standards. 	No	Modification requested – see Section VI of the Statement of Justification
	<ul style="list-style-type: none"> The number of parking spaces required for uses not listed here <input type="checkbox"/> be reduced fifty percent from the number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Any deviation from this standard <input type="checkbox"/> require a modification of the development district standards. 	N/A	
	<ul style="list-style-type: none"> Within a public parking district established by a public entity, required parking may be waived if a fee-in-lieu is paid on a per-space basis to the public entity that manages the parking district, at a rate to be determined by the public entity and based on a preliminary engineering cost estimate for the parking facility, provided that public parking is available within one-quarter mile of the development. 	N/A <i>W</i>	
	<ul style="list-style-type: none"> Within the corridor infill and walkable node areas, a minimum of one bicycle parking space <input type="checkbox"/> be provided within the public or private frontage for every three vehicular spaces. Bicycle racks <input type="checkbox"/> be placed in highly visible locations along the street or within parking garages as appropriate. 	Yes Not met	Does not meet bicycle parking space requirements
Shared Use Circulation			
	<ul style="list-style-type: none"> Mixed-use development may use the shared parking factor (see diagram on this page) to determine appropriate reductions in parking for shared usage. The required parking is calculated by adding the total number of spaces required by each separate function and dividing the total by the appropriate factor. When three functions share parking, use the lowest factor. 	N/A	
Building Form Parking Access			
	Access to Off-Street Parking Lots and Structured Parking		
	<ul style="list-style-type: none"> When present, alleys <input type="checkbox"/> be the primary source of access to off-street parking. Parking along alleys may be head-in, diagonal, or parallel. See Figure 1. 	N/A	
	<ul style="list-style-type: none"> Alleys may be incorporated into parking lots as standard drive aisles. Access to all properties adjacent to the alley <input type="checkbox"/> be maintained. Access between parking lots 	N/A	

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	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	across property lines is also encouraged.		
	<ul style="list-style-type: none"> When alleys are not present, secondary frontage or side streets may be used as the primary source of access to off-street parking. See Figure 2. 	Yes	Standard Met
	<ul style="list-style-type: none"> When neither alleys, secondary frontage, nor side streets are present, primary frontage streets may be used as the primary source of access to off-street parking, with a driveway that either passes to the side of the building or through the building. See Figures 3 and 4. This condition should be avoided to the fullest extent possible to reduce the number of driveways. 	N/A	Standard Met
	<ul style="list-style-type: none"> Circular drives shall be prohibited for all uses except for civic buildings. 	No	Modification requested – see Section VI of the Statement of Justification
	<ul style="list-style-type: none"> The vehicular access drive of a parking lot or garage shall be no wider than 22 feet. 	No	Modification requested – see Section VI of the Statement of Justification
Building Form I Parking Access			
	<u>Parking Lots</u>		
	<ul style="list-style-type: none"> Off-street surface parking shall be set back a minimum of 20 feet from all property lines along streets, except along alleys. 	Yes	Standard Met
	<ul style="list-style-type: none"> Parking lots shall be masked from the primary frontage street and the secondary frontage or side street by a liner building whenever possible. Where this is not possible, a street screen, such as a wall, a fence, or a hedge, should be provided to mask parked cars. 	Yes	Standard Met
	<u>Parking Lot Landscaping Requirements</u>		
	<ul style="list-style-type: none"> Interior planting shall be required for any parking lot that is 6,000 square feet or larger. At least six percent of the lot shall be interior planting area. 	N/A	Surface parking lot less than 6,000 SF.
	<ul style="list-style-type: none"> Landscape strips at least six feet in width shall be provided between parking isles of either head-in or diagonal parking. A minimum of one tree shall be provided every 60 feet along landscape strips. 	N/A	None provided for the 4 surface spaces. No double-loaded, head-in or diagonal parking proposed.
	<ul style="list-style-type: none"> Landscape islands may be used in lieu of landscape strips. No more than six consecutive parking stalls are permitted without a landscape island at least six feet wide and extending the entire depth of the parking stall. A minimum of one tree shall be 	N/A	Less than 6 spaces provided, thus not required.

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<http://www.pgplanning.org/Resources/Publications/Plan.htm>

BUILDING FORM ORIENTATION	COMPLY	COMMENTS
planted in each landscape island.		
<ul style="list-style-type: none"> Durable pervious surfaces are recommended for surface parking lots. However, gravel and other coverings prone to dust ████ be prohibited. 	N/A	Durable pervious surface not provided.
<u>Street Screens</u>		
<ul style="list-style-type: none"> Street screens ████ be a minimum of three feet six inches tall. The maximum heights ████ be six feet. 	N/A	
<ul style="list-style-type: none"> All street screens over four feet high should be a minimum of 30 percent visually permeable or articulated. 	N/A	
<ul style="list-style-type: none"> Street screens ████ have openings no larger than necessary to allow automobile and pedestrian access. 	N/A	
<ul style="list-style-type: none"> Additional street screen standards are located in the street screen section of Architectural Elements. 	N/A	
<u>Loading and Service Areas</u>		
<ul style="list-style-type: none"> Loading and service areas ████ not be visible from streets, except alleys. These areas ████ be located a minimum of 30 feet away from public sidewalks. 	No	Modification requested – see Section VI of the Statement of Justification
<ul style="list-style-type: none"> Loading and service areas should be hidden from public view by street screens. 	Yes	Area is enclosed and gated.
Building Form I Structured Parking		
<u>Structured Parking</u>		
<ul style="list-style-type: none"> Parking structures ████ be set back a minimum of 50 feet from the property lines of all adjacent thoroughfares (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage. 	No	Modification requested – see Section VI of the Statement of Justification
<ul style="list-style-type: none"> Liner buildings ████ be a minimum of two stories in height and may be attached or detached from parking structures. 	No	Modification requested – see Section VI of the Statement of Justification
<ul style="list-style-type: none"> Parking structures ████ be built of durable, high-quality materials, such as brick, decorative cast concrete panels, and natural or quality synthetic stone. The materials and design of the structure should reflect that of the associated building. 	Yes	Standard Met
Architectural Elements I Façades and Shopfronts		
<u>Facades and Shopfronts</u>		
<ul style="list-style-type: none"> In order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces, the ground floor along the building frontage ████ have untinted 	Yes	Standard Met

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<http://www.pgplanning.org/Resources/Publications/Plan.htm>

	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	transparent storefront windows and doors covering between 50 percent and 70 percent of the wall area (between the finished floors).		
	<ul style="list-style-type: none"> Low emissivity glass with high visual light transmittance may be permitted, but tinted glass [redacted] not be permitted. 	Yes	Standard Met
	<ul style="list-style-type: none"> The top of storefront window sills [redacted] be between one and three feet above the sidewalk grade. 	Yes	Standard Met
	<ul style="list-style-type: none"> Storefront windows [redacted] extend to at least eight feet above the adjacent sidewalk. 	Yes	Standard Met
	<ul style="list-style-type: none"> Storefronts [redacted] remain unshuttered at night and [redacted] provide clear views of interior spaces lit from within. 	No	Modification requested – see Section VI of the Statement of Justification
	<ul style="list-style-type: none"> Doors or entrances for public access [redacted] be provided at intervals no greater than 50 feet. 	No	Modification requested – see Section VI of the Statement of Justification
	<ul style="list-style-type: none"> A minimum of 12 feet of habitable space [redacted] be provided behind each shopfront along the building frontage. 	Yes	Standard Met
	<ul style="list-style-type: none"> Each floor of any building facing a frontage street or open space [redacted] contain transparent windows covering from 20 percent to 70 percent of the wall area, as measured between finished floors. 	No	Modification requested – see Section VI of the Statement of Justification
	<ul style="list-style-type: none"> Ground-floor residential units should have a raised finish floor at least 24 inches above the sidewalk grade to provide sufficient privacy for ground-floor residents. 	N/A	
Architectural Elements Awnings, Galleries, and Arcades			
	<u>Awnings</u>		
	<p>Minimum awning depth = 5' (measured perpendicular to the wall face).</p> <p>Minimum underside clearance = 8' from the sidewalk. The above requirements apply to first-floor awnings.</p> <p>Awnings above the first floor have no minimum requirements.</p>	Yes	Standard Met
	<ul style="list-style-type: none"> Awnings may occur forward of the minimum setback and may encroach within the right-of-way with the approval of the pertinent agency but [redacted] not extend closer to the curb line than two feet. 	Yes	Standard Met
	<ul style="list-style-type: none"> Awnings [redacted] be made of durable fabric and may be either fixed or retractable. High-gloss or plasticized fabrics are prohibited. Backlit awnings are also prohibited. 	Yes	Standard Met
	<u>Galleries and Arcades</u>		
	<p>Minimum gallery depth = 10' (measured from building face to outside column face).</p> <p>Minimum arcade depth = 12' (measured from building face to outside column face). Minimum underside clearance = 8' from the sidewalk.</p>	N/A	
	<ul style="list-style-type: none"> Galleries [redacted] be only one story in height and 	N/A	

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	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	may have flat or pitched roofs. Open balconies are permitted above the sidewalk level.		
	<ul style="list-style-type: none"> Arcades ■■■ be three to five stories in height with a one-story, open-air colonnade on the ground level. 	N/A	
	<ul style="list-style-type: none"> Galleries and arcades may occur forward of the minimum setback and may encroach within the right-of-way with the approval of the pertinent agency but ■■■ not extend closer than two feet to the curb line. 	N/A	
	<ul style="list-style-type: none"> Galleries and arcades ■■■ only be constructed where the minimum depth can be achieved. 	N/A	
	<ul style="list-style-type: none"> When used, galleries and arcades should extend over the entire length of a façade unless other constraints preclude them. 	N/A	
Architectural Elements Marquees and Balconies			
	<u>Marquees</u>		
	<p>Minimum marquee depth = 6' (measured perpendicular to the wall face).</p> <p>Minimum underside clearance = 8' from the sidewalk.</p> <p>The above requirements apply to first floor marquees. Marquees above the first floor ■■■ not be permitted.</p>	Yes	Standard Met
	<ul style="list-style-type: none"> Marquees may occur forward of the minimum setback, and may encroach within the right-of-way with the approval of the pertinent agency but ■■■ not extend closer to the curb line than two feet. 	Yes	Standard Met
	<ul style="list-style-type: none"> Marquees typically are used above the primary entrances to buildings such as cinemas, hotels, and office buildings. They may be cantilevered (with the structure hidden internally) or supported from above by suspension cables or chains. 	Yes	Standard Met
	<u>Balconies</u>		
	<p>Minimum balcony depth = 3' (measured perpendicular to the wall face).</p> <p>Minimum underside clearance = 8' from the sidewalk.</p>	Yes	Standard Met
	<ul style="list-style-type: none"> Balconies may occur forward of the minimum setback but may not encroach within the right-of-way. 	Yes	Standard Met
	<ul style="list-style-type: none"> Balconies ■■■ be permitted to have roofs but are required to be open, unair-conditioned parts of buildings. 	Yes	Standard Met
	<ul style="list-style-type: none"> On corners, balconies ■■■ be permitted to wrap around the side of the building facing the 	Yes	Standard Met

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BUILDING FORM ORIENTATION	COMPLY	COMMENTS
street.		
Architectural Elements Porches and Stoops		
<u>Porches</u>		
<ul style="list-style-type: none"> When used, galleries and arcades should extend over the entire length of a façade unless other constraints preclude them. 	N/A	
Architectural Elements Street Screens		
Street screens ■ be used to screen parking lots and service areas of private lots from frontage streets. The following types of street screens may be used in the Central US 1 Corridor.	N/A	
<u>Garden Walls</u>		
Minimum garden wall height = 3' 6" above adjacent sidewalk grade. Maximum garden wall height = 6' above adjacent sidewalk grade	N/A	
<ul style="list-style-type: none"> Garden walls ■ be constructed of brick, stone, or masonry faced with stucco (with texture and color to match building walls). Unclad cinder block ■ not be permitted. 	N/A	
<ul style="list-style-type: none"> A garden wall, fence, or hedge is required along all unbuilt rights-of-way and ■ be located at the lot line or on the same plane (at the build-to line) as the building façade. Garden walls, fences, or hedges are encouraged along side yards. 	N/A	
<u>Fences</u>		
Minimum fence height = 3' 6" above adjacent sidewalk grade. Maximum fence height = 6' above adjacent sidewalk grade.	N/A	
<ul style="list-style-type: none"> Fences ■ be built of durable, attractive materials, such as brick, stone, wrought iron, and wood. 	N/A	
<ul style="list-style-type: none"> Chain-link fencing, barbed wire, corrugated metal, corrugated fiberglass, sheet metal, and wire mesh ■ not be permitted. 	N/A	
<u>Hedges</u>		
Minimum hedge height = 3' 6" above adjacent sidewalk grade. Maximum hedge height = 6' above adjacent sidewalk grade.		
<ul style="list-style-type: none"> Hedges may serve the same purposes as walls and fences to provide privacy and delineate the edge of yards. Hedgerows may include posts of brick, stone, or masonry faced with stucco. 	N/A	
Architectural Elements Materials		

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	Building wall materials shall be combined on each façade horizontally only, with the heavier materials (stone, brick, concrete with stucco, etc.) below and supporting the lighter materials (wood, siding, etc). Any change in materials shall preferably occur at the floor or sill level.	Yes	Standard Met
	<u>Siding</u>		
	Permitted siding types include:	N/A	
	<ul style="list-style-type: none"> Horizontal lap, of wood or composition board (such as Hardiplank®). 	N/A	
	<ul style="list-style-type: none"> Vertical wood board and batten. 	N/A	
	All siding types shall incorporate vertical corner boards on outside building corners. Corner boards shall be a minimum of 3" in width. Vinyl and aluminum siding shall not be permitted.	N/A	
	<u>Stucco</u>		
	Surfaces finished in stucco should be smooth and hand trowelled in texture and painted. Sprayed-on stucco finishes and exterior insulation and finish systems (EIFS) are discouraged.	N/A	
	<u>Masonry</u>		
	Masonry walls, whether load bearing or veneer, may only be of brick or natural stone. Masonry is encouraged as the primary building material for all development in the walkable node and corridor infill areas.	Yes	Standard Met
Architectural Elements Brick Detailing			
	<u>Header</u>		
	The horizontal member spanning the top of an opening.	Yes	Standard Met
	<ul style="list-style-type: none"> All openings in masonry construction should be spanned by headers. 	No	Not Required
	<ul style="list-style-type: none"> Acceptable header types include stone or concrete lintels, brick segmental or semicircular arches, and brick jack arches. 	No	Not Required
	<ul style="list-style-type: none"> Headers should always be slightly wider than the openings they span. 	No	Not Required
	<u>Sill</u>	Yes	Standard Met
	The horizontal member at the base of a window opening.	Yes	Standard Met
	<ul style="list-style-type: none"> All window openings in masonry construction should have a sill. 	Yes	Standard Met
	<ul style="list-style-type: none"> Sills are generally rectangular in form and are sloped slightly away from the window opening 	Yes	Standard Met

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	to shed water.		
	<ul style="list-style-type: none"> Sills should be a minimum of two (2) inches in height and should project from the wall surface a minimum of one inch. 	Yes	Standard Met
	<ul style="list-style-type: none"> Sills should be slightly wider than the window opening. 	No	Not Required
	<u>Cap</u>	Yes	Standard Met
	The protective top layer of a masonry structure exposed to weather from above.	Yes	Standard Met
	<ul style="list-style-type: none"> A cap should protect the tops of all masonry structures exposed to the weather, including garden walls, stair treads, planter edges, and freestanding piers. 	Yes	Standard Met
	<ul style="list-style-type: none"> Caps should project past the edge of the brick structure by a minimum of half an inch. 	Yes	Standard Met
Architectural Elements Landmark Features			
	Landmark features should be provided in the landmark locations designated on the development character maps. Landmark features are designed in response to the prominence and visibility of their sites. A landmark feature can be an architectural element such as a tower or a lantern, described below. If the landmark feature is located in a park or plaza, it may be a gateway feature, sculpture, or other work of public art.	N/A	Not located at a landmark location on the Development Character Map.
	<u>Towers</u>		
	Towers with a footprint smaller than 30 x 30 feet may extend up to one story above the designated height limit. Towers with a footprint smaller than 20 x 20 feet may extend up to two stories above the designated height limit. Towers are permitted on all civic buildings or any building that is located on a corner lot.	N/A	The contemporary design of the entire building makes a landmark statement including the projected curtain wall façade. No towers or lanterns are being incorporated.
	<u>Lanterns</u>		
	The maximum lantern height is 12 feet (from the ridge of the roof upon which it sits, excluding pinnacles). Lanterns generally provide light into interior spaces and are often positioned above an interior light or stair well. Lanterns may extend above the designated height limit.	N/A	No lanterns are being incorporated.
Architectural Elements Signage			
	<u>Commercial Signs</u>		
	<ul style="list-style-type: none"> All signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade. Signs may also be mounted on the roof of landmark or civic buildings in certain cases. Free standing signs shall not be 	Yes	Standard Met

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	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	permitted.		
	<ul style="list-style-type: none"> Signs [redacted] be externally lit from the front with a full- spectrum source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for "channel letter" signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shopfront may be neon lit. 	No	Modification requested – see Section VI of the Statement of Justification
	<ul style="list-style-type: none"> Building numbers are required (commercial buildings require building numbers in both the front and rear). 	Yes	Standard Met
	<ul style="list-style-type: none"> The maximum gross area of signs on a given façade [redacted] not exceed ten percent of the façade area of the commercial portion of the building. Architectural signs or signage painted on a building façade or mounted on the roof may exceed this limit in certain cases, to be determined at the time of site plan review. 	No	Modification requested – see Section VI of the Statement of Justification
	<ul style="list-style-type: none"> Signs mounted on the façade [redacted] maintain a minimum clear height above sidewalks of eight feet. 	No	Modification requested – see Section VI of the Statement of Justification
	<ul style="list-style-type: none"> Signs [redacted] not extend within two feet of the curb line. 	Yes	Standard Met
	<ul style="list-style-type: none"> The maximum area of any single sign mounted perpendicular to a given façade [redacted] not exceed nine square feet. 	No	Modification requested – see Section VI of the Statement of Justification
	<ul style="list-style-type: none"> A single external sign band may be applied to the façade of each building, provided that such signs [redacted] not exceed three feet in height. 	No	Modification requested – see Section VI of the Statement of Justification
Architectural Elements Signage			
	<u>Desirable</u>		
	<ul style="list-style-type: none"> Signs are coordinated in size and placement with the building and storefront. 	Yes	Standard Met
	<u>Not Desirable</u>		
	<ul style="list-style-type: none"> Building signs concealing the cornice, awning, and windows. Over-varied sign shapes that create visual confusion. Awning signs that cover the masonry piers. Sale signs too large for storefronts or placed in display windows, obscuring views. 	Yes	Standard Met
	<u>Permitted</u>		
	<ul style="list-style-type: none"> Signs mounted and projecting from the façade. 	Yes	Standard Met

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	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	<ul style="list-style-type: none"> Pin Letters mounted on the façade. 	Yes	Standard Met
	<ul style="list-style-type: none"> Signs painted directly on the façade above the front entrance. 	Yes	Standard Met
	<u>Not Permitted</u>		
	<ul style="list-style-type: none"> Pole mounted signs designed to fit in deep suburban setbacks. 	Yes	Standard Met
	<ul style="list-style-type: none"> Internally lit plastic signs designed for the "strip" rather than a pedestrian-oriented main street. 	Yes	Standard Met
	<ul style="list-style-type: none"> Monument signs reflect a more suburban environment. 	Yes	Standard Met
SUSTAINABILITY AND THE ENVIRONMENT			
	Leadership in Energy and Environmental Design (LEED®) Certification		
	<ul style="list-style-type: none"> LEED® standards for building, as set forth by the U.S. Green Building Council, should be reviewed and integrated into the design and construction process for all new development and renovation projects. LEED-Silver or better certification is desired for all new development. 	Yes	Standard Met
	<ul style="list-style-type: none"> All development within the walkable nodes ████ obtain a minimum of silver certification in one of the following applicable LEED® rating systems: new construction and major renovations, existing buildings, commercial interiors, core and shell, schools, retail, healthcare, and homes. 	Yes	Standard Met
	<ul style="list-style-type: none"> LEED-Gold or platinum certification under an applicable LEED® rating system is encouraged for all development when feasible. 	No	Not Required
	<ul style="list-style-type: none"> Developments composed of several buildings should pursue LEED® for Neighborhood Development certification. 	N/A	
	<u>Passive Solar and Ventilation Design</u>		
	<ul style="list-style-type: none"> Provide shade for south-facing façades by designing properly-sized overhangs on south facing glazing. Mature trees can also fulfill the need for shade on south facing façades. 	No	Not Required
	<ul style="list-style-type: none"> Solar tubes and skylights can reduce the need for electric lighting or provide sunlight to rooms that have few or no windows. These are encouraged because they provide natural daylighting to interior spaces. 	Yes	Standard Met
	<ul style="list-style-type: none"> Maximize opportunities to align fenestration on opposite façades of buildings in order to facilitate cross-ventilation. Minimize floor plate 	No	Not Required

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	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	sizes so that rooms may have access to light and air.		
	<u>Materials</u>		
	<ul style="list-style-type: none"> Wherever possible, green materials shall be used in both the structure and interior finishes of buildings. These include: recycled or salvaged materials, rapidly renewable materials (derived from plants with a fast growth cycle), Forest Stewardship Council® certified wood, and materials harvested or manufactured locally. 	Yes	Standard Met
	<u>On-Site Energy Generation and Efficiency</u>		
	<ul style="list-style-type: none"> In the case of pitched roofs, place photovoltaic panels on the slope that has the highest amount of solar gain. 	N/A	No sloped roofs. Project is not programmed to incorporate photovoltaic panels.
	<ul style="list-style-type: none"> In the case of flat-roofs, place photovoltaic panels behind a parapet so that they are not visible from the street, and orient them as closely as possible to the ideal angle for solar gain. Sun-tracking panels are encouraged. 	No	Not Required
	<ul style="list-style-type: none"> Roof-mounted solar hot water and/or photovoltaic panels are encouraged to reduce grid demand energy use. 	No	Not Required
	<ul style="list-style-type: none"> Proposed plantings and/or building additions that will shade preexisting solar panel installations on adjacent properties should be avoided. 	N/A	This will not be an issue with this project.
	<ul style="list-style-type: none"> Phase out fossil-fuel climatization systems, such as oil heating. Renewable energy sources, such as wind, solar, and geothermal generation, should be pursued. 	Yes	We will make a best effort to investigate and implement as economically feasible.
	<ul style="list-style-type: none"> Air-conditioning systems and appliances should be of the highest efficiency ratings. Wherever possible, use Energy Star appliances. 	Yes	Standard Met
	<ul style="list-style-type: none"> All lighting should use high-performance or LED lighting systems. 	No	Not Required
	<u>Landscaping</u>		
	<ul style="list-style-type: none"> Minimize lawn or turf area. Turf should only be used in areas where it provides functional benefits. 	Yes	Standard Met
	<ul style="list-style-type: none"> Use drought-tolerant and/or slow-growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions. 	Yes	Standard Met
	<ul style="list-style-type: none"> Permanent irrigation systems shall only utilize captured rainwater and/or building gray water (with approved filtration systems). Potable water use shall not be permitted in permanent 	Yes	Standard Met

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	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	irrigation systems.		
	<ul style="list-style-type: none"> Use mulches to minimize evaporation, reduce weed growth, and slow erosion. 	Yes	Standard Met
	<ul style="list-style-type: none"> Encourage on-site food production by planting fruit-bearing trees adapted to the local climate. Set aside areas and construct composting areas and planting beds for the cultivation of fruits, vegetables, and herbs. 	No	Not Required
	<u>Water Efficiency and Recharge</u>		
	<ul style="list-style-type: none"> Surface parking areas, alleyways, and driveways should be constructed with durable pervious paving materials (grass paver systems or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation. 	No	Not Required
	<ul style="list-style-type: none"> All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials. 	No	Not Required
	<ul style="list-style-type: none"> Capture slow runoff using exfiltration tanks, drainage swales, and other devices. 	Yes	Standard Met
	<ul style="list-style-type: none"> Use low-flow water closets, faucets, showerheads, washing machines, and other efficient water-consuming appliances. 	Yes	Standard Met
	<u>Stormwater Management and the Paint Branch</u>		
	<ul style="list-style-type: none"> All new development within established floodplains shall comply with all adopted county, state, and federal environmental regulations to prevent unnecessary runoff and pressure on the Paint Branch and the greater watershed. 	NA	
	<ul style="list-style-type: none"> Underground or above-grade cisterns shall be integrated into the site plan for all new development within or abutting the Paint Branch buffer. These cisterns will both reduce the amount of stormwater flowing into the Paint Branch and will help to store water on-site for uses, such as landscape irrigation. 	Yes	Standard Met
	<ul style="list-style-type: none"> Site grading, paving, and planting shall be done in a manner that minimizes off-site stormwater runoff. 	Yes	Standard Met
	<ul style="list-style-type: none"> Suburban stormwater management measures, such as regional storage and drainage ponds shall be prohibited. 	Yes	Standard Met
	<u>Food Production</u>		

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	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	<ul style="list-style-type: none"> Ways of incorporating types of local food production throughout the Central US 1 Corridor. Cities are increasingly allowing urban agriculture and the raising of animals for household use to encourage lower-cost food supplies and reduction in energy consumption for food transport. 	N/A	Not appropriate for hotel.
	<ul style="list-style-type: none"> Community gardens provide a focus for recreation and sociability greater than that of private yards. They are also welcomed by apartment-dwellers who enjoy gardening. Community garden plots are not sold but rather let under municipal or private administration. 	N/A	Not appropriate for hotel.
	<ul style="list-style-type: none"> Green roofs also provide opportunities for food production, even as they mitigate carbon emissions and reduce stormwater runoff. They may be incentivized by giving developers bonuses for installing them. 	Yes	Standard Met
	<ul style="list-style-type: none"> As tree preservation and planting regulations are introduced, fruit trees may be included and designated for local food production. 	N/A	

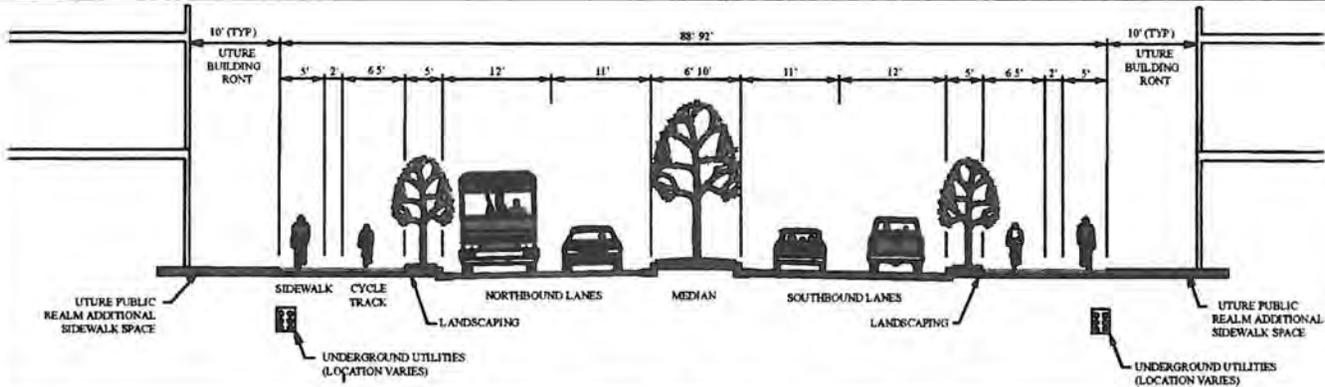
Streets and Open Spaces | Street Sections

<p>The following street sections refer to specific segments of the Central US 1 Corridor. The street sections supplement the building form standards, creating an integrated sense of place along the US 1 Corridor. Additional information about each street configuration, including streetscape, street trees, and street lighting, is included in the following pages.</p> <p>The modified street sections for US 1 included in these development district standards is for illustrative purposes only. They depict the ultimate preferred condition of US 1 recommended by the sector plan, but final approval is subject to the applicable transportation agency. Areas not addressed by the illustrative street sections [redacted] be built to the specifications and standards set by the applicable transportation agency and are not recommended for modification by this sector plan.</p> <p>Please note that the Central US 1 Corridor's right-of-way width varies throughout the sector plan area; it varies even within defined walkable nodes. In order to achieve a unified street character within the walkable nodes, easements [redacted] be used where necessary to create a consistent build-to line, planter width, and sidewalk width.</p> <p>Finally, it must be noted that reduction in lane width, curb radii, and effective turning radii is proposed by the sector plan and these development district standards. The desired character of US 1 can be achieved with appropriate reductions in these dimensions and careful consideration of where larger curb radii</p>	No	<p>Modification requested – see Section VI of the Statement of Justification</p> <p>Coordinating with SHA to provide the desired street section to be provided from the Capital Beltway to College Avenue.</p> <p>Site is located a transitional location on Route 1 between a standard and major intersection. Appropriate lanes and bike lanes are provided.</p>
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BUILDING FORM ORIENTATION	COMPLY	COMMENTS
<p>may be necessary to accommodate bus and truck traffic movements. Specific requirements for truck and transit bus routes and truck loading may apply as determined at the time of detailed site plan review.</p>		



Capital Beltway to College Avenue			
Thoroughfare Type	Commercial Street (CS) – Walkable Nodes; Drive (DR) – Corridor Infill		
Right-of-Way Width	Varies; Typically 88-92 ft.; May extend to 108-112 ft. where bus pads are provided.		
Pavement Width	Typically 52-56 ft.; May extend to 74-78 ft. where bus pads are provided.		
Movement	Slow Movement within walkable nodes; Slow-to-medium within corridor infill areas		
Design Speed	30 MPH desired within walkable nodes		
Pedestrian Crossing Time	16 Seconds		
Traffic Lanes	4-lanes; 2 outside lanes @ 12 ft., 2 inside lanes @ 11 ft.; Where bus pads are provided, pads are 12 ft. wide		
Median	Center median of 6-10 ft; Median is wider at intersections to allow for turning lanes and pedestrian refuges where appropriate.		
Effective Turning Radius	10 ft. wherever possible; Wider radii appropriate where transit or truck traffic is expected.		
Walkway Type	Varies; 12-18 ft. sidewalks where possible within walkable nodes; 5-8 ft. sidewalks where possible within corridor infill areas.		
Bikeway Type	6.5-ft. cycle tracks (long-term/ultimate section); 5-ft. marked bicycle lanes (short-term)		
Planter Type	Varies; 4.5-6-ft. continuous planter where possible		
Curb Type	Curb		
Landscape Type	Trees at 30' o.c. avg.		
Transportation Provision	Transit route and bicycle facilities		

Streets and Open Spaces | Streetscape

<p>Streetscape refers to the area between the private property line and the edge of the vehicular lanes. General streetscape arrangement types are described below, tied closely to their corresponding character area. More detailed information about each streetscape arrangement type is included on the following page.</p>		
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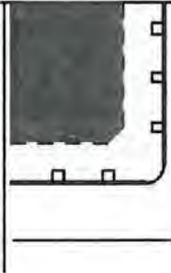
**Approved Central US 1 Corridor Sector Plan And SMA
Building and Site Standards**

<http://www.pgplanning.org/Resources/Publications/Plan.htm>

BUILDING FORM ORIENTATION		COMPLY	COMMENTS	
<p>(CS) (AV) For Commercial Street or Avenue: This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the storefront entrances. This streetscape condition is urban in nature and is recommended for the walkable nodes.</p> <p align="center">PLAN</p>		Yes	Standard Met	
Required Streetscape Elements by Character Area				
<p>CHARACTER AREA Public Frontage Type</p>		<p>WN WNU CS-DR-AV-BV</p>		
<p>Assembly: The principal variables are the type and dimension of curbs, walkways, planters, and landscape.</p>			Yes	Standard Met
<p align="right">Total Width</p>		18-30 feet		
<p>Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.</p>			Yes	Standard Met
<p align="right">Type</p>		Raised curb		
<p align="right">Radius</p>		5-20 feet		

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BUILDING FORM ORIENTATION		COMPLY	COMMENTS
<p>Walkway: The pavement dedicated exclusively to pedestrian activity. Sidewalk widths may vary where necessary to fulfill the vision of the sector plan</p> 	Yes	Standard Met	
<p align="right">Type</p>	Sidewalk		
<p align="right">Width</p>	12-30 feet		
<p>Planter: The layer which accommodates street trees and other landscape.</p> 	Yes		
<p align="right">Arrangement</p>	Opportunistic		
<p align="right">Species</p>	Single		
<p align="right">Planter type</p>	Tree well		
<p align="right">Planter width</p>	4 feet – 8 feet		
<p>Landscape: Refer to Street Trees section.</p>			
<p>Lighting: Refer to Street Lighting section.</p>			
Streets and Open Spaces Streetscape, Amenities, and Adequate Public Facilities			
<p>Additional detail on streetscapes, including sidewalk treatments, pedestrian and bicyclist amenities, and decorative elements essential to creating a strong sense of place, are specified below.</p>			
<u>Sidewalks</u>			
<ul style="list-style-type: none"> At the time of development, the developer/ property owner (including the developer and the applicant's heirs, successors, and/or assignees) is required to install sidewalks. 	Yes	Standard Met	
<ul style="list-style-type: none"> Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas. 	Yes	Standard Met	
<ul style="list-style-type: none"> Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings. 	Yes	Standard Met	
<u>Streetscape Amenities</u>			
<ul style="list-style-type: none"> Amenities, such as benches, bicycle racks, trash receptacles, water fountains, sculpture/ 	Yes	Standard Met	

**Approved Central US 1 Corridor Sector Plan And SMA
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<http://www.pgplanning.org/Resources/Publications/Plan.htm>

	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	artwork, game tables, moveable seating, public mailboxes, and bus shelters. ■■■ be required for all development.		
	<ul style="list-style-type: none"> Streetscape amenities ■■■ be consistent in design within a development project and should be consistent within each distinct walkable node, corridor infill area, or existing residential neighborhood. 	Yes	Standard Met
	<ul style="list-style-type: none"> All proposed streetscape amenities ■■■ be indicated on detailed site plan submittals and ■■■ include information of location, spacing, quantity, construction details, and method of illumination. 	Yes	Standard Met
	<u>Adequacy of Transportation Facilities</u>		
	<p>Within the Central US 1 Corridor Development District, the transportation facilities adequacy standard ■■■ be Level-of-Service E, based on the average peak period levels of service for all signalized intersections in three designated segments of the Central US 1 Corridor. These segments are (1) Capital Beltway south to MD 193; (2) MD 193 south to Paint Branch Parkway/Campus Drive; and (3) Paint Branch Parkway/ Campus Drive south to Guilford Drive. Outside the Capital Beltway, the transportation facilities adequacy standard for any new development or redevelopment ■■■ be peak period Levels-of-Service E, for individual intersections calculated in accordance with procedures outlined in the guidelines maintained by the Transportation Planning Section of the Planning Department.</p>	Yes	Standard Met
Streets and Open Spaces Street Trees			
	Street trees are required in all character areas at a minimum spacing of 30 feet on center. The appropriate location, arrangement, and planter type for street trees in each character area is described in further detail in the Streetscape Standards of the Streets and Open Spaces Section, found on pages 262-264, as well as in the individual street sections, found on pages 259-261. Refer to the Landscape Manual for appropriate street tree species.	Yes	Standard Met
Streets and Open Spaces Street Lighting			
	<u>General Standards</u>		
	A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well-lit street area and to establish a unifying element along the street.		
	<ul style="list-style-type: none"> Pedestrian-scaled fixtures ■■■ be used on all streets. 	Yes	Standard Met
	<ul style="list-style-type: none"> Street lights ■■■ be placed aligned with the street tree alignment line (generally between two and a half to four feet from the back of the curb). Placement of fixtures ■■■ be 	Yes	Standard Met

**Approved Central US 1 Corridor Sector Plan And SMA
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<http://www.pgplanning.org/Resources/Publications/Plan.htm>

	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
	coordinated with the organization of sidewalks, landscaping, street trees, building entries, driveways, and signage.		
	<ul style="list-style-type: none"> The height of light fixtures shall be kept low (generally not taller than 15 feet) to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. Light fixtures in the walkable node and corridor infill areas shall be closely spaced (generally not more than 30 feet on center) to provide appropriate levels of illumination. 	Yes	Standard Met
	<ul style="list-style-type: none"> In the walkable nodes, business owners are encouraged to assist with lighting the sidewalk and accent their business location by leaving display-window and interior lighting on at night. 	Yes	Standard Met
	<ul style="list-style-type: none"> Light poles may include armatures that allow for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.). 	Yes	Standard Met
	<ul style="list-style-type: none"> Light poles may include armatures that allow for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.). 	Yes	Standard Met
	<ul style="list-style-type: none"> Use Louis Poulsen Nyhavn lighting fixtures as selected by the City of College Park along any US 1 frontage. 	Yes	Standard Met
	<u>Specific Uses of Lighting</u>		
	To increase safety, help with orientation, and highlight the identity of an area, the street elements specified below are recommended to be lit.		
	<ul style="list-style-type: none"> TRANSIT STOPS: People feel more secure when transit stops are well- lit. Lighting also draws attention to and encourages use of such amenities. 	Yes	Standard Met
	<ul style="list-style-type: none"> EDGES: Edges of a park or plaza shall be lit to define and identify the space. 	Yes	Standard Met
	<ul style="list-style-type: none"> ARCHITECTURAL DETAILS: Lighting entrances, archways, cornices, columns, and other features can call attention to the uniqueness of a building or place. Lighting of building entrances also contributes to safety. 	Yes	Standard Met
	<ul style="list-style-type: none"> FOCAL POINTS: Lighted sculptures, fountains, and towers in a neighborhood, especially those visible to pedestrians and vehicles, provide a form of wayfinding. 	Yes	Standard Met
Streets and Open Spaces Streetscape Lighting			
	<u>Lighting Types and Configurations</u>		
	Lighting fixtures shall be appropriately chosen for the character area within which they are located; the diagram and standards below shall be used as a guide		

**Approved Central US 1 Corridor Sector Plan And SMA
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BUILDING FORM ORIENTATION		COMPLY	COMMENTS			
to selecting fixtures.						
<ul style="list-style-type: none"> Variety in character is good to establish identity and uniqueness. However, there shall be consistency along the Central US 1 Corridor, creating a unifying scheme of illumination that is appropriate to the scale of the street and the level of nighttime activity. Lamp styles shall not be mixed along any one particular block of a street. 		Yes	Standard Met			
<ul style="list-style-type: none"> Light fixtures shall be downcast or low cut-off fixtures to prevent glare and light pollution. 		Yes	Standard Met			
<ul style="list-style-type: none"> Energy-efficient lamps shall be used for all public realm lighting in order to conserve energy and reduce long-term costs. 		Yes	Standard Met			
	ER CI WN WNU					
PIPE 	●			N/A		
POST 	●	●			N/A	
COLUMN 	●	●	⊙		Yes	Standard Met
DOUBLE COLUMN 			⊙	●	N/A	

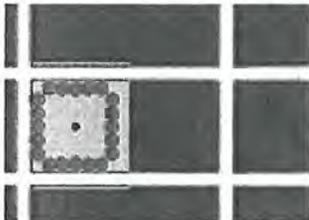
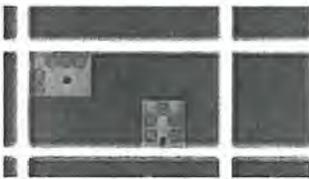
Approved Central US 1 Corridor Sector Plan And SMA
 Building and Site Standards

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	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
Streets and Open Spaces Open Space			
	<p>Appropriate arrangements for open space are described in the table below according to specific character areas.</p>		
	<p>PARK: A natural preserve available for unstructured recreation. A park does not need to be fronted by buildings. Its landscape area consist of paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.</p> 	N/A	
	<p>GREEN: An open space available for unstructured recreation. A green may be spatially defined by landscaping rather than buildings fronting it along the edges. Its landscape area consist of lawn and trees, naturalistically disposed.</p> 	N/A	
	<p>SQUARE: An open space available for unstructured recreation and public gatherings. A square is spatially defined by building frontages. Its landscape area consist of paths, lawns and trees, formally disposed. Squares should be located at the intersection of important thoroughfares.</p> 	N/A	
	<p>PLAZA: An open space available for public gatherings and outdoor markets. A plaza area be spatially defined by building frontages. Its landscape area consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets.</p>	N/A	

Approved Central US 1 Corridor Sector Plan And SMA
 Building and Site Standards

<http://www.pgplanning.org/Resources/Publications/Plan.htm>

	BUILDING FORM ORIENTATION	COMPLY	COMMENTS
			
	<p>PLAYGROUND: An open space designed and equipped for the recreation of children. A play-ground should be fenced and may include an open shelter. Playgrounds  be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens.</p> 	N/A	



VICINITY MAP
SCALE: 1"=2000'
Vicinity Map © ADC - Kappa Map Group LLC/IGS
Integrated Solutions LLC 2014

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VIENNA, VA 22182

CONTACT
MEREDITH BYER
PH: (301) 357-2857
FX: (301)731-0188

THE HOTEL AT UNIVERSITY OF MARYLAND
CASE NUMBER - DSP-14022
PRINCE GEORGE'S COUNTY
MARYLAND
TAX MAP 33, GRID D3
WSSC 2007 SHEET 209NE4
PARCEL 140

SEAL

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. 2106
EXPIRATION DATE: 10/31/14
SCALE: 1" = 60'

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THIS PLAN HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY, MARYLAND, AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

REGISTERED ENGINEER _____ DATE _____

No.	DATE	BY	Description
1	9/30/14	MB	Address Track Comments
2	11/12/14	MB	Address Comments

REVISIONS

DRAWN BY: KS
APPROVED BY: JH
CHECKED BY: MB
DATE: 9/15/2014

TITLE: **DETAILED SITE PLAN (DSP)**
COVER SHEET
PROJECT NO. 50062307
C-1
SHEET NO. C-1 OF 3

DEVELOPMENT TYPE SUMMARY

PROPOSED USE	AREA SQUARE FEET	FAR
LODGING	348,000.00	2.43
RETAIL	57,000	0.40
TOTAL	405,000.00	2.83

SITE DATA

BUILDING FORM - CHARACTER AREA SA: WALKABLE NODES

	REQUIRED	PROVIDED
BUILDING CONFIGURATION		
PRINCIPAL BUILDING HEIGHT	6 STORIES MAX., 2 MIN.	13 STORIES, 161'
LOT OCCUPATION		
FRONTAGE BUILDOUT	80% MIN. AT BTL 278.93' MIN.	80% 278.67' OF BUILDING ALONG 348.67' OF BTL FRONTAGE
LOT COVERAGE	80% MAX. 111,943 SF MAX.	78% 106,436 SF OF LOT COVERAGE
SETBACKS - BUILDING		
FRONT BTL PRINCIPAL	0 FT. MIN., 10 FT. MAX.	US 1: 24.9' - 36.4'
FRONT BTL SECONDARY	0 FT. MIN., 12 FT. MAX.	Hotel Drive North: 14.30'-19.30' Hotel Drive South: 9.42'-72.42' Greenhouse Road: 11.33'
SIDE SETBACK	0 FT. MIN., 24 FT. MAX.	N/A
REAR SETBACK	10 FT. MIN.	N/A

*NOTE: Front BTL subject to change based on finalization & SHA dedication. Approval should be tied to building relationship to centerline as shown on plan.

PARKING DATA

PARKING - WALKABLE NODE

LODGING REQUIREMENT
1 ASSIGNED PARKING SPACE FOR EVERY 2 BEDROOMS

# OF BEDROOMS (MAX)	# OF PARKING SPACES REQUIRED
295	148 SPACES

RETAIL REQUIREMENT
3 ASSIGNED PARKING SPACES PER 1,000 SF OF NET RETAIL SPACE

NET RETAIL SF	# OF PARKING SPACES REQUIRED
57,000	171 SPACES

CONFERENCE CENTER
1 ASSIGNED PARKING SPACES PER 8 PERSONS OF LEGAL OCCUPANCY

OCCUPANCY	# OF PARKING SPACES REQUIRED
4,280	535 SPACES

TOTAL REQUIREMENT

TOTAL REQUIRED (LODGING + RETAIL)	# OF PARKING SPACES
	854 SPACES
SHARED PARKING FACTOR	1.3 FACTOR
TOTAL SHARED SPACES	657 SPACES

PARKING PROVIDED: 806 SPACES

	TOTAL SPACES	ACCESSIBLE SPACES (2% of TOTAL)	ACCESSIBLE VAN SPACES (1 per 4)
REQUIRED			
TOTAL PARKING PROVIDED	806 SPACES	17 SPACES	5 SPACES
SURFACE PARKING	4 SPACES	1 SPACES	1 SPACES
STRUCTURED PARKING	802 SPACES	16 SPACES	4 SPACES

* SEE ARCHITECTURE PLANS FOR PARKING LAYOUT

LOADING SPACE REQUIREMENT

	REQUIRED	PROVIDED
HOTEL		
1 SPACE FOR 10,000-100,000 SF OF GFA AND 1 FOR EACH ADDITIONAL 100,000 SF OF GFA (ON FRACTION)		
348,000 SF	4 SPACES	
RETAIL (PER STORE) - BUT PROVIDING BASED ON TOTAL RETAIL GFA		
1 SPACE FOR 2,000-10,000 SF OF GFA AND 1 ADDITIONAL FOR 10,001-100,000 SF OF GFA		
57,000 SF	2 SPACES	
TOTAL	6 SPACES	3 SPACES*

* REQUEST REQUIREMENT REDUCTION DUE TO SHARED USE

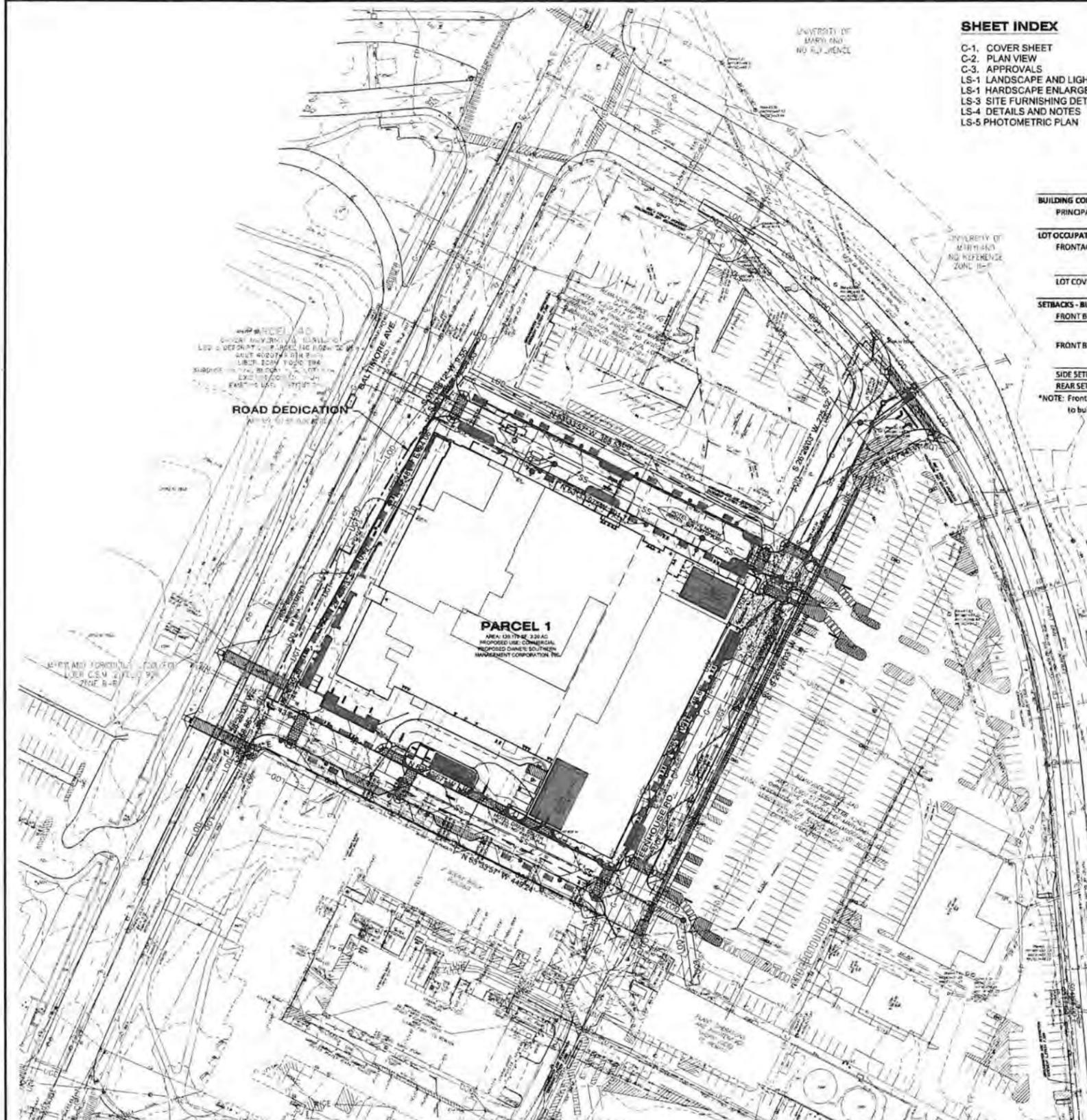
BICYCLE PARKING REQUIREMENT
1 BIKE SPACE / EVERY 3 VEHICULAR SPACES PROVIDED WITHIN THE PUBLIC OR PRIVATE FRONTAGE OR PARKING GARAGES
BASED ON SHARED PARKING TOTAL FOR HOTEL & RETAIL ONLY: 657 SPACES
BICYCLE SPACES REQUIRED: 219 SPACES
BICYCLE SPACES PROVIDED: 130* (70 garage, 60 on street)

* REQUEST REDUCTION TO BICYCLE PARKING REQUIREMENT
* SEE LANDSCAPE SHEET C-2 FOR LOCATION OF ON STREET BIKE RACKS AND SHEET GG.01 FOR SPACES WITHIN GARAGE

NOTE: Occupancy shown in charts is an estimate. Final occupancy to be determined at time of building permit.

SHEET INDEX

- C-1. COVER SHEET
- C-2. PLAN VIEW
- C-3. APPROVALS
- LS-1 LANDSCAPE AND LIGHTING PLAN
- LS-1 HARDSCAPE ENLARGEMENTS
- LS-3 SITE FURNISHING DETAILS
- LS-4 DETAILS AND NOTES
- LS-5 PHOTOMETRIC PLAN



AMENDMENTS REQUESTED TO CENTRAL US1 CORRIDOR DEVELOPMENT DISTRICT STANDARDS:

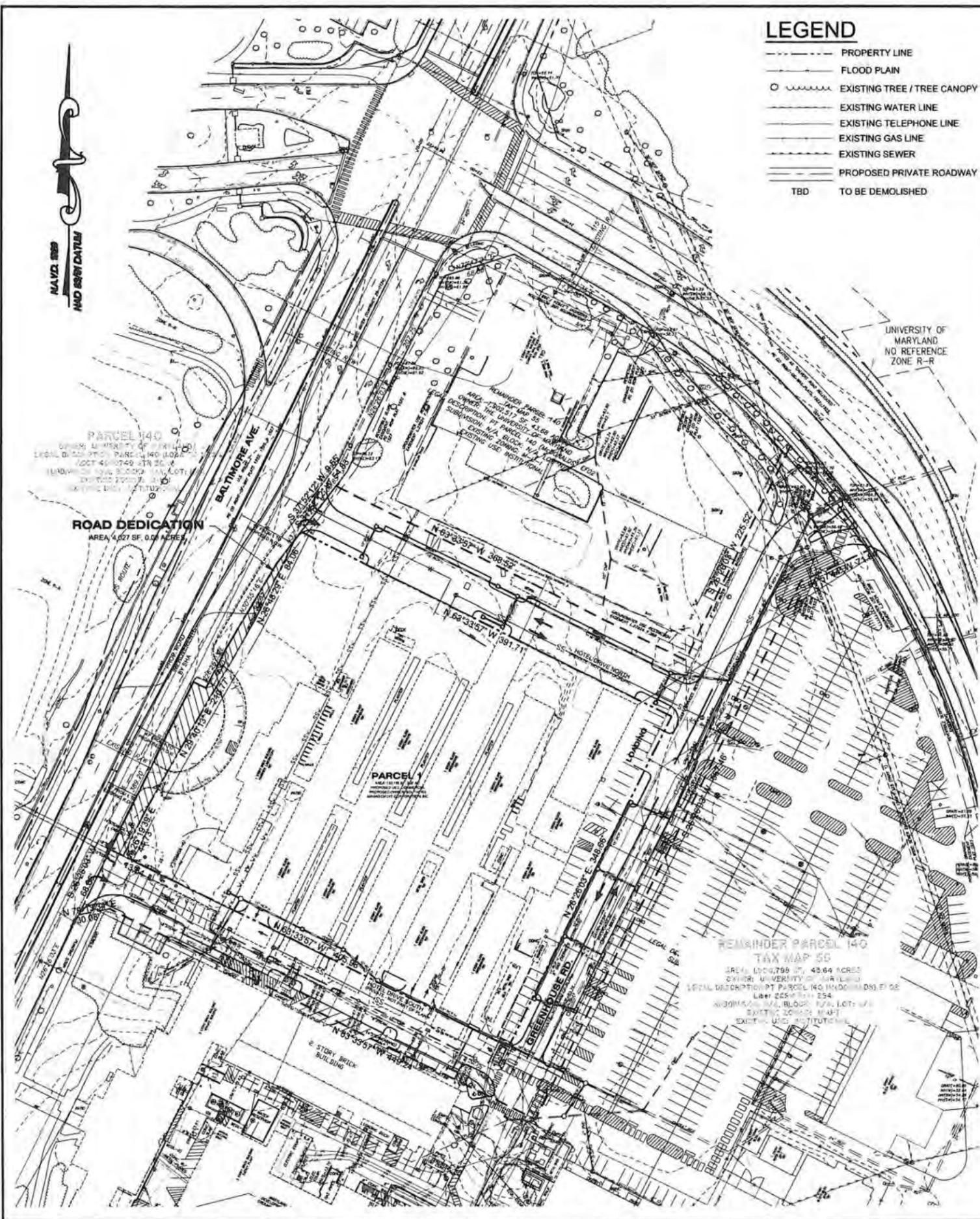
- BUILDING FORM CHARACTER AREA SA WALKABLE NODE - BUILDING HEIGHT
 - BUILDING FORM CHARACTER AREA SA WALKABLE NODE - BUILD-TO-LINE
 - BUILDING FORM MASSING
 - BUILDING FORM PARKING-VEHICULAR AND BICYCLE SPACES
 - BUILDING FORM PARKING ACCESS - CIRCULAR DRIVES
 - BUILDING FORM STRUCTURED PARKING - LINEAR BUILDINGS AND SETBACK
 - ARCHITECTURAL ELEMENTS/SIGNAGE - FREE STANDING SIGN
 - ARCHITECTURAL ELEMENTS/SIGNAGE - EXTERNALLY LIT SIGNAGE
 - ARCHITECTURAL ELEMENTS/SIGNAGE - MAXIMUM AREA OF ANY SINGLE SIGN
 - ARCHITECTURAL ELEMENTS/SIGNAGE - EXTERNALLY LIT SIGNAGE
 - STREETSCAPE- PUBLIC FRONTAGE BETWEEN 24 AND 36 FEET
 - ARCHITECTURAL ELEMENTS/FACADES AND STOREFRONTS - DOOR LOCATIONS
- ZONING ORDINANCE DEPARTMENT REQUEST**
- DEPARTURE FROM NUMBER OF LOADING SPACES PROVIDED

SITE INVENTORY

GROSS TRACT AREA	143,203 SF	3.29 AC
EXISTING 100-YEAR FLOODPLAIN	0 SF	0.00 AC
NET TRACT AREA	139,176 SF	3.20 AC
EXISTING WOODLAND IN THE FLOODPLAIN	0 SF	0 AC
EXISTING WOODLAND IN NET TRACT AREA	0 SF	0 AC
EXISTING PMA	0 SF	0 AC
REGULATED STREAMS (LINEAR FEET OF CENTERLINE)	0 SF	0 AC

NOTE
FOR LOCATION OF UTILITIES CALL 8-1-1 OR 1-800-257-7177 OR LOG ON TO www.gis11.com
48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY
INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS BUT THE CONTRACTOR MUST BE RESPONSIBLE FOR THE EXACT LOCATION AND ELEVATION OF THE MANS BY OBTAINING TEST PITS BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF THE START OF EXCAVATION.

THIS BLOCK IS FOR OFFICIAL USE ONLY
OR label certifies that this plan complies with the requirements of the Planning Board, its designee or the District Council.
M-NCPPC APPROVAL
PROJECT NAME: The Hotel at University of Maryland
PROJECT NUMBER: DSP-14022
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision Numbers must be included in the Project Number.



LEGEND

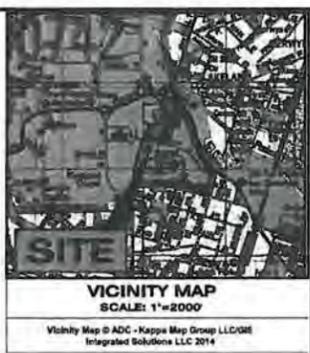
- PROPERTY LINE
- FLOOD PLAIN
- EXISTING TREE / TREE CANOPY
- EXISTING WATER LINE
- EXISTING TELEPHONE LINE
- EXISTING GAS LINE
- EXISTING SEWER
- PROPOSED PRIVATE ROADWAY
- TBD TO BE DEMOLISHED

SITE INVENTORY

GROSS TRACT AREA	343,203 SF	7.92 AC
EXISTING 100-YEAR FLOODPLAIN	0 SF	0.00 AC
NET TRACT AREA	130,176 SF	3.00 AC
EXISTING WOODLAND IN THE FLOODPLAIN	0 SF	0.00 AC
EXISTING WOODLAND IN NET TRACT AREA	0 SF	0.00 AC
EXISTING PMA	0 SF	0.00 AC
REGULATED STREAMS (LINEAR FEET OF CENTERLINE)	0 SF	0.00 AC

DEVELOPMENT TYPE SUMMARY

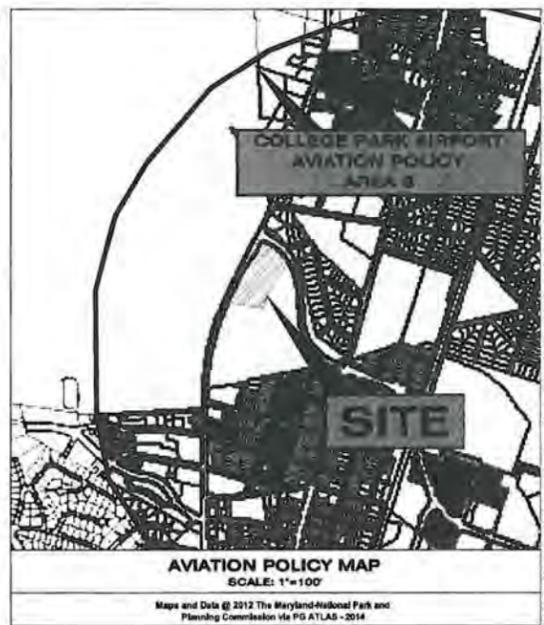
PROPOSED USE	AREA SQUARE FEET	FAR
LODGING	348,000.00	2.43
RETAIL	57,000.00	0.40
TOTAL	405,000.00	2.83



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CONTACT
MEREDITH BYER
PH: (301) 337-2857
FX: (301) 731-0188



- ### GENERAL NOTES
- SUBJECT PROPERTY CONSISTS OF PARCEL 1 WHICH WILL BE CREATED BY SUBDIVISION BY DEED BY UNIVERSITY PURSUANT TO SECTION 24-107(c)(3) PRIOR TO FINAL PLAT. CURRENTLY, LAND IS PART OF PARCEL 14- (Low 2054 Fmk 204)
 - TAX MAP NUMBER AND GRID: MAP 33 GRID D3
 - 200 FOOT MAP REFERENCE: 200604
 - PURPOSE OF SUBDIVISION: DEVELOPMENT ON PARCEL 1 TO CONSTRUCT A HOTEL WITH RETAIL AND ASSOCIATED STRUCTURED PARKING.
 - PRIOR APPROVALS: NONE
 - TOTAL ACRES BY ZONE:

ZONE	GROSS	NET
MA-1	3.33 AC	3.30 AC
 - THERE IS NO PMA WITHIN THE SUBJECT PROPERTY.
 - ACREAGE OF ENVIRONMENTAL REGULATED FEATURES: 0 AC.
 - ACREAGE OF 100 YEAR FLOODPLAIN: 0 AC.
 - ACREAGE OF ROAD DEDICATION: 0.08 AC.
 - EXISTING ZONING & USE: M-U-1 (MIXED USE INFILL) & INSTITUTIONAL
 - PROPOSED USE OF PROPERTY: MIXED USE: HOTEL, RETAIL / RESTAURANT
 - BREAKDOWN OF PROPOSED DWELLING UNITS BY TYPE: NA
 - DENSITY CALCULATION: SEE DEVELOPMENT TYPE SUMMARY TABLE FOR COMMERCIAL FAR BREAKDOWN BY USE.
 - MINIMUM LOT SIZE REQUIRED BY ZONING ORDINANCE AND SUBDIVISION REGULATIONS: NA
 - MINIMUM LOT WIDTH AT FRONT BUILDING LINE AND FRONT STREET LINE: NA
 - SUSTAINABLE GROWTH TIER: 1 - YES
 - ANDREWS' INTERLAND USE CONTROL: NO
 - CENTER OR CORRIDOR LOCATION: YES, US 1 CORRIDOR SUBJECT TO SECTION 24-124.01 BPS.
 - EXISTING AND PROPOSED GROSS FLOOR AREA:
EXISTING: 457,435 SF; PROPOSED: 405,000 SF
 - NO PUE IS PROVIDED ALONG US 1. WE WILL COORDINATE UTILITY LAYOUT AS SHOWN ON COLOR UTILITY EXHIBIT WITH UTILITY COMPANIES AND PROVIDE CONSENT WITH THESE AGENCIES PRIOR TO APPROVAL.
 - STORMWATER MANAGEMENT CONCEPT NUMBER: 2206-2014 APPROVED 06/24/14
 - WATERSEWER CATEGORY DESIGNATION: W-3 AND S-2
 - AVIATION POLICY AREA: COLLEGE PARK AIRPORT, APAA 3
 - MANDATORY PARK DEDICATION: NO
 - DEME STRIPES ON OR CONTIGUOUS TO THE PROPERTY: NO
 - HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY: YES ROSSBOROUGH #48 LOCATED SW OF SUBJECT PROPERTY ON WEST SIDE OF US 1.
 - TYPE I CONSERVATION PLAN EXEMPT?
 - THE COUNTY REGULATED 100-YEAR FLOODPLAIN INFORMATION ON THIS PLAN IS FROM THE WILSON T. BALLARD COMPANY AND WAS APPROVED BY THE PRINCE GEORGES COUNTY DEPARTMENT OF ENVIRONMENTAL RESOURCES ON NOVEMBER 19, 1982.
 - WITHIN CHESAPEAKE BAY CRITICAL AREA: NO
 - WETLANDS: NO
 - STREAMS: NO
 - SOILS TYPE: UWB - URBAN LAND-WOODSTOWN COMPLEX, 0-5% SLOPES
SOURCE: PGATLAS.COM
 - IN OR ADJACENT TO AN EASEMENT HELD BY THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION, OR ANY LAND TRUST ORGANIZATION: NO, PROPOSED DEVELOPMENT TO BE PRIVATELY OWNED.
 - APPLICANT FOR PROJECT IS SOUTHERN MANAGEMENT, OWNER OF RECORD IS UNIVERSITY OF MARYLAND TO BE TRANSFERRED TO A PRIVATE ENTITY.
 - VEHICULAR ACCESS PROPOSED PURSUANT TO SECTION 24-128.01(b) OF THE SUBDIVISION REGULATIONS VIA A VEHICULAR ACCESS EASEMENT AS DEPICTED ON THE VEHICULAR ACCESS EXHIBIT 1. PRIOR TO APPROVAL OF THE FINAL PLAT A VEHICULAR ACCESS EASEMENT SHALL BE RECORDED IN LAND RECORDS AND THE LIBER POLICY INDICATED ON THE FINAL PLAT.

THE HOTEL AT UNIVERSITY OF MARYLAND
CASE NUMBER 4-14009
PRINCE GEORGES COUNTY
MARYLAND
TAX MAP 33, GRID D3
WSSC 200' SHEET 208NEH
PARCEL 140

REMAINDER PARCEL 140
TAX MAP 50
AREA: 1,004,790 SF, 43.64 ACRES
OWNER: UNIVERSITY OF MARYLAND
LEGAL DESCRIPTION: PT PARCEL 140 (INCDING DS) ET OS
LOW 2054 Fmk 204
W/30M/200' W/100' W/100' LOT: 1/4
EXISTING ZONING: MA-1
EXISTING USE: INSTITUTIONAL

SEAL

SCALE 1"=50'

SURVEYOR'S CERTIFICATE
I hereby certify that to the best of my professional knowledge, information, and belief, that the plan shown hereon is correct and the property lines shown are based on deeds and plats of record.

W. Joseph Hines
Professional Land Surveyor
MD Registration # 10887.

THIS BLOCK IS FOR OFFICIAL USE ONLY

NOTE
FOR LOCATION OF UTILITIES CALL 8-1-1 OR 1-800-251-7777 OR LOG ON TO www.call811.com

48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF THE MAINS BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF THE START OF EXCAVATION.

Official certifies that this plan meets conditions of final approval by the Planning Board, by signature of the District Council.

M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of Maryland
PROJECT NUMBER: 4-14009

SEAL

SCALE 1"=50'

0' 50' 100' 150'

No.	DATE	BY	Description
1	9/30/14	MB	Address Entry Complete

REVISIONS

DRAWN BY: KS
APPROVED BY: JH
CHECKED BY: MB
DATE: 9/15/2014

TITLE: **PRELIMINARY PLAN**

PROJECT NO.: 50062327

SHEET NO. 1 OF 1

PH: 301.946.6300
 FX: 301.258.7607
 www.dewberry.com

APPLICANT / DEVELOPER
 SOUTHERN MANAGEMENT
 CORPORATION, INC.
 1950 OLD GALLOWS ROAD SITE 600
 VIENNA, VA 22182

CONTACT
 MEREDITH BYER
 PH: (301) 337-2657
 FX: (301) 731-0188

THE HOTEL AT UNIVERSITY OF MARYLAND
 CASE NUMBER - DSP-14022
 PRINCE GEORGE'S COUNTY
 MARYLAND
 TAX MAP 33, GRID D3
 WSSC 200' SHEET 209NE4
 PARCEL 140

SEAL



PROFESSIONAL CERTIFICATION:
 I HEREBY CERTIFY THAT THESE DOCUMENTS WERE
 PREPARED OR APPROVED BY ME, AND THAT I AM A
 DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT
 UNDER THE LAWS OF THE STATE OF
 MARYLAND.

LICENSE NO. 1329

EXPIRATION DATE: 10/03/15

SCALE 1" = 30'

0' 30' 60' 120'

1	9/30/14	MB	Address Block Comment
2	11/12/14	MB	Address Block Comment

No.	DATE	BY	Description
-----	------	----	-------------

REVISIONS

DRAWN BY KS

APPROVED BY JH

CHECKED BY MB

DATE 9/15/2014

TITLE

DETAILED SITE PLAN

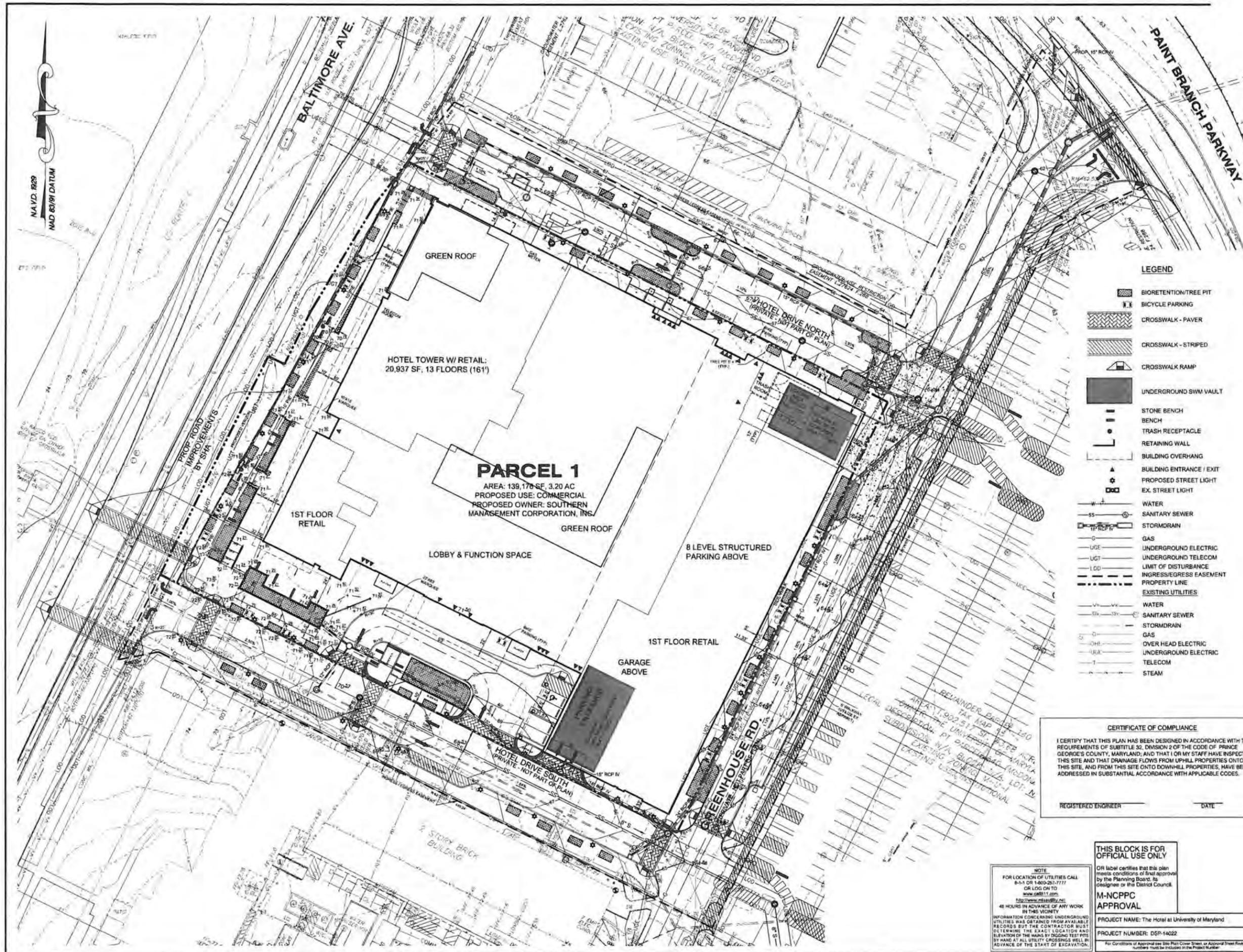
(DSP)

PLAN VIEW

PROJECT NO. 5006237

C-2

SHEET NO. C-2 OF 3



LEGEND

- BIORETENTION/TREE PIT
- BICYCLE PARKING
- CROSSWALK - PAVER
- CROSSWALK - STRIPED
- CROSSWALK RAMP
- UNDERGROUND SWM VAULT
- STONE BENCH
- BENCH
- TRASH RECEPTACLE
- RETAINING WALL
- BUILDING OVERHANG
- BUILDING ENTRANCE / EXIT
- PROPOSED STREET LIGHT
- EX. STREET LIGHT
- WATER
- SANITARY SEWER
- STORM DRAIN
- GAS
- UNDERGROUND ELECTRIC
- UNDERGROUND TELECOM
- LIMIT OF DISTURBANCE
- INGRESS/EGRESS EASEMENT
- PROPERTY LINE
- EXISTING UTILITIES
- WATER
- SANITARY SEWER
- STORM DRAIN
- GAS
- OVER HEAD ELECTRIC
- UNDERGROUND ELECTRIC
- TELECOM
- STEAM

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THIS PLAN HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY, MARYLAND; AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

REGISTERED ENGINEER _____ DATE _____

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OR label certifies that this plan meets conditions of final approval by the Planning Board, its assignee or the District Council.

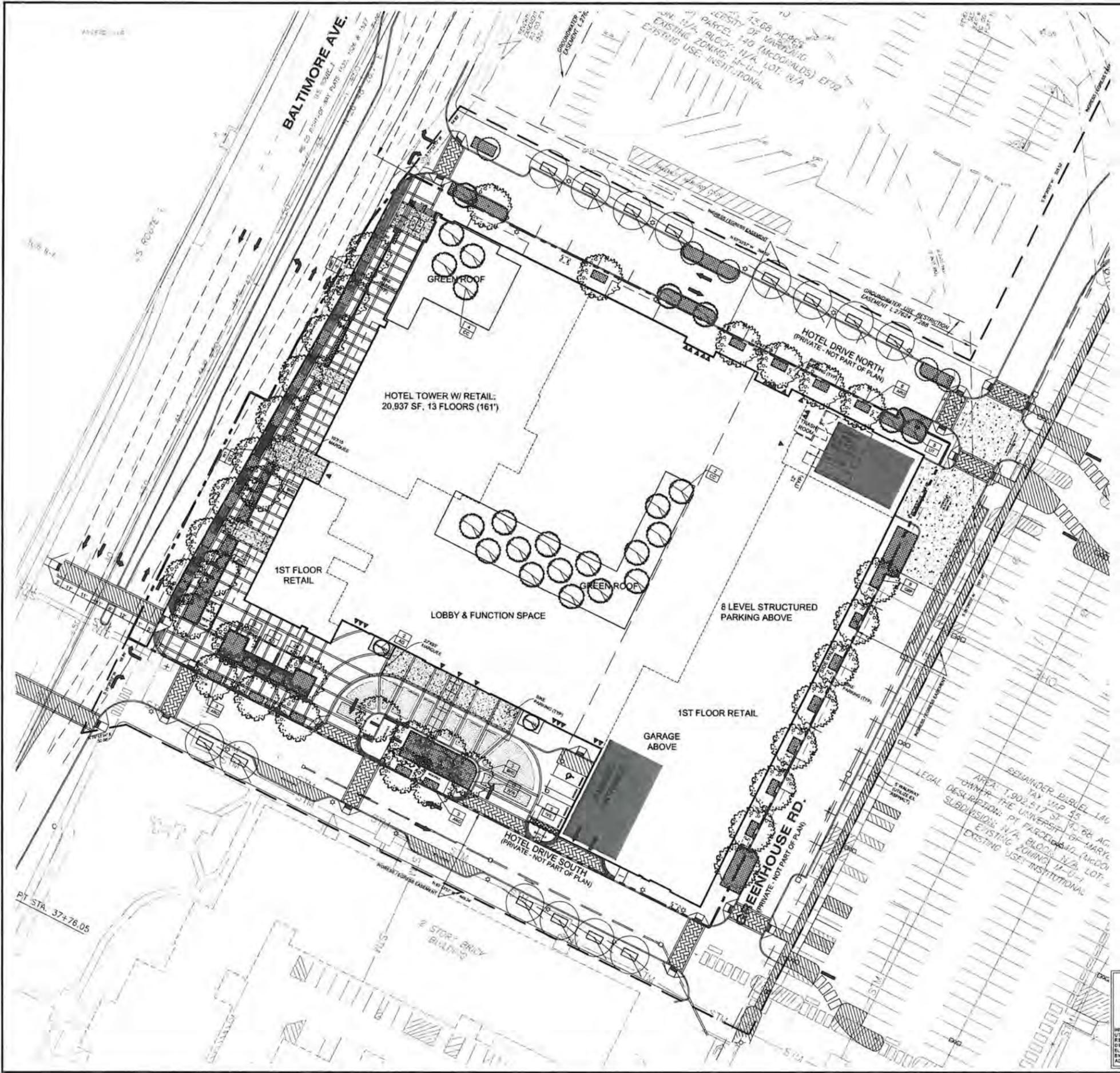
M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of Maryland

PROJECT NUMBER: DSP-14022

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet (Project Number must be included in the Project Number)

NOTE:
 FOR LOCATION OF UTILITIES CALL 8-1-1 OR 1-800-267-7777 OR LOG ON TO www.811.com
 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY
 INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF THE MAINS BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF THE START OF EXCAVATION.



- LEGEND**
- BIORETENTION PLANTER/TREEPIT
 - SHADE TREE
 - OFFSITE SHADE TREE
 - ORNAMENTAL TREE
 - OFFSITE ORNAMENTAL TREE
 - OFFSITE TREEPIT
 - STRIPED CROSSWALK
 - STAMPED CROSSWALK
 - PLANTER AND/OR RETAINING WALL
 - CROSSWALK RAMP
 - SHRUB
 - BIKE RACK (SEE DETAIL)
 - STONE BENCH (SEE DETAIL)
 - BENCH
 - TRASH RECEPTACLE
 - EX. STREET LIGHT
 - STREET LIGHT (SEE DETAIL)

NOTE: PLANTING WITHIN BIO-RETENTION AREA TO BE SPECIFIED ON FINAL SWM PLAN

NA VD, 1929
 M/D 83/91 DATUM

PH: 301.948.8300
 FX: 301.258.7607
 www.dewberry.com
APPLICANT / DEVELOPER
 SOUTHERN MANAGEMENT
 CORPORATION, INC.
 1950 OLD GALLOWS ROAD SITE 600
 VIENNA, VA 22182
CONTACT
 MEREDITH BYER
 PH: (301) 337-2857
 FX: (301)731-0188

THE HOTEL AT UNIVERSITY OF MARYLAND
CASE NUMBER 4-14009
PRINCE GEORGE'S COUNTY
MARYLAND
TAX MAP 33, GRID D3
 WSSC 200' SHEET 209NEH4
 PARCEL 140

SEAL

Professional Certification: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed landscape architect under the laws of the State of Maryland.
 License No. 31108
 Expiration Date: October 3, 2015
 SCALE 1" = 30'

No.	DATE	BY	Description
1	9/30/14	MB	Address In-line Comments
2	11/12/14	MB	Address Comments

REVISIONS
 DRAWN BY: DV
 APPROVED BY: MB
 CHECKED BY: MB
 DATE: 9/15/2014

TITLE
LANDSCAPE & LIGHTING PLAN

PROJECT NO. 60062327
LS-1
 SHEET NO. 1 OF 5

NOTE:
 FOR LOCATION OF UTILITIES CALL
 8-1-1 OR 1-800-257-7777
 OR LOG ON TO
 www.oh811.com
 http://www.oh811.com
 48 HOURS IN ADVANCE OF ANY WORK
 IN THIS VICINITY
 INFORMATION CONCERNING UNDERGROUND
 UTILITIES WAS OBTAINED FROM AVAILABLE
 RECORDS BUT THE CONTRACTOR MUST
 DETERMINE THE EXACT LOCATION AND
 ELEVATION OF THE WARE BY DIGGING TEST PITS
 BY HAND AT ALL UTILITY CROSSINGS WELL IN
 ADVANCE OF THE START OF EXCAVATION.

THIS BLOCK IS FOR
 OFFICIAL USE ONLY
 OR label certifies that this plan
 meets conditions of final approval
 by the Planning Board, its
 designer or the District Council.
M-NCPPC
APPROVAL
 PROJECT NAME: The Hotel at University of Maryland
 PROJECT NUMBER: DSP-14022
For Conditions of Approval see Site Plan Cover Sheet or Approved Short Sheet Revision
 numbers must be included in the Project Number.

Dewberry
 DEWBERRY & DAVIS, LLC
 203 PERRY PARKWAY
 SUITE 1
 GAITHERSBURG, MD 20877
 PH: 301.948.8300
 FX: 301.258.7607
 www.dewberry.com

APPLICANT / DEVELOPER
 SOUTHERN MANAGEMENT
 CORPORATION, INC.
 1950 OLD GALLOWS ROAD SITE 600
 VIENNA, VA 22182

CONTACT
 MEREDITH BYER
 PH: (301) 337-2857
 FX: (301) 731-0188

THE HOTEL AT UNIVERSITY OF MARYLAND
CASE NUMBER 4-14009
 PRINCE GEORGE'S COUNTY
 MARYLAND

TAX MAP 33, GRID D3
 WSSC 200' SHEET 209NE4
 PARCEL 140



Professional Certification: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed landscape architect under the laws of the State of Maryland.

License No. 3108
 Expiration Date: October 3, 2015

SCALE 1" = 10'

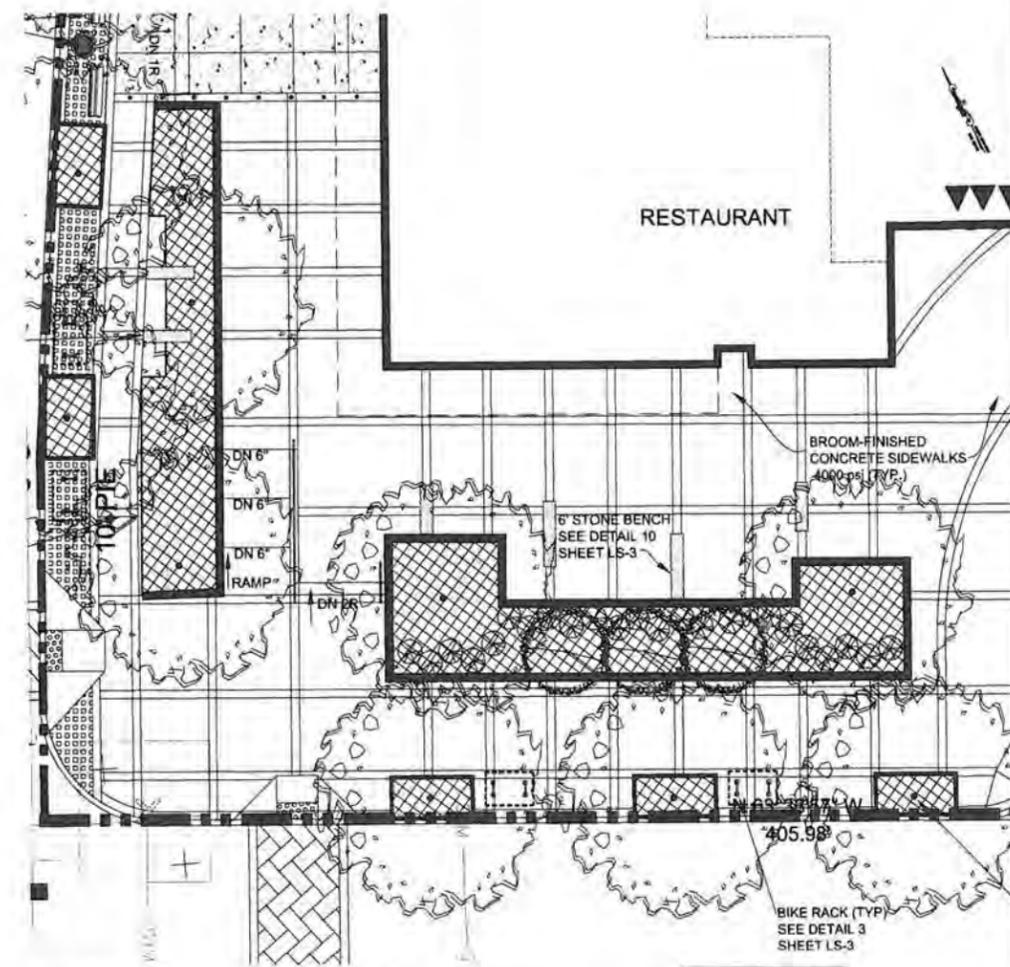
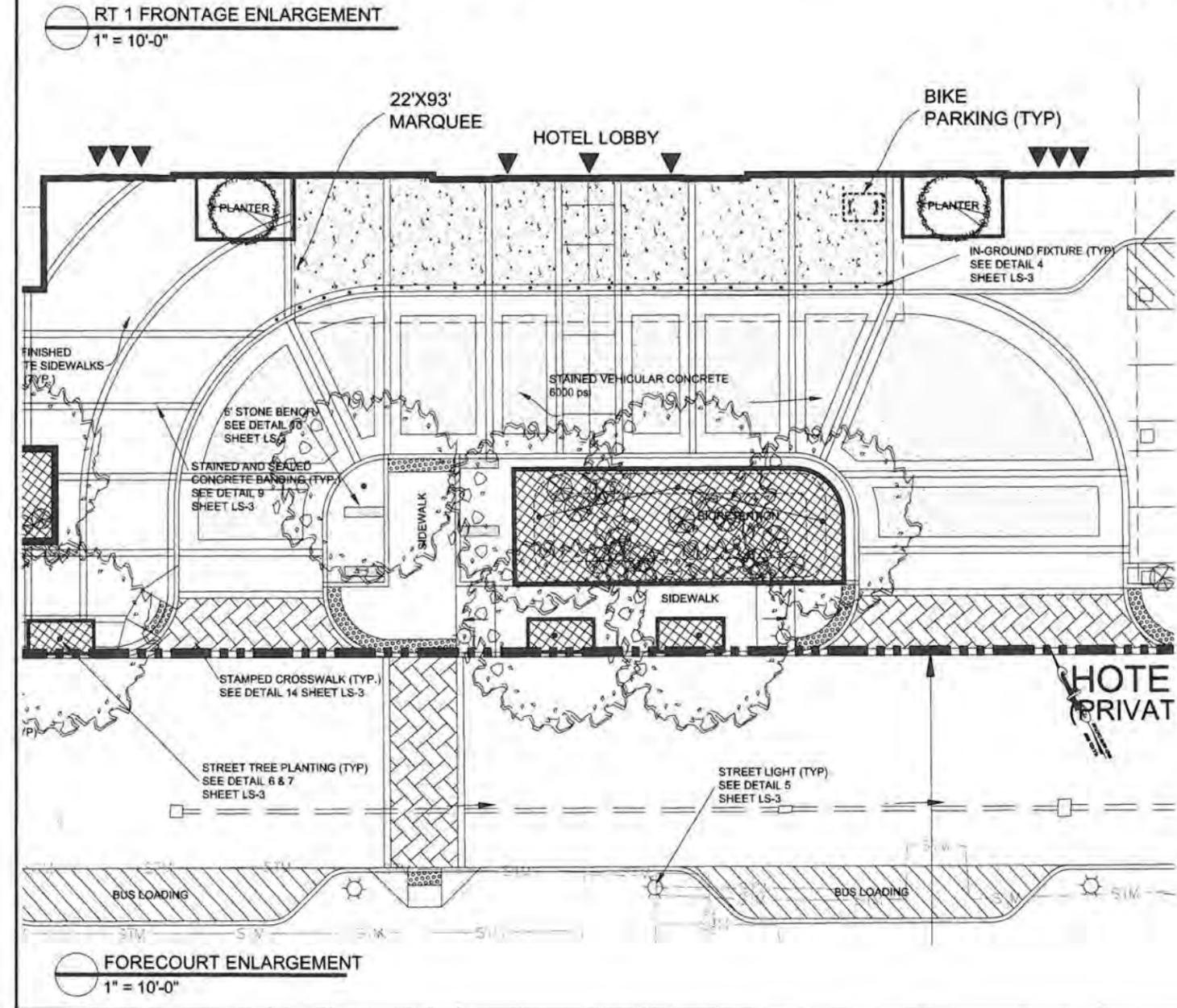
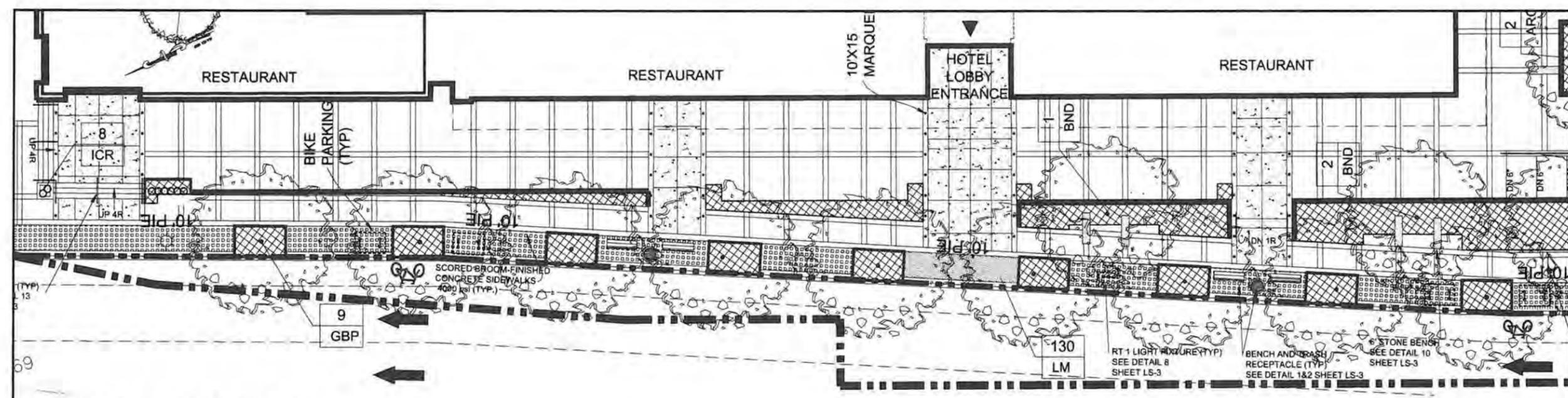
No.	DATE	BY	Description
1	8/30/14	MB	Address Intake Comments
2	11/12/14	MB	Address Comments

REVISIONS

DRAWN BY	DV
APPROVED BY	MB
CHECKED BY	MB
DATE	9/15/2014

TITLE
LANDSCAPE & LIGHTING PLAN
 HARDSCAPE ENLARGEMENTS

PROJECT NO. 50062327
LS-2
 SHEET NO. 2 OF 5



NOTE:
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OR local certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of Maryland
 PROJECT NUMBER: DSP-14022

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number.

SEAL



Professional Certification: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed landscape architect under the laws of the State of Maryland.

License No. 3108

Expiration Date: October 3, 2015

SCALE

NTS

No.	DATE	BY	Description
1	9/30/14	MB	Address Intake Comments
2	11/12/14	MB	Address Comments

REVISIONS
DRAWN BY: DV
APPROVED BY: MB
CHECKED BY: MB
DATE: 9/15/2014

TITLE
LANDSCAPE & LIGHTING
PLAN
SITE FURNISHING DETAILS

PROJECT NO. 50062327

LS-3

SHEET NO.

3 OF 5

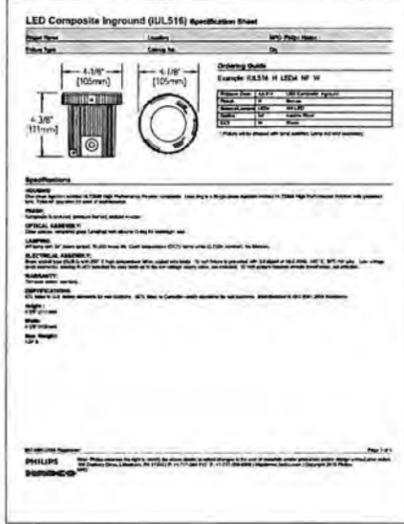
ORNAMENTAL TREE FENCE SPECIFICATIONS -
ASTM A-787 ASTM A-663 AND ASTM A-607



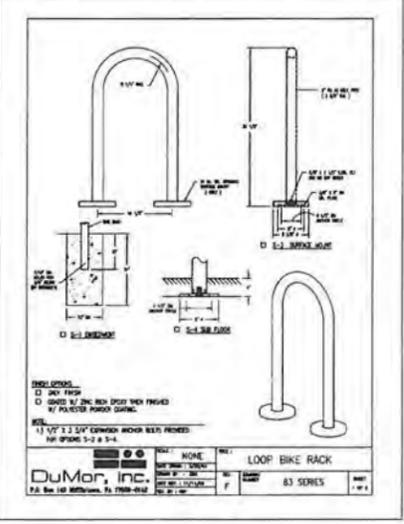
THE 18" HIGH ORNAMENTAL IRON FENCE SHALL MEET OR EXCEED THE FOLLOWING SPECIFICATIONS: ASTM A-787, ASTM A-663, AND ASTM A-607 (REVISED AUGUST 20, 2006).

- MATERIALS**
- POSTS - ABOVE GRADE: 1" X 1" X 18" TUBING, 18" IN LENGTH
 - POSTS - BELOW GRADE: 1/2" SOLID STEEL BARS, 18" IN LENGTH
 - TOP RAIL EMBELLISHMENT: 1" X 1/8" FLAT STEEL CHANNEL
 - TOP RAIL: 2" MOLDED STEEL BARS
 - MID RAIL: 1" X 1/2" X 18" STEEL CHANNEL PUNCHED TO ACCEPT PICKETS
 - BOTTOM RAIL: 1" X 1/2" X 18" STEEL CHANNEL PUNCHED TO ACCEPT PICKETS
 - PICKETS: 1/2" X 1/2" SOLID STEEL BARS
 - FINISH: ALL MATERIALS ARE WELDED AND PRIMED WITH 1 COAT OF RED OXIDE PRIMER AND 1 COAT OF BLACK SATIN PAINT (SUNTER COATING) MIXED WITH PRIMER FABRICATION AND INSTALLATION
- FENCE SHALL BE 3-SIDED UNLESS OTHERWISE SPECIFIED, OPEN SIDE FACING THE CURB
- TOP-TO-MID RAIL SPACING - 5.75" O.C.
 - MID-TO-BOTTOM RAIL SPACING - 8" O.C.
 - BOTTOM RAIL SHALL SIT APPROX. 2" ABOVE GRADE SURFACE
 - POST-TO-PICKET SPACING - 6.25" O.C.
 - PICKET-TO-PICKET SPACING - 5" O.C.
 - WELD 1" X 1" X 0.125" POST TUBING AT ENDS AND CORNERS AND WELD AN ADDITIONAL POST ALONG THE LENGTH AT MID-POINT. IF TREE BOX LENGTH EXCEEDS 12', POSTS SHOULD BE WELDED EVERY 4' ALONG LENGTH
 - TO PROVIDE BELOW GRADE SUPPORT IN CONCRETE, WELD 1/2" SOLID STEEL BARS TO ALL 1" X 1" X 0.125" POST TUBING
 - TO DETAIL SEATING, WELD 1" X 0.125" FLAT STEEL CHANNEL TO 2" TOP RAIL FOR EXISTING TREE BOXES. OPENINGS MUST BE MEASURED PRIOR TO FABRICATION TO ENSURE THAT FENCES WILL FIT JUST INSIDE THE BOXES AND SIDE PANELS MUST BE FABRICATED WITH A SETBACK OF APPROX. 8" FROM BACK EDGE OF EXISTING CURB TO ALLOW SUFFICIENT ROOM FOR CAR DOORS TO SWING FOR NEW TREE BOXES INSTALLATIONS. FENCE DIMENSIONS SHALL BE STAKE-MARKED BASED ON LENGTH AND WIDTH OF PROPOSED OPENINGS (E.G. 4' X 8', 6' X 10', ETC.). HOWEVER, THE SETBACK FOR THE SIDE PANELS SHALL REMAIN CONSISTENT AT 6" FROM BACK EDGE OF CURB TO ALLOW SUFFICIENT ROOM FOR CAR DOORS TO SWING
 - CONCRETE FOOTINGS SHALL BE AT MINIMUM 10" WIDE BY 24" DEEP AND THE CONCRETING SHALL BE PERFORMED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS
- REQUIREMENTS**
- STRENGTH: 3000 PSI WITH A SLUMP OF 3
 - AIR ENTRAINMENT: 6% TO 8%
 - AGGREGATE SIZE: 1/2" MAX.
 - MORTAR COMPRESSIVE STRENGTH AT 28 DAYS: 32 MPa
 - MEETS ASTM C 150, TYPE 1
 - FRESH CONCRETE SHALL BE TWO (2) INCHES BELOW EXISTING GRADE AND PITCHED TO DIRECT WATER AWAY FROM POSTS.

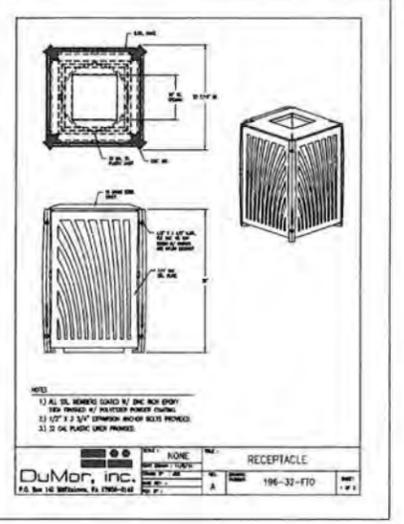
12 ORNAMENTAL FENCE AT TREE BOXES
LS-3



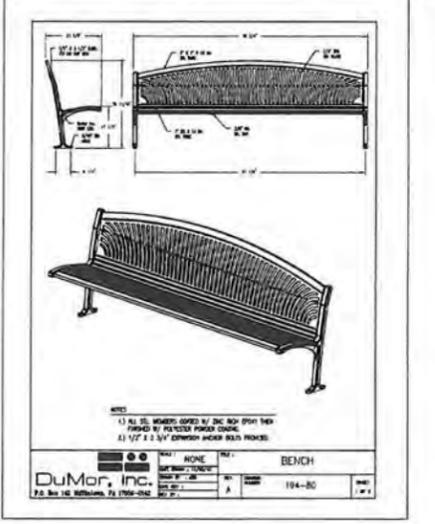
4 PROPOSED INGROUND LIGHT FIXTURE
LS-3 NTS



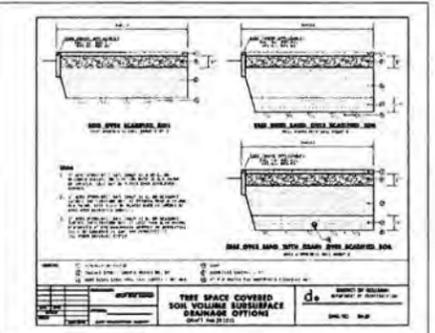
3 BICYCLE RACK DETAIL
LS-3 NTS



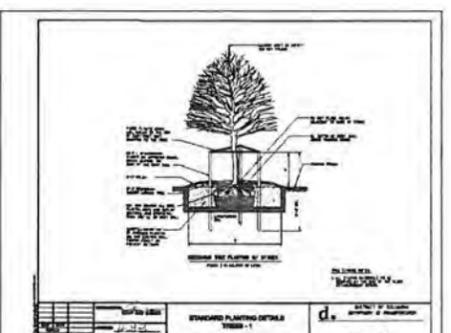
2 TRASH RECEPTACLE DETAIL
LS-3 NTS



1 BENCH DETAIL
LS-3 NTS



7 STREET TREE PLANTING SPACE DRAINAGE DETAIL
LS-3



6 STREET TREE PLANTING DETAIL
LS-3

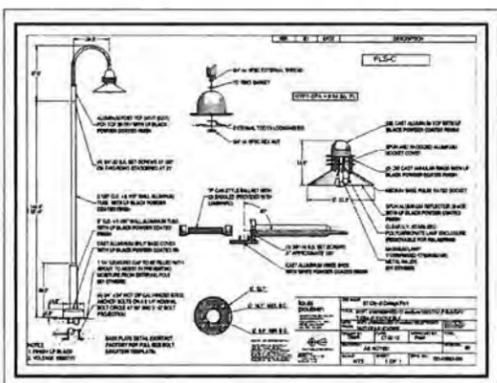
RSALP

Item	Quantity	Notes
RSALP	1	See Notes

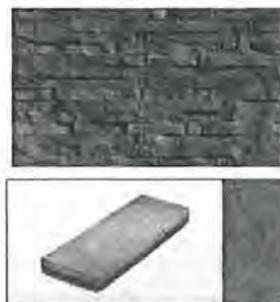
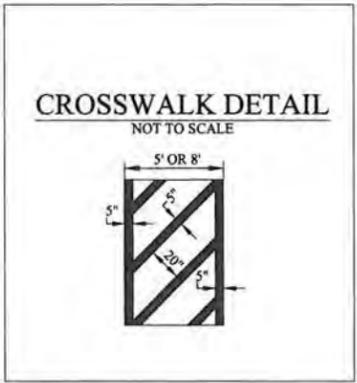
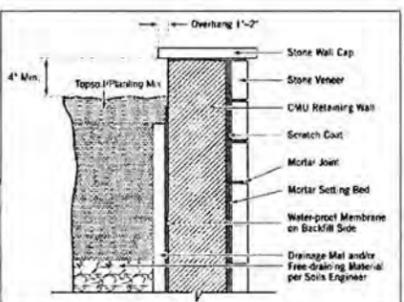
REQUIRED & SPECIFICATIONS

Item	Quantity	Notes
REQUIRED & SPECIFICATIONS	1	See Notes

5 PROPOSED SECONDARY STREET LIGHT
LS-3 NTS



8 ROUTE 1 STREET LIGHT
LS-3 NTS



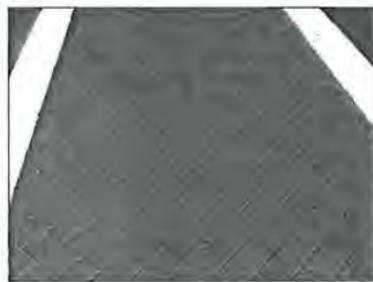
11 CULTURED STONE VENEER AND CAP (IN GRAY)
LS-3



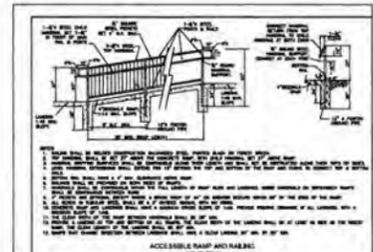
10 MONOLITHIC GRANITE BENCH
LS-3



9 CONCRETE STAMP EXAMPLE
LS-3



14 STAMPED CROSSWALK DETAIL
LS-3



13 HANDRAIL DETAIL
LS-3

THIS BLOCK IS FOR OFFICIAL USE ONLY

M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of Maryland
PROJECT NUMBER: DSP-14022

NOTE:
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OR LOG ON TO www.call811.com
http://www.mgaweb.org
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For Conditions of Approval per Site Plan, Cover Sheet or Approved Sheet Revision numbers must be included in the Project Number.

LANDSCAPE SPECIFICATIONS

- LANDSCAPE SPECIFICATIONS SHALL BE AS OUTLINED BELOW. ANY ITEM OR SPECIFICATION NOT MENTIONED BELOW SHALL BE AS SPECIFIED IN THE LANDSCAPE SPECIFICATION GUIDE (REVISED BY THE LANDSCAPE CONTRACTORS ASSOCIATION LATEST EDITION).
- PLANT MATERIALS SHALL BE THE LANDSCAPE CONTRACTOR SHALL FURNISH AND INSTALL AND/OR DELIVER, BURLAP AND TRANSPORT ALL OF THE PLANT MATERIALS CALLED FOR ON THE DRAWINGS AND LISTED IN THE PLANT SCHEDULE.
- PLANT NAMES
 - ALL PLANT MATERIALS SHALL BE EQUAL TO OR BETTER THAN THE REQUIREMENTS OF THE "AMERICAN STANDARD FOR NURSERY STOCK," LATEST EDITION, AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (HEREINAFTER REFERRED TO AS AAS STANDARDS). ALL PLANTS SHALL BE "TYPE" OF THEIR SPECIES AND VARIETY, SHALL HAVE A NORMAL HABIT OF GROWTH AND SHALL BE FIRST QUALITY, SOUND, VIGOROUS, WELL-BRANCHED AND WITH HEALTHY, WELL-DEVELOPED ROOT SYSTEMS. THEY SHALL BE FREE OF DISEASE, INSECT PESTS AND MECHANICAL INJURIES.
 - ALL PLANTS SHALL BE NURSERY GROWN AND SHALL HAVE BEEN GROWN UNDER THE SAME CLIMATE CONDITIONS AS THE LOCATION OF THE PROJECT FOR AT LEAST TWO YEARS. BEFORE PLANTING, NETTED HELDOR PLANTS FROM PLANTS FROM COLD STORAGE WILL BE ACCEPTED.
 - COLLECTED PLANTS OR TRANSPLANTED TREES MAY BE CALLED FOR BY THE LANDSCAPE ARCHITECT AND USED, PROVIDED, HOWEVER, THAT LOCATION AND SOIL CONDITIONS WILL PERMIT PROPER GROWTH.
- PLANT MEASUREMENTS
 - ALL PLANTS SHALL CONFORM TO THE MEASUREMENTS SPECIFIED IN THE PLANT SCHEDULE.
 - CALIPER MEASUREMENTS SHALL BE TAKEN SIX INCHES (6") ABOVE GRADE FOR TREES UNDER FOUR FEET (4') CALIPER AND TWELVE INCHES (12") ABOVE GRADE FOR TREES FOUR FEET (4') IN CALIPER AND OVER.
 - MINIMUM BRANCHING HEIGHT FOR ALL SHADE TREES SHALL BE SIX FEET (6').
 - MINIMUM SIZE FOR PLANTING SHADE TREES SHALL BE 2 1/2" DBH CALIPER, 12-14" IN HEIGHT.
 - MINIMUM SIZE FOR PLANTING MINOR SHADE TREES SHALL BE 2 1/2" DBH CALIPER, 8-10" IN HEIGHT.
 - MINIMUM SIZE FOR PLANTING ORNAMENTAL TREES SHALL BE 1 1/2" DBH CALIPER, 7-8" IN HEIGHT.
 - MINIMUM SIZE FOR PLANTING EVERGREEN TREES SHALL BE 8" DBH CALIPER, HEIGHT, SPREAD AND SIZE OF BALL SHALL BE GENERALLY AS FOLLOWS:

CALIPER	HEIGHT	SPREAD	ROOT BALL
1 1/2" - 2 1/2"	12" - 14"	8" - 8"	22" DB
2 1/2" - 3"	12" - 14"	8" - 8"	22" DB
 - MINIMUM SIZE FOR PLANTING SHRUBS SHALL BE, IN GENERAL, 16" DBH IN HEIGHT OR SPREAD AS APPROPRIATE, EXCEPT THAT A LARGER SIZE MAY BE REQUIRED WHERE DETERMINED APPROPRIATE BY THE PLANNING DIRECTOR OR DESIGNER IN THE CASE OF PARTICULAR SPECIES OR PLANTING SITUATIONS.
- PLANTING METHODS
 - ALL PROPOSED PLANT MATERIAL THAT MEETS THE SPECIFICATIONS IN SECTION B. (1) THROUGH (5) SHALL BE PLANTED IN ACCORDANCE WITH THE FOLLOWING PLANTING METHODS DURING THE PROPER SEASONS AS DESCRIBED BELOW.

LANDSCAPE NOTES

- THIS LANDSCAPE PLAN HAS BEEN PREPARED BY DEWBERRY CONSULTANTS, LLC. CHANGES SHALL NOT BE MADE TO THIS PLAN WITHOUT PERMISSION FROM DEWBERRY CONSULTANTS, LLC. ANY UNAUTHORIZED CHANGES BY OTHER PARTIES WILL NOT BE THE RESPONSIBILITY OF DEWBERRY CONSULTANTS, LLC.
- THIS PLAN FOR LANDSCAPE PURPOSES ONLY. SEE SITE PLAN FOR ALL LAYOUT AND GRADING INFORMATION.
- THE LANDSCAPE WORK OF THIS PROJECT SHALL BE PERFORMED PER THE LATEST EDITION OF THE PRINCE GEORGES COUNTY LANDSCAPE MANUAL.
- PLANTS SHALL MEET OR EXCEED CURRENT "AMERICAN STANDARD FOR NURSERY STOCK" BY AMERICAN ASSOCIATION OF NURSERYMEN (AAS) PARTICULARLY WITH REGARD TO SIZE, GROWTH, SIZE OF BALL, AND DENSITY OF BRANCH STRUCTURE.
- ALL PLANTS (BARS OR CONTAINERS) SHALL BE PROPERLY IDENTIFIED BY MEANS OF A LABELS BEING ATTACHED TO THE PLANT BEFORE DELIVERY TO PROJECT SITE. LABELS SHALL IDENTIFY PLANTS BY NAME, SPECIES AND SIZE. LABELS SHALL NOT BE REMOVED UNTIL THE FINAL INSPECTION BY THE LANDSCAPE ARCHITECT.
- ANY MATERIALS AND/OR WORK NOT BE REQUIRED BY THE LANDSCAPE ARCHITECT IF IT DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. ALL REJECTED MATERIALS SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR.
- PLANT QUANTITIES SHOWN IN THE PLANT LIST ARE FOR LANDSCAPE ARCHITECT'S CONVENIENCE ONLY. PRIOR TO SUBMITTING A BID OR ESTIMATE, CONTRACTOR SHALL VERIFY THAT TOTAL QUANTITIES SHOWN ON THE PLANT LIST QUANTITIES INDICATED IN PLANT LIST SHOULD BE CORRECTED TO ACCORDANCE WITH THE PLANT LIST QUANTITIES. THE CONTRACTOR SHALL TAKE THE NECESSARY MEASUREMENTS TO VERIFY THE QUANTITIES AND SHALL BE RESPONSIBLE FOR ANY CORRECTIONS TO THE PLANT LIST.
- THE CONTRACTOR SHALL FURNISH ALL PLANTS TO COMPLETE THE WORK AS INDICATED ON THE PLAN AND LISTED IN THE PLANT LIST.
- SUBSTITUTIONS IN PLANT SPECIES OR SIZE SHALL NOT BE PERMITTED EXCEPT WITH THE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.
- ALL SOIL AREAS NOT SHOWN TO RECEIVE PLANT MATERIALS SHALL BE SAVED FOR LAMN AS SPECIFIED IN THE PRINCE GEORGES COUNTY LANDSCAPE MANUAL.

- CONTRACTOR SHALL CONTACT MRS UTILITY (1-800-251-7777) PRIOR TO ANY EXCAVATION AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES AND MAINTAIN UNINTERRUPTED SERVICES. ANY DAMAGE INCURRED DUE TO THE CONTRACTOR'S OPERATION SHALL BE REPAIRED IMMEDIATELY AT CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION. SHOULD ANY CONFLICTS OCCUR BETWEEN PROPOSED CONSTRUCTION OF PLANTINGS AND ACTUAL UTILITY LOCATIONS, THE OWNER AND THE LANDSCAPE ARCHITECT MUST BE NOTIFIED PRIOR TO ANY EXCAVATION OR GRADING. ALL ENTRANCE WALLS, PILES AND PLANTING BED LOCATIONS MUST BE FIELD STAKED BY THE CONTRACTOR AND THE LOCATION APPROVED BY THE OWNER PRIOR TO CONSTRUCTION.
- PLANTS SHALL BE LOCATED AS SHOWN ON THE DRAWINGS AND BY SPACING OR AS DESIGNATED IN THE FIELD BY THE LANDSCAPE ARCHITECT. ALL LOCATIONS OF PLANTS AND PLANTING BEDS ARE TO BE STAKED AND APPROVED BY THE LANDSCAPE ARCHITECT BEFORE INSTALLATION.
- IF UTILITY LINES ARE ENCOUNTERED IN EXCAVATION OF TREE PITS, OTHER LOCATIONS FOR THE TREES SHALL BE SELECTED BY THE LANDSCAPE ARCHITECT. SUCH CHANGES SHALL BE MADE BY THE CONTRACTOR WITHOUT ADDITIONAL COMPENSATION. NO CHANGES OF LOCATION SHALL BE MADE WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT.
- NO WORK IN PUBLIC RIGHT-OF-WAY SHALL BE DONE UNLESS ALL THE REQUIRED PERMITS ARE OBTAINED.
- ALL EQUIPMENT AND TOOLS SHALL BE PLACED SO AS TO NOT INTERFERE OR HINDER THE PEDESTRIAN AND VEHICULAR TRAFFIC FLOW.
- DURING PLANTING OPERATIONS EXCESS AND WASTE MATERIALS SHALL BE DISPOSED OF PROPERLY OR SITE AT NO EXTRA COST TO THE OWNER.
- ALL PLANTS AND LANDSCAPE WORK IN THE BIORETENTION AREAS AS NOTED ON THE PLAN SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE GUIDELINES SET FORTH IN THE PRINCE GEORGES COUNTY DESIGN MANUAL FOR USE OF BIORETENTION IN STORMWATER MANAGEMENT.

PLANT SCHEDULE

SHADE TREES

QTY	KEY	GENUS	SPECIES	VARIETY	COMMON NAME	HEIGHT	CAL	REMARKS
14	AR	Acer	rubrum	October Glory	October Glory Red Maple	14 - 16'	3 - 3 1/2"	B&B, full uniform crown, symmetrical branching, full specimen
5	BN	Betula	nigra	Durham	Durham Paper Birch	14 - 16'	3 - 3 1/2"	B&B, full uniform crown, symmetrical branching, full specimen
17	GP	Ginkgo	biloba	Princeton Sentry	Ginkgo (Male)	14 - 16'	3 - 3 1/2"	B&B, full uniform crown, symmetrical branching, full specimen

MINOR SHADE TREES

QTY	KEY	GENUS	SPECIES	VARIETY	COMMON NAME	HEIGHT	CAL	REMARKS
19	CC	Cercis	canadensis		Eastern Redbud	8 - 10'		B&B, full uniform crown, symmetrical branching, full specimen

ORNAMENTAL TREES

QTY	KEY	GENUS	SPECIES	VARIETY	COMMON NAME	HEIGHT	CAL	REMARKS
5	AG	Acer	griseum		Paperbark Maple	8 - 10'	2 1/2 - 3"	B&B, multi-trunk
14	LIT	Lagerstroemia	indica	Tuskegee	Tuskegee Crapeyrtle	8 - 10'	2 1/2 - 3"	B&B, multi-trunk, 3 trunk minimum, full symmetrical branching

SHRUBS

QTY	KEY	GENUS	SPECIES	VARIETY	COMMON NAME	HEIGHT	REMARKS
24	AZ	Azalea	x Roblox		'Autumn Ivory' Encore Azalea	18" - 24"	Evergreen, 3-season bloomer
5	VS	Yucca	verticillata	Southern Gentlemen	Southern Gentlemen Winterberry Holly	24 - 36"	* Make pollinator for 'Winter Red'
12	WR	Ilex	verticillata	'Winter Red'	'Winter Red Winterberry Holly	24 - 36"	

GRASSES AND GROUND COVER

QTY	KEY	GENUS	SPECIES	VARIETY	COMMON NAME	SIZE	REMARKS
8	CR	Impatiens	cylindrica	Red Baron	Japanese Blood Grass	3Gal	Container
130	LM	Liriope	muscari	Royal Purple	Liriope	1Gal	Container

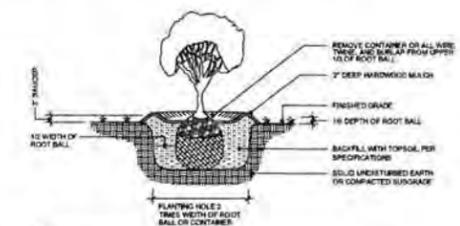
PLANT SCHEDULE: OFFSITE PLANTING

SHADE TREES

QTY	KEY	GENUS	SPECIES	VARIETY	COMMON NAME	HEIGHT	CAL	REMARKS
12	AR	Acer	rubrum	October Glory	October Glory Red Maple	14 - 16'	3 - 3 1/2"	B&B, full uniform crown, symmetrical branching, full specimen

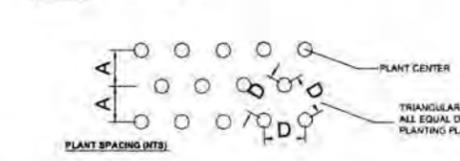
ORNAMENTAL TREES

QTY	KEY	GENUS	SPECIES	VARIETY	COMMON NAME	HEIGHT	CAL	REMARKS
5	LIT	Lagerstroemia	indica	Tuskegee	Tuskegee Crapeyrtle	8 - 10'	2 1/2 - 3"	B&B, multi-trunk, 3 trunk minimum, full symmetrical branching



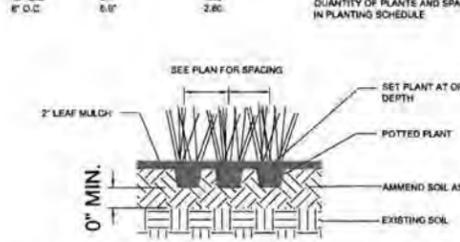
- DETAIL APPLIES TO BAR OR CONTAINER PLANTING.
- WHEN PLANTING ON A SLOPE, ENSURE LANDSCAPING IS INSTALLED VERTICAL AND PLUMB.
- BACKFILL MATERIAL SHALL BE LEVEL AND UNIFORM AROUND SHOULDER OF PLANT BALL.

SHRUB PLANTING DETAIL (NOT TO SCALE)



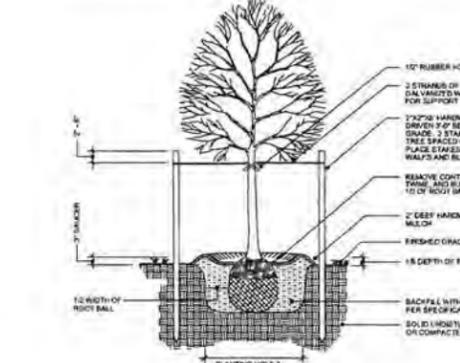
- DETAIL APPLIES TO BAR OR CONTAINER PLANTING.
- WHEN PLANTING ON A SLOPE, ENSURE LANDSCAPING IS INSTALLED VERTICAL AND PLUMB.
- BACKFILL MATERIAL SHALL BE LEVEL AND UNIFORM AROUND SHOULDER OF PLANT BALL.

PERENNIAL/GRASS PLANTING (NOT TO SCALE)

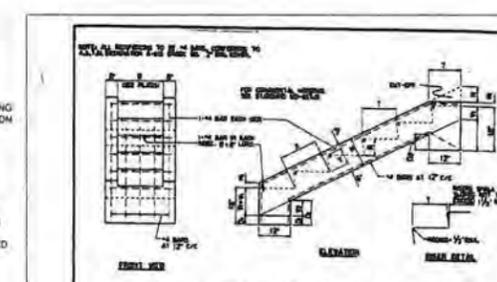


- DETAIL APPLIES TO BAR OR CONTAINER PLANTING.
- WHEN PLANTING ON A SLOPE, ENSURE LANDSCAPING IS INSTALLED VERTICAL AND PLUMB.
- BACKFILL MATERIAL SHALL BE LEVEL AND UNIFORM AROUND SHOULDER OF PLANT BALL.

DECIDUOUS TREE PLANTING DETAIL (NOT TO SCALE)

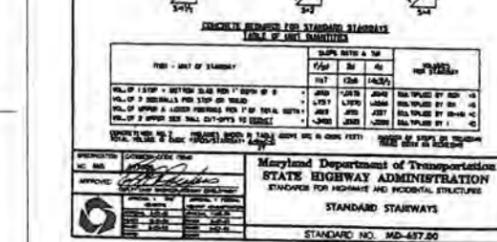


- DETAIL APPLIES TO BAR OR CONTAINER PLANTING.
- WHEN PLANTING ON A SLOPE, ENSURE LANDSCAPING IS INSTALLED VERTICAL AND PLUMB.
- BACKFILL MATERIAL SHALL BE LEVEL AND UNIFORM AROUND SHOULDER OF PLANT BALL.
- STAKES AND WIRE SHALL ONLY BE USED AS NEEDED.

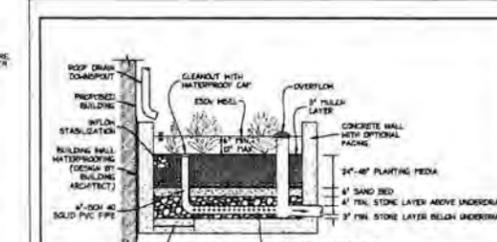


SPACING (IN)	ROW (IN)	PLANTS PER SQ. FT.
24" O.C.	20" R.	0.29
18" O.C.	15" R.	0.50
12" O.C.	10" R.	1.18
10" O.C.	8" R.	1.86
8" O.C.	6" R.	2.80

NOTES:
 1. PLANT QUANTITIES WERE DETERMINED BY MULTIPLYING AREA (SQ. FT.) BY NUMBER OF PLANTS PER SQ. FT. FOR REQUIRED SPACING.
 2. QUANTITY OF PLANTS AND SPACING AS NOTED IN PLANTING SCHEDULE.



PLANTER BOX MICRO-BIORETENTION TYPICAL CROSS SECTION NTS



PLANTER BOX MICRO-BIORETENTION TYPICAL CROSS SECTION NTS

Planting Schedule for Section 4.9-1
 Sustainable Landscaping Requirements

- Percentage of native plants needed by each category:

Shade Trees	total number required	14	total number included	14	0%
Ornamental Trees	total number required	19	total number included	19	0%
Evergreen Trees	total number required	0	total number included	0	0%
Shrubs	total number required	29	total number included	29	0%
- Any invasive species prohibited:

Any invasive species prohibited	0	0
---------------------------------	---	---
- If any is proposed in numbers of 1 or 2, it shall be included in the plan, including removal of existing species and a note indicating its inclusion with Section 1.5. County staff or bioretention staff shall be consulted.

Any invasive species proposed	0	0
-------------------------------	---	---
- Any trees proposed to be planted or already planted (see 1.1):

Any trees proposed to be planted or already planted (see 1.1)	0	0
---	---	---

Tree Canopy Coverage Schedule for Sec. 25-12B

Project Name:	TCP2B:	ORD Case #:	Area (acres)
The Hotel at University of Maryland			
Site Calculations:			
Zone 1:	MUE		3.29
Zone 2:			
Zone 3:			
Total Acres:			3.29

Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required (sq ft)
3.29	16.0%	0.53	14331
A. TOTAL ON-SITE WC PROVIDED (acres) =		0.00	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =		0.00	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			14415
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			14415
E. TOTAL SQUARE FOOTAGE REQUIRED =			14331

Requirement Satisfied

Credit Categories for Landscape Trees

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - columnar shade tree (5' or less height)	2-3/2" = 65	0	0
Deciduous - ornamental tree (20' or less height with equal spread). Minimum planting size 7' 9" in height	3-3 1/2" = 75	0	0
Deciduous - minor shade tree (25-50' height with equal spread or greater). Minimum planting size 8-10" in height	1-3/2" - 3-3/4" = 100	19	2090
Deciduous - major shade tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2-1/2" - 3" = 160	19	3320
Evergreen - columnar tree (less than 30' height with spread less than 15')	2-3/2" - 3" = 225	36	9000
Evergreen - small tree (30-40' height with spread of 15-20')	6-8" = 40	0	0
Evergreen - medium tree (40-50' height with spread of 20-30')	8-10" = 50	0	0
Evergreen - large tree (50' height or greater with spread of over 30')	10-12" = 75	0	0
	6-8" = 75	0	0
	8-10" = 100	0	0
	10-12" = 125	0	0
	8-10" = 125	0	0
	6-8" = 250	0	0
	8-10" = 200	0	0
	10-12" = 250	0	0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		74	14415

(Manually enter information/figures into shaded areas)

Dewberry
 Prepared by: _____ Date: 11/21/2014

NOTE:
 FOR LOCATION OF UTILITIES CALL 8-1-1 OR 1-800-251-7777 OR LOG ON TO www.gisprj13.com
 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY.

THIS OFFICE IS FOR OFFICIAL USE ONLY.
 OR: I hereby certify that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPA APPROVAL
 PROJECT NAME: The Hotel at University of Maryland
 PROJECT NUMBER: DSP-14022

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET. REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER.

Dewberry
 DEWBERRY & DAVIS, LLC
 203 PERRY PARKWAY
 SUITE 1
 GAITHERSBURG, MD 20877
 PH: 301.948.3300
 FX: 301.258.7607
 www.dewberry.com

APPLICANT / DEVELOPER
 SOUTHERN MANAGEMENT CORPORATION, INC.
 1950 OLD GALLOWAY ROAD SITE 600
 VIENNA, VA 22182

CONTACT BYER
 MEREDITH BYER
 PH: (301) 337-2857
 FX: (301)731-0188

THE HOTEL AT UNIVERSITY OF MARYLAND
 CASE NUMBER 4-14009
 PRINCE GEORGES COUNTY MARYLAND
 TAX MAP 33, GRID D3
 WSSC 200-SHEET 209NE04
 PARCEL 140

SEAL

Professional Certification: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed landscape architect under the laws of the State of Maryland.
 License No. 5108
 Expiration Date: October 3, 2015

SCALE
 NTS

No.	DATE	BY	Description
1	9/30/14	MB	Address/Insite Comments
2	11/12/14	MB	Address Comments

DRAWN BY: DV
 APPROVED BY: MB
 CHECKED BY: MB
 DATE: 9/15/2014

TITLE
LANDSCAPE & LIGHTING PLAN
 DETAILS & NOTES

PROJECT NO.: 50062327
LS-4

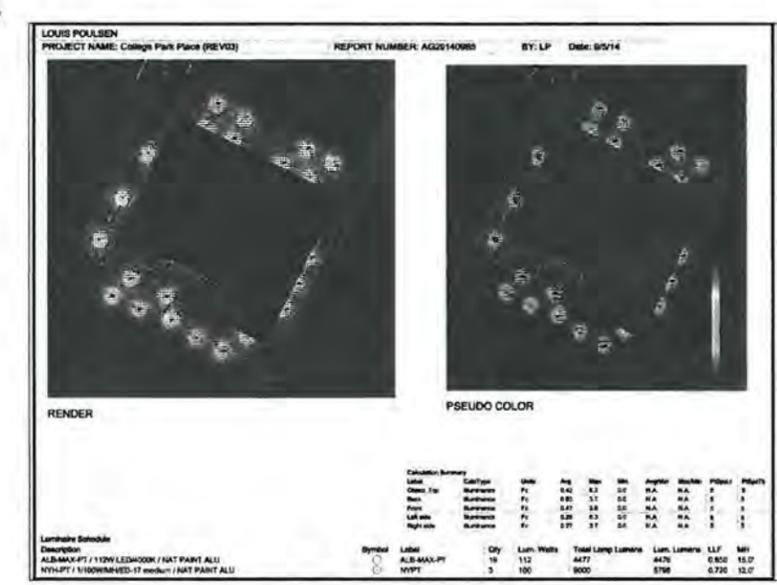
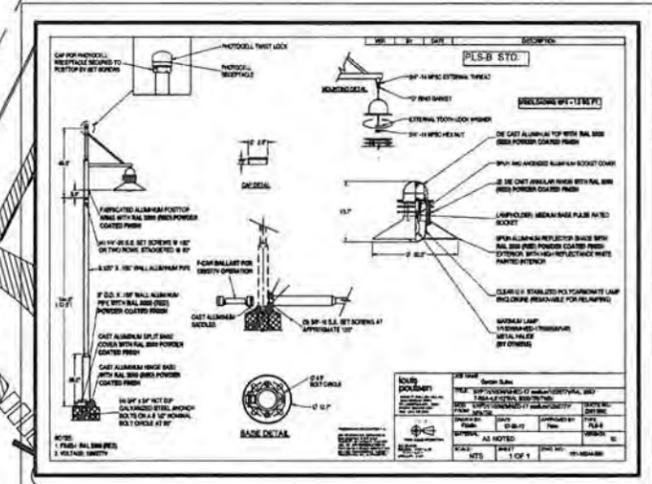
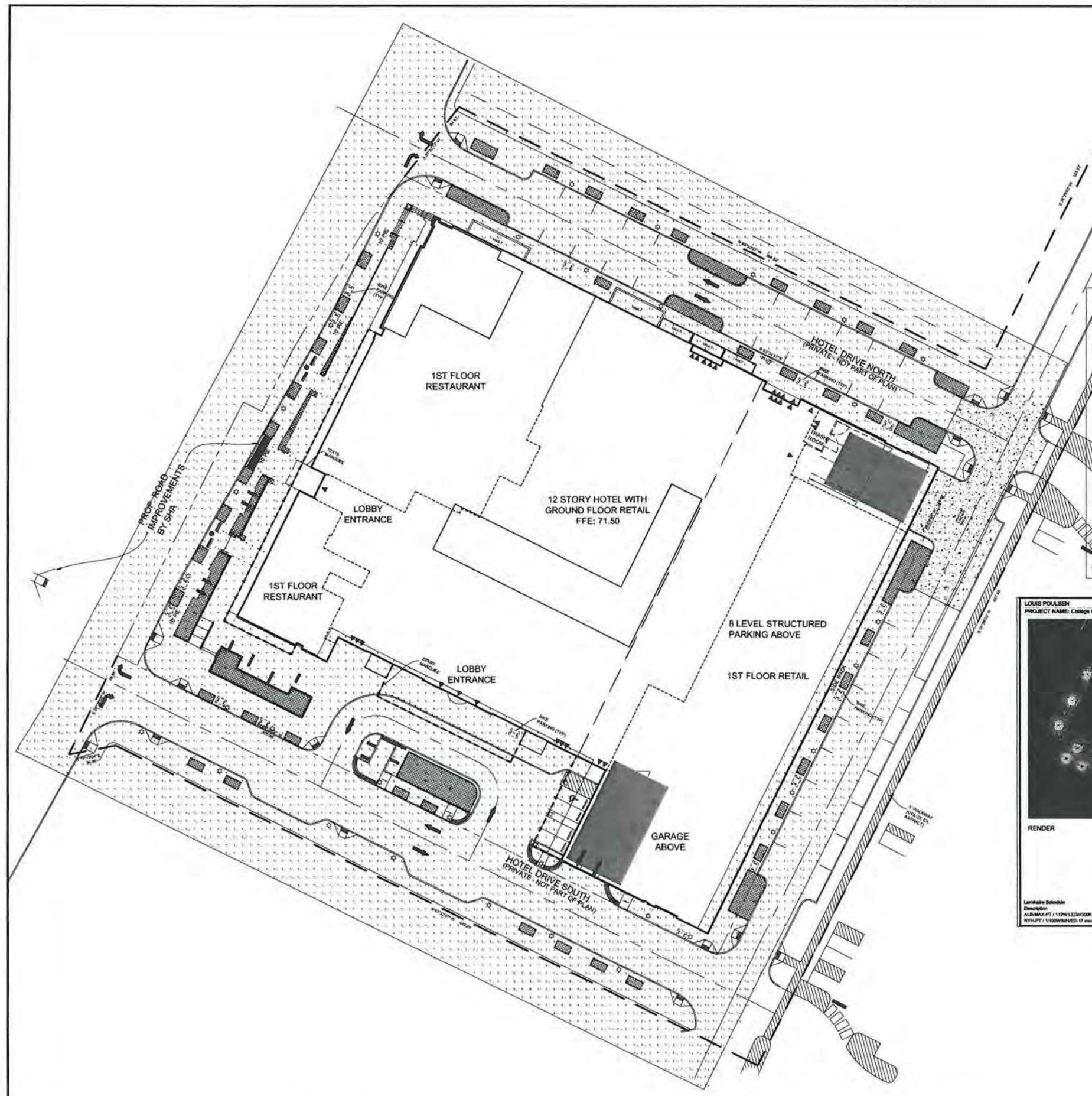
SHEET NO. 4 OF 5

DEWBERRY & DAVIS, LLC
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www.dewberry.com

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CORPORATION, INC.
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VIENNA, VA 22182

CONTACT
MEREDITH BYER
PH: (301) 337-2857
FX: (301)731-0186

THE HOTEL AT UNIVERSITY OF MARYLAND
CASE NUMBER 4-14009
PRINCE GEORGE'S COUNTY
MARYLAND
TAX MAP 33, GRID D3
WSSC 200' SHEET 209NEC4
PARCEL 140



NOTE
FOR LOCATION OF UTILITIES CALL
8-1-1 OR 1-800-257-7777
OR LOG ON TO
www.call811.com
http://www.mde.state.md.us
48 HOURS IN ADVANCE OF ANY WORK
IN THE VICINITY

INFORMATION CONCERNING UNDERGROUND
UTILITIES WAS OBTAINED FROM AVAILABLE
RECORDS, BUT THE CONTRACTOR MUST
DETERMINE THE EXACT LOCATION AND
ELEVATION OF THE MAIN BY DIGGING TEST PITS
BY HAND AT ALL UTILITY CROSSINGS WELL IN
ADVANCE OF THE START OF EXCAVATION.

THIS BLOCK IS FOR
OFFICIAL USE ONLY

DR label certifies that this plan
meets conditions of final approval
by the Planning Board, its
designees or the District Council.

**M-NCPPC
APPROVAL**

PROJECT NAME: The Hotel at University of Maryland
PROJECT NUMBER: DSP-14022

For Conditions of Approval see Site Plan Cover Sheet or Approved Sheet Revision
Numbers must be included in the Project Number



Professional Certification: I hereby
certify that these documents were
prepared or approved by me, and that
I am a duly licensed landscape
architect under the laws of the State
of Maryland.

License No: 3108
Expiration Date: October 3, 2015

REVISIONS

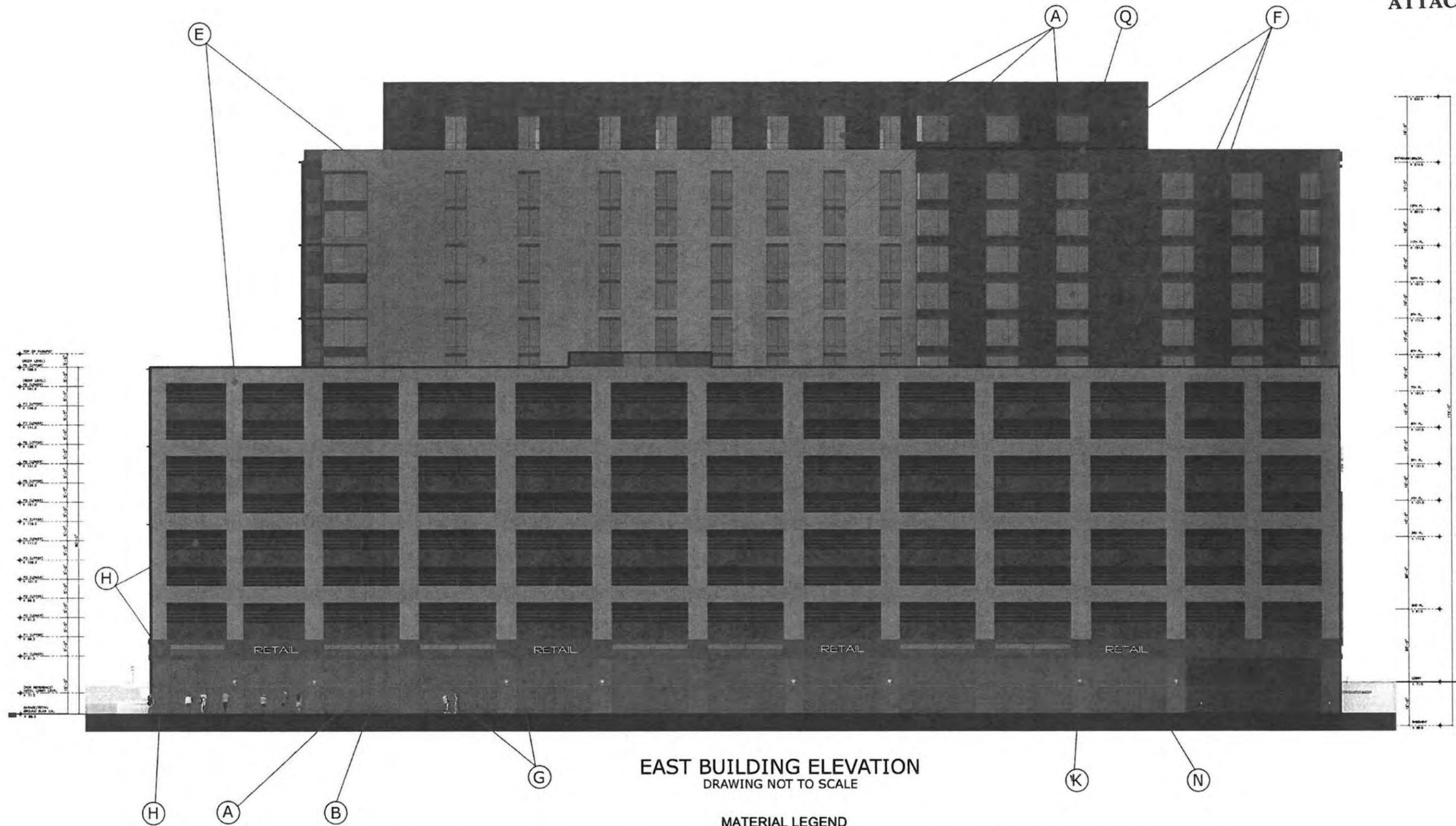
No.	DATE	BY	Description
1	9/30/14	MB	Address Intake Comments
2	11/12/14	MB	Address Comments

TITLE
**LANDSCAPE & LIGHTING
PLAN**
PHOTOMETRIC PLAN

PROJECT NO. 50062327

LS-5

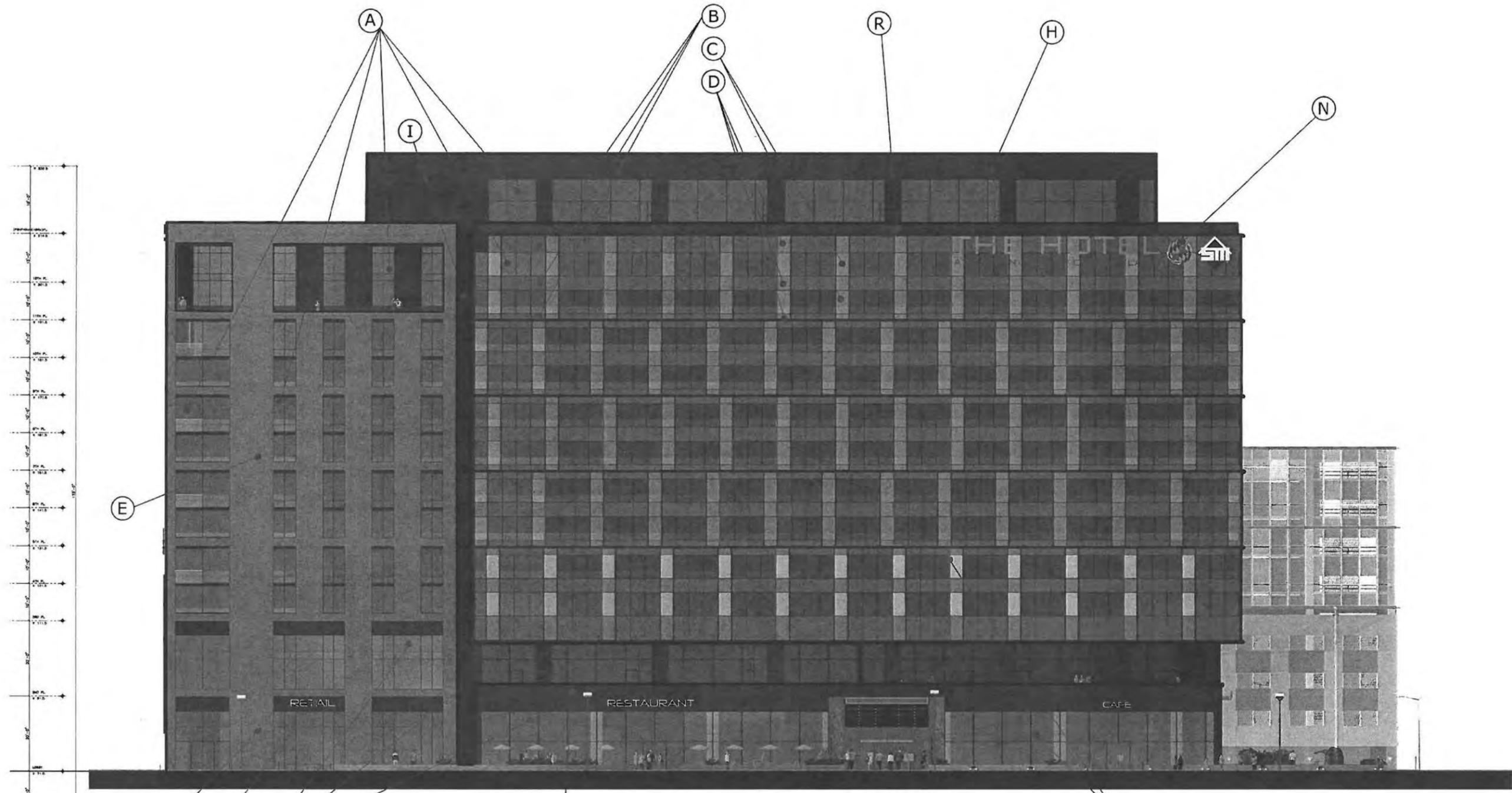
SHEET NO. 5 OF 5



EAST BUILDING ELEVATION
DRAWING NOT TO SCALE

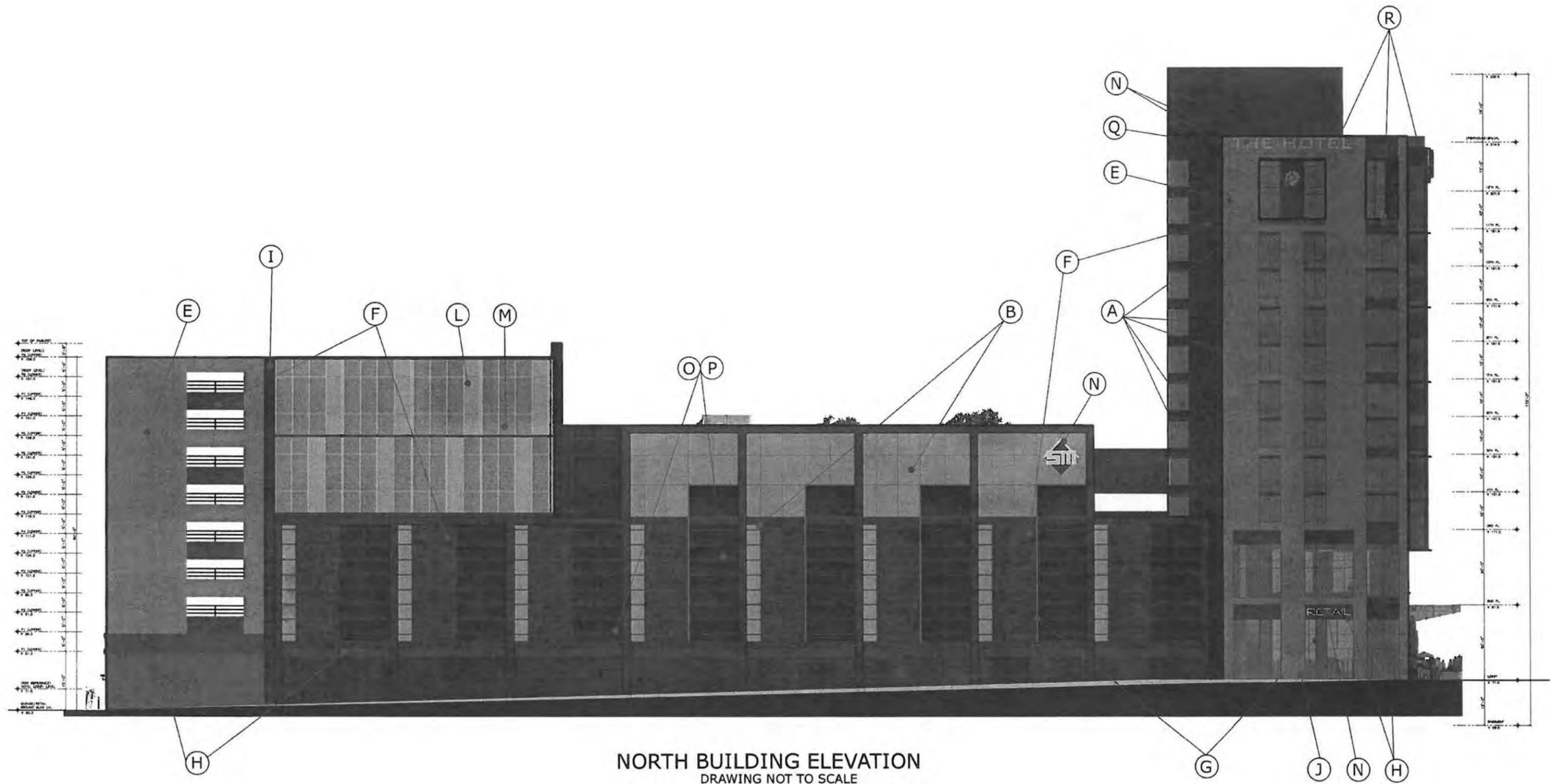
MATERIAL LEGEND

(A) GLAZING TYPE A-TRANSPARENT	(H) METAL PANEL A-"WARM DARK GRAY"	(O) ALUMINUM VENTING TO DAYLIGHT FROM BUILDING INTERIOR W/ SCREENING.
(B) GLAZING TYPE B-SPANDREL (OPAQUE) TO MATCH GLAZING TYPE A (TEMPERED)	(I) METAL PANEL B-"WARM DARK GRAY", CORRUGATED	(P) FALSE ALUMINUM VENTING TO MATCH
(C) GLAZING TYPE C-SEMI TRANSPARENT	(J) GRANITE TYPE A-TO CLOSELY MATCH BRICK COLOR "A"	(Q) BRICK TYPE C- "WARM VERY DARK GRAY" SOLIDER COURSE
(D) GLAZING TYPE D-SPANDREL (OPAQUE) TO MATCH GLAZING TYPE C (TEMPERED)	(K) EXTERIOR LIGHT SCANCE	(R) TRANSLUCENT GLASS RAILING ASSEMBLY (TEMPERED)
(E) BRICK TYPE A-"REDDISH" BRICK W/ MATCHING GROUT, SELECTION TBD	(L) SCREEN TYPE A-LESS TRANSPARENCY, NATURAL METAL COLOR-SEMI POLISHED	
(F) BRICK TYPE B-"WARM DARK GRAYISH W/ MATCHING GROUT, SELECTION TBD	(M) SCREEN TYPE B-MORE TRANSPARENCY, NATURAL METAL COLOR-SEMI POLISHED	
(G) METAL ACCENT COLOR INTEGRATED INTO GLAZING ASSEMBLY	(N) BACK-LIT BUILDING SIGNAGE	



WEST BUILDING ELEVATION
 DRAWING NOT TO SCALE
 MATERIAL LEGEND

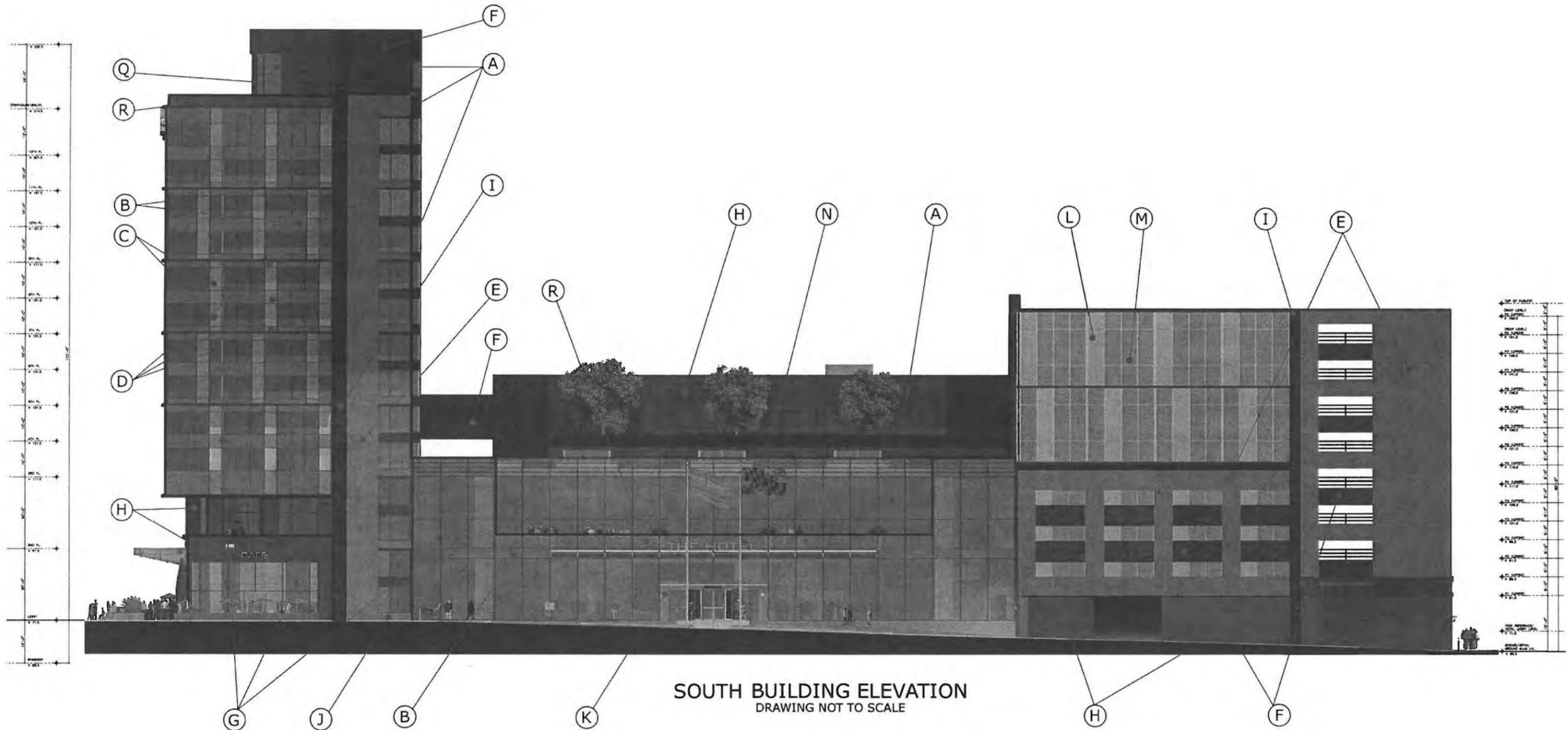
(A) GLAZING TYPE A-TRANSPARENT	(H) METAL PANEL A-"WARM DARK GRAY"	(O) ALUMINUM VENTING TO DAYLIGHT FROM BUILDING INTERIOR W/ SCREENING.
(B) GLAZING TYPE B-SPANDREL (OPAQUE) TO MATCH GLAZING TYPE A (TEMPERED)	(I) METAL PANEL B-"WARM DARK GRAY", CORRUGATED	(P) FALSE ALUMINUM VENTING TO MATCH
(C) GLAZING TYPE C-SEMI TRANSPARENT	(J) GRANITE TYPE A-TO CLOSELY MATCH BRICK COLOR "A"	(Q) BRICK TYPE C- "WARM VERY DARK GRAY" SOLIDER COURSE
(D) GLAZING TYPE D-SPANDREL (OPAQUE) TO MATCH GLAZING TYPE C (TEMPERED)	(K) EXTERIOR LIGHT SCONCE	(R) TRANSLUCENT GLASS RAILING ASSEMBLY (TEMPERED)
(E) BRICK TYPE A-"REDDISH" BRICK W/ MATCHING GROUT, SELECTION TBD	(L) SCREEN TYPE A-LESS TRANSPARENCY, NATURAL METAL COLOR-SEMI POLISHED	
(F) BRICK TYPE B-"WARM DARK GRAYISH W/ MATCHING GROUT, SELECTION TBD	(M) SCREEN TYPE B-MORE TRANSPARENCY, NATURAL METAL COLOR-SEMI POLISHED	
(G) METAL ACCENT COLOR INTEGRATED INTO GLAZING ASSEMBLY	(N) BACK-LIT BUILDING SIGNAGE	



NORTH BUILDING ELEVATION
DRAWING NOT TO SCALE

MATERIAL LEGEND

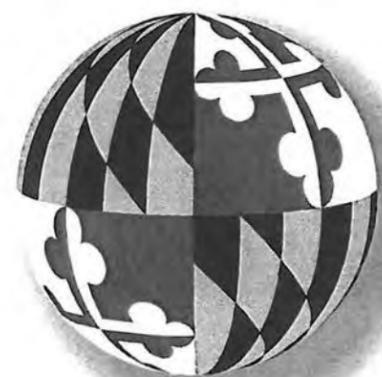
(A) GLAZING TYPE A-TRANSPARENT	(H) METAL PANEL A-"WARM DARK GRAY"	(O) ALUMINUM VENTING TO DAYLIGHT FROM BUILDING INTERIOR W/ SCREENING.
(B) GLAZING TYPE B-SPANDREL (OPAQUE) TO MATCH GLAZING TYPE A (TEMPERED)	(I) METAL PANEL B-"WARM DARK GRAY", CORRUGATED	(P) FALSE ALUMINUM VENTING TO MATCH
(C) GLAZING TYPE C-SEMI TRANSPARENT	(J) GRANITE TYPE A-TO CLOSELY MATCH BRICK COLOR "A"	(Q) BRICK TYPE C- "WARM VERY DARK GRAY" SOLIDER COURSE
(D) GLAZING TYPE D-SPANDREL (OPAQUE) TO MATCH GLAZING TYPE C (TEMPERED)	(K) EXTERIOR LIGHT SCONCE	(R) TRANSLUCENT GLASS RAILING ASSEMBLY (TEMPERED)
(E) BRICK TYPE A-"REDDISH" BRICK W/ MATCHING GROUT, SELECTION TBD	(L) SCREEN TYPE A-LESS TRANSPARENCY, NATURAL METAL COLOR-SEMI POLISHED	
(F) BRICK TYPE B-"WARM DARK GRAYISH W/ MATCHING GROUT, SELECTION TBD	(M) SCREEN TYPE B-MORE TRANSPARENCY, NATURAL METAL COLOR-SEMI POLISHED	
(G) METAL ACCENT COLOR INTEGRATED INTO GLAZING ASSEMBLY	(N) BACK-LIT BUILDING SIGNAGE	



SOUTH BUILDING ELEVATION
DRAWING NOT TO SCALE

MATERIAL LEGEND

(A) GLAZING TYPE A-TRANSPARENT	(H) METAL PANEL A-"WARM DARK GRAY"	(O) ALUMINUM VENTING TO DAYLIGHT FROM BUILDING INTERIOR W/ SCREENING.
(B) GLAZING TYPE B-SPANDREL (OPAQUE) TO MATCH GLAZING TYPE A (TEMPERED)	(I) METAL PANEL B-"WARM DARK GRAY", CORRUGATED	(P) FALSE ALUMINUM VENTING TO MATCH
(C) GLAZING TYPE C-SEMI TRANSPARENT	(J) GRANITE TYPE A-TO GLOBELY MATCH BRICK COLOR "A"	(Q) BRICK TYPE C- "WARM VERY DARK GRAY" SOLIDER COURSE
(D) GLAZING TYPE D-SPANDREL (OPAQUE) TO MATCH GLAZING TYPE C (TEMPERED)	(K) EXTERIOR LIGHT SCNCE	(R) TRANSLUCENT GLASS RAILING ASSEMBLY (TEMPERED)
(E) BRICK TYPE A-"REDDISH" BRICK W/ MATCHING GROUT, SELECTION TBD	(L) SCREEN TYPE A-LESS TRANSPARENCY, NATURAL METAL COLOR-SEMI POLISHED	
(F) BRICK TYPE B-"WARM DARK GRAYISH W/ MATCHING GROUT, SELECTION TBD	(M) SCREEN TYPE B-MORE TRANSPARENCY, NATURAL METAL COLOR-SEMI POLISHED	
(G) METAL ACCENT COLOR INTEGRATED INTO GLAZING ASSEMBLY	(N) BACK-LIT BUILDING SIGNAGE	



THE HOTEL

AT THE UNIVERSITY OF MARYLAND

FA 09/15/14 MFoster 19
R1 09/17/14 MFoster .25
R2 09/30/14 Khuang_2
R3 09/30/14 Khuang_2
R4 10/30/14 MFoster 6.0

Building Sign Options

AppleSigns
VISION · DESIGN · IMPACT

404 Serendipity Dr. Millersville, Md. 21108
Phone 410.987.7446 Fax 410.987.1580
www.applesigns.com

Page# 1

North Elevation - Option 2



CLIENT: SMC
 CONTACT:
 ADDRESS:
 The Hotel @ University of MD

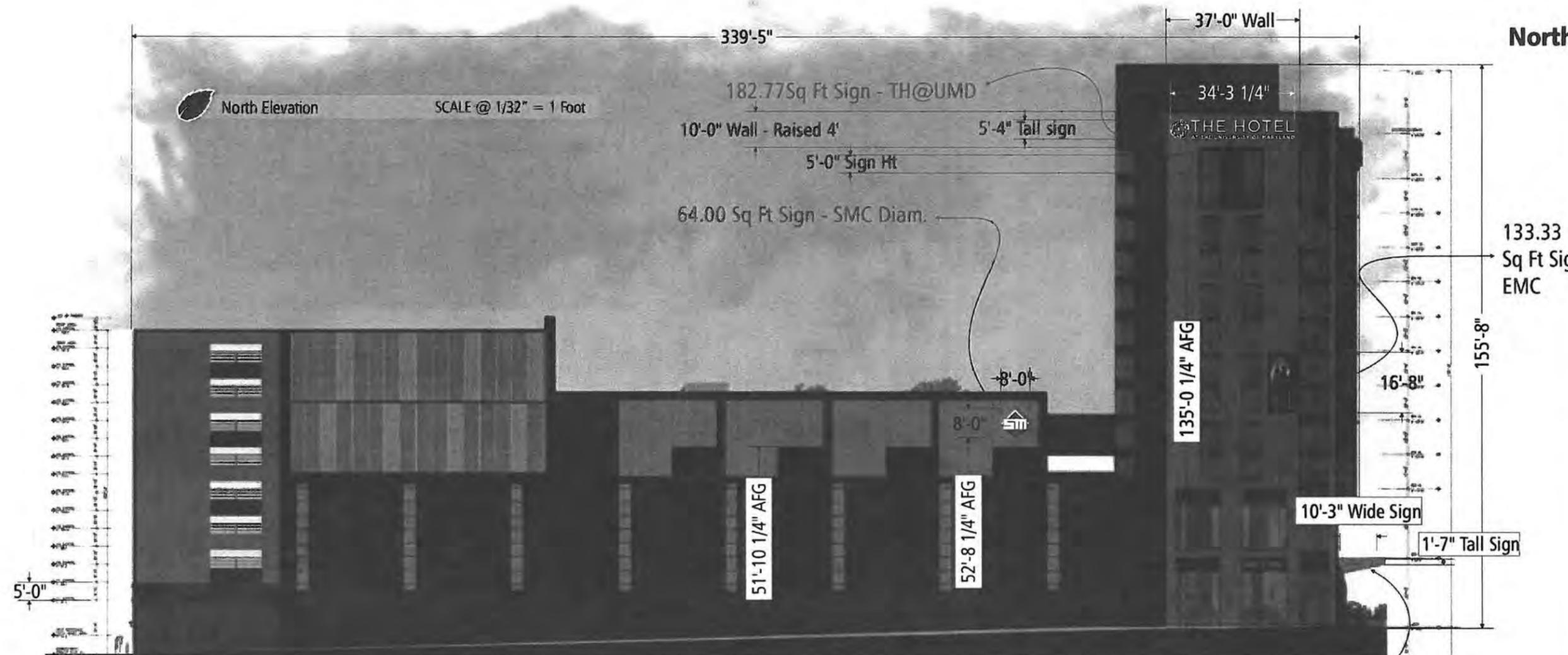
PHONE
 FAX

SKETCH# R4 BY~MF
 SCALE : noted

NOTES
 Printout Colors are for reference only.

APPLE SIGNS - SIC # 3993

REV. #	DATE	BY
FA	09/15/14	MFoster 19
R1	09/17/14	MFoster .25
R2	09/30/14	Khuang 2
R3	09/30/14	Khuang
R4	10/30/14	MFoste



Typical LED Channel Letters - Mount Flush

SIGNAGE CALCULATIONS-NORTH ELEVATION	
Total Commercial Area of Façade =	23,970 SF
Max. Allowed (10% of Façade Total) =	2,397 SF
Total Proposed =	263 SF
Total Proposed % =	1.10%

- Add 4 Signs to North Elevation Once Wall is Extended By Others.
 - Sign N1 Mounts to Extend Existing Wall, Approx. 4' Above Current Wall Height. (Existing Wall is 6' Tall +/-)
 - N1 • Create 1 Channel Letter Sign
 "The Hotel at University of MD"
 Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces w/ Red 2nd Surface Vinyl. Letters are White @ Daytime and Illuminate Red @ Dusk. Photocell Activation.
 White LED's in Logo Cabinet w/ UM Red and Yellow Trans Vinyl Graphic. White Acrylic Face w/ Black Returns and Trim-Cap.
 All elements flush surface mounted to brick work w/ Corrosion Resistant Hardware.
 - N2 • Create 1 Channel Letter Logo "SMC Diamond Logo"
 White LED's in Logo Cabinet w/ Black and PMS 300c Blue Translucent Vinyl on Face. Black Returns and Trim-Cap, White Acrylic Face.
 - N3 • Install One Sign to the North Face of the West Elevation Mounted Canopy. Fabrication, Sign Type & Install Method TBD & Coordinated w/ Canopy Details.
 - N4 • Full Color EMC 8' x 16'-8"
- Printout colors are for reference only. All Electrical Components UL® Listed.

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M

PROJECT NUMBER: DSP-14

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

Page# 2

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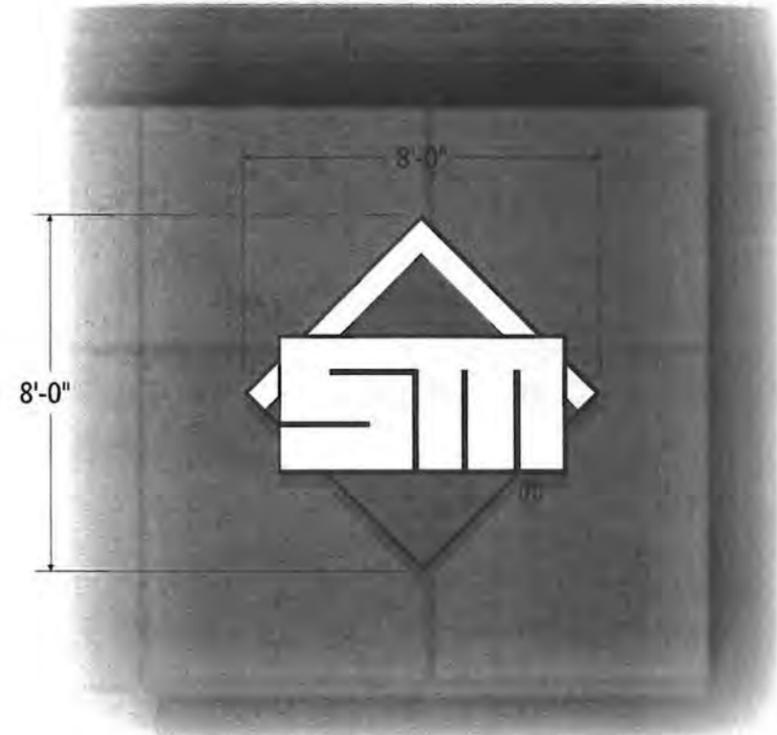
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North Elevation / Sign Enlargements - Option 2



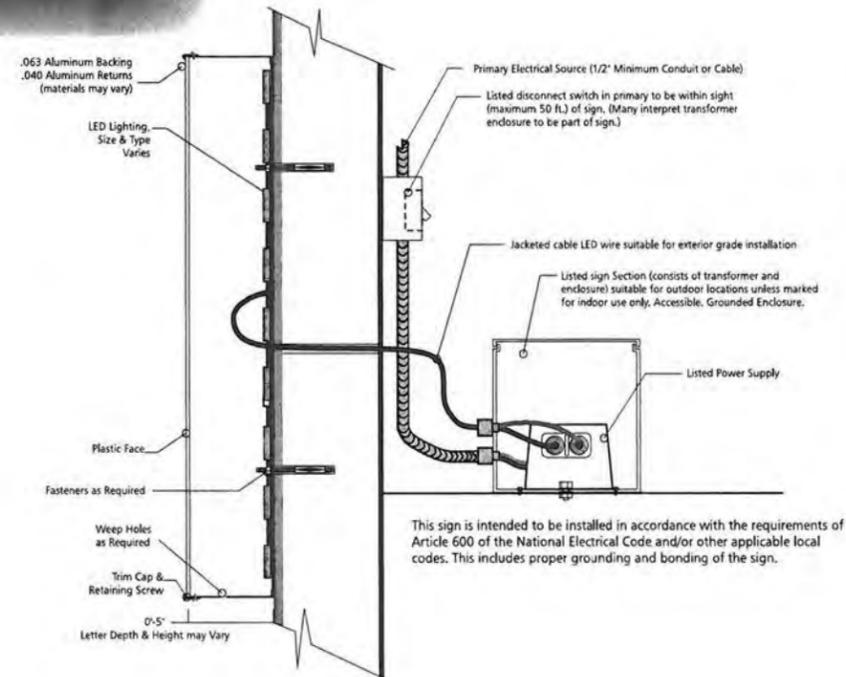
182.77Sq Ft Sign - TH@UMD

N1 - Opt2 SCALE @ 1/4" = 1 Foot

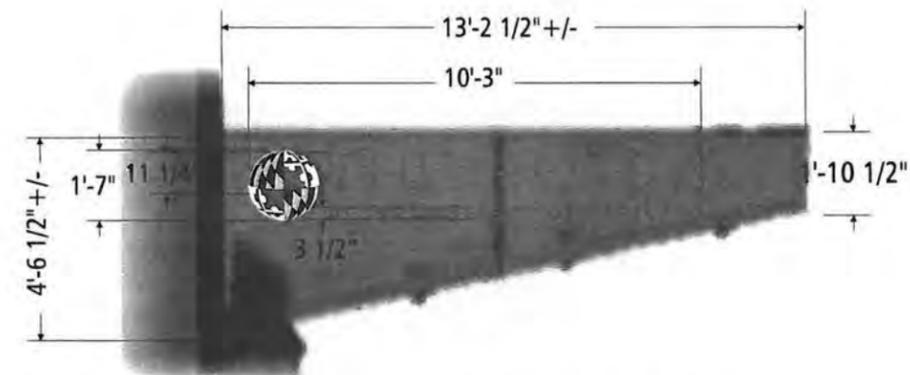


64 Sq Ft Sign - SMC Diam.

N2 - Opt2 SCALE @ 1/4" = 1 Foot



This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.



16.22 Sq Ft Sign - Canopy West / North Face

N3 - Opt2 SCALE @ 1/4" = 1 Foot

AppleSigns
 VISION · DESIGN · IMPACT

CLIENT: SMC
 CONTACT:
 ADDRESS:
 The Hotel @ University of MD

PHONE
 FAX

SKETCH# R4 BY-MF
 SCALE : noted

NOTES
 Printout Colors are for reference only.
 APPLE SIGNS - SIC # 3993

REV. #	DATE	BY
FA	09/15/14	MFoster 19
R1	09/17/14	MFoster .25
R2	09/30/14	Khuang 2
R3	09/30/14	Khuang 2
R4	10/30/14	MFoster 6.0

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M
 PROJECT NUMBER: DSP-14
 For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

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East Elevation



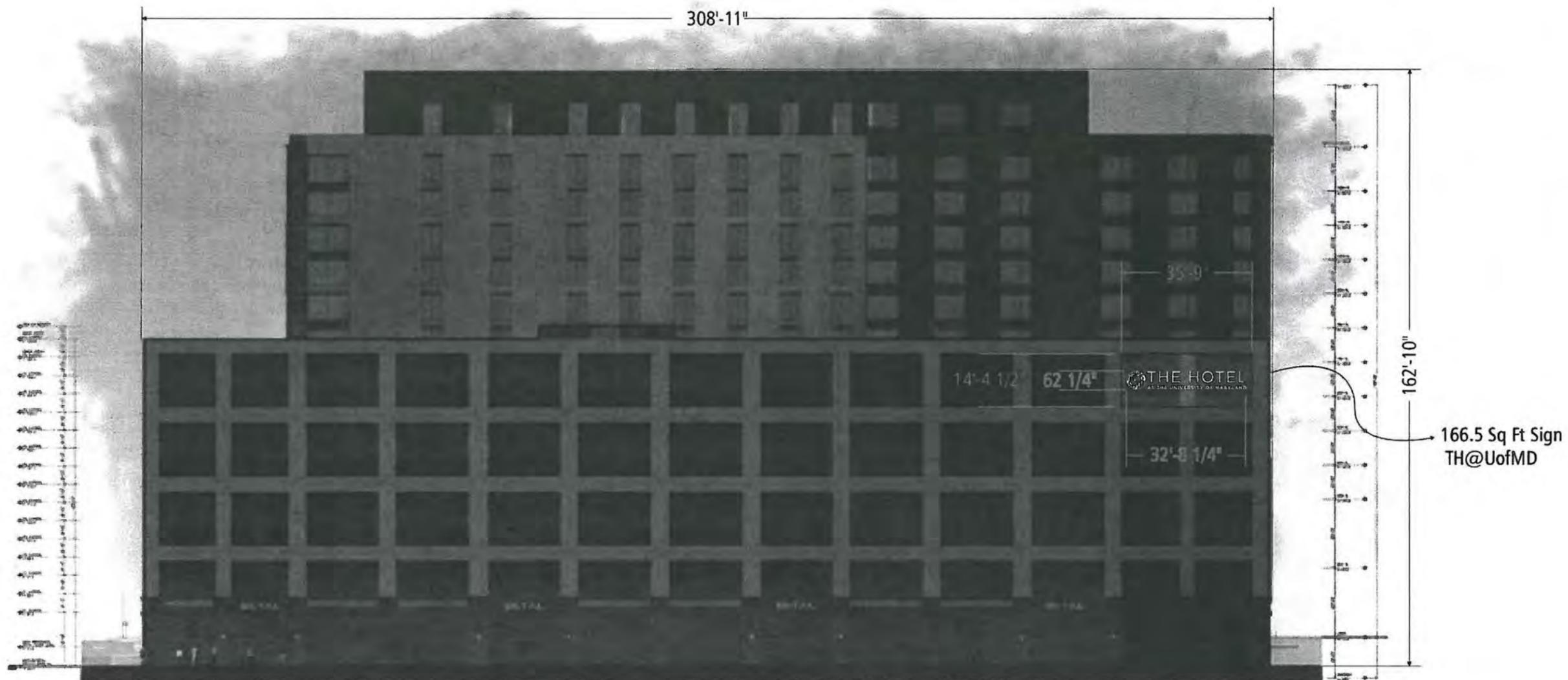
CLIENT: SMC
 CONTACT:
 ADDRESS:
 The Hotel @ University of MD

PHONE
 FAX

SKETCH# R4 BY~MF
 SCALE : noted

NOTES
 Printout Colors are for reference only.
 APPLE SIGNS ~ SIC # 3993

REV. #	DATE	BY
FA	09/15/14	MFoster 19
R1	09/17/14	MFoster .25
R2	09/30/14	Khuang 2
R3	09/30/14	Khuang ?
R4	10/30/14	MFost



East SCALE @ 1/32" = 1 Foot

SIGNAGE CALCULATIONS-EAST ELEVATION	
Total Commercial Area of Façade =	6,235 SF
Max. Allowed (10% of Façade Total) =	624 SF
Total Proposed =	542 SF
Total Proposed % =	8.69%

- Add 2 Signs to East Elevation
- Sign N1 Mounts to Existing Wall Ht Depicted on Plans (Existing Wall is 6' Tall +/-)

E1 • Create 1 Channel Letter Sign
 "The Hotel at University of MD"
 Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces w/
 Red 2nd Surface Vinyl. Letters are White @ Daytime and Illuminate Red
 @ Dusk. Photocell Activation.
 White LED's in Logo Cabinet w/ UM Red and Yellow Trans Vinyl Graphic.
 White Acrylic Face w/ Black Returns and Trim-Cap.
 All elements flush surface mounted to Alum. meshed panel
 Corrosion Resistant Hardware.

• Printout colors are for reference only. All Electrical Components UL® Listed.

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PROJECT NAME: The Hotel at University of M
 PROJECT NUMBER: DSP-14
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West Elevation Sign Enlargements - Option 1



CLIENT: SMC
 CONTACT:
 ADDRESS:
 The Hotel @ University of MD

PHONE
 FAX

SKETCH# R4 BY—MF
 SCALE : noted

NOTES
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 APPLE SIGNS – SIC # 3993

REV. #	DATE	BY
FA	09/15/14	MFoster 19
R1	09/17/14	MFoster .25
R2	09/30/14	Khuang 2
R3	09/30/14	Khuang 2
R4	10/30/14	MFoster 6.0

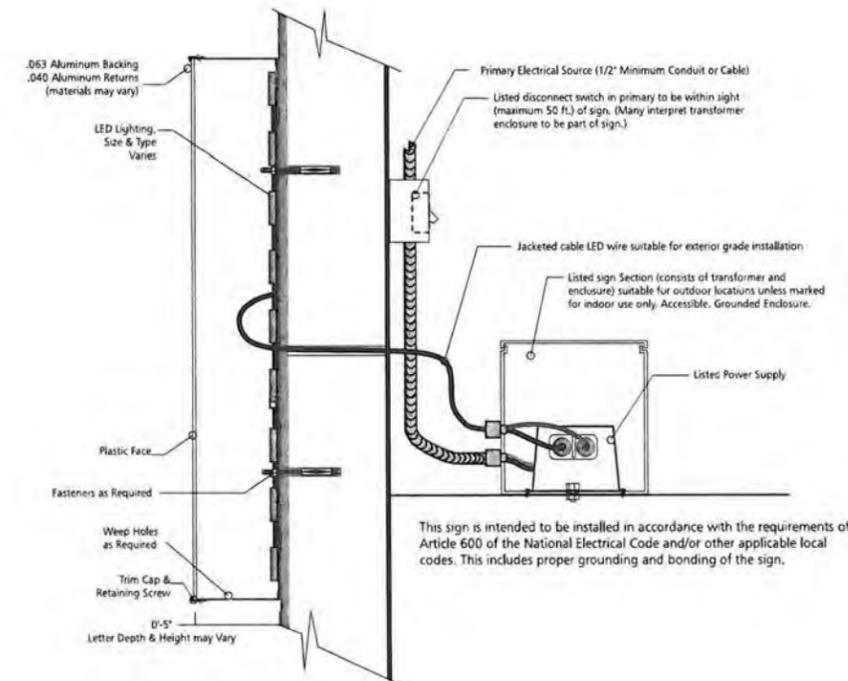


E1 - Hotel Sign SCALE @ 1/8" = 1 Foot

- Add 1 Sign to East Elevation

E1 "The Hotel at University of MD"
 Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces w/ Red 2nd Surface Vinyl. Letters are White @ Daytime and Illuminate Red @ Dusk. Photocell Activation.
 White LED's in Logo Cabinet w/ UM Red and Yellow Trans Vinyl Graphic. White Acrylic Face w/ Black Returns and Trim-Cap.
 All elements flush surface mounted Alum. meshed panel, Corrosion Resistant Hardware.

- Printout colors are for reference only. All Electrical Components UL® Listed.



Typical LED Channel Letters - Mount Flush

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M

PROJECT NUMBER: DSP-14

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West Elevation - Option 2

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CLIENT: SMC
CONTACT:
ADDRESS:
The Hotel @ University of MD

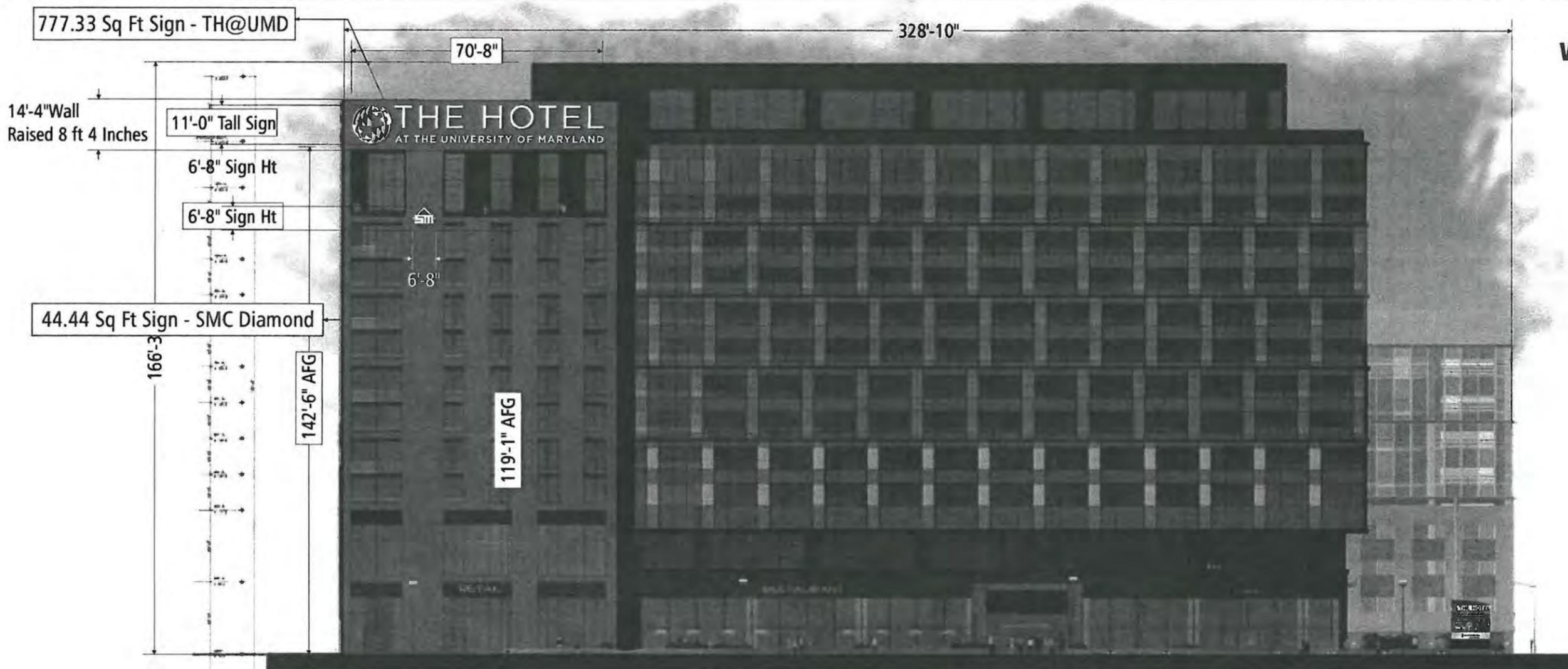
PHONE
FAX

SKETCH# R4 BY~MF
SCALE : noted

NOTES

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APPLE SIGNS ~ SIC # 3993

REV. #	DATE	BY
FA	09/15/14	MFoster 19
R1	09/17/14	MFoster .25
R2	09/30/14	Khuang ?
R3	09/30/14	Khuang
R4	10/30/14	MFoster U.U



West Elevation SCALE @ 1/32" = 1 Foot

- Add 2 Signs to North Elevation
- Sign W1 Mounts to Extend Existing Wall, Approx. 8'-4" Above Current Wall Height. (Existing Wall is 6' Tall +/-)

W1 • Create 1 Channel Letter Sign
"The Hotel at University of MD"
Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces w/
Red 2nd Surface Vinyl. Letters are White @ Daytime and Illuminate Red
@ Dusk. Photocell Activation.
White LED's in Logo Cabinet w/ UM Red and Yellow Trans Vinyl Graphic.
White Acrylic Face w/ Black Returns and Trim-Cap.
All elements flush surface mounted to brick work w/
Corrosion Resistant Hardware.

W2 • Create 1 Channel Letter Logo "SMC Diamond Logo"
White LED's in Logo Cabinet w/ Black and PMS 300c Blue
Translucent Vinyl on Face. Black Returns and Trim-Cap,
White Acrylic Face.

- Printout colors are for reference only. All Electrical Components UL® Listed.

SIGNAGE CALCULATIONS-WEST ELEVATION	
Total Commercial Area of Façade =	45,389 SF
Max. Allowed (10% of Façade Total) =	4,539 SF
Total Proposed =	1137 SF
Total Proposed % =	2.51%

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M

PROJECT NUMBER: DSP-14

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

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West Elevation Sign Enlargements - Option 2



CLIENT: SMC
 CONTACT:
 ADDRESS:
 The Hotel @ University of MD

PHONE
 FAX

SKETCH# R4 BY--MF
 SCALE : noted

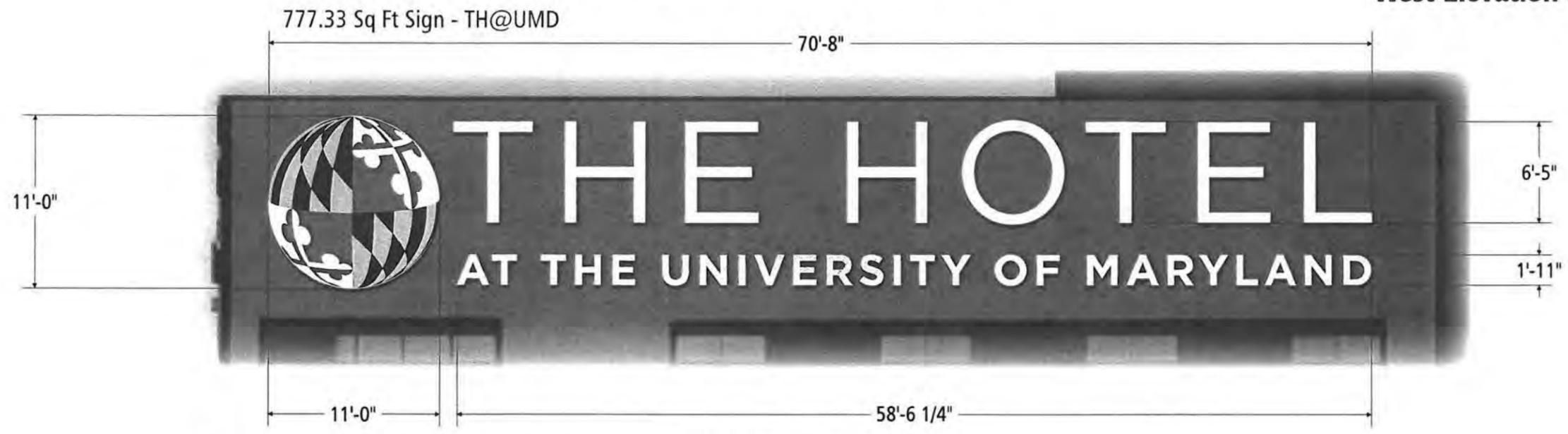
NOTES
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 APPLE SIGNS - SIC # 3993

REV. #	DATE	BY
FA	09/15/14	MFoster 19
R1	09/17/14	MFoster .25
R2	09/30/14	Khuang 2
R3	09/30/14	Khuang 2
R4	10/30/14	MFoster 6.0

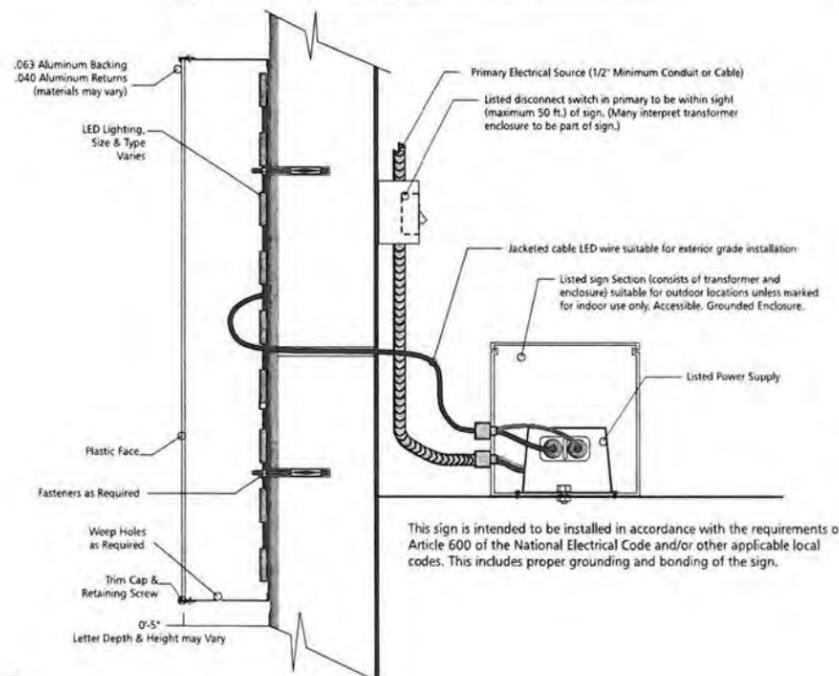
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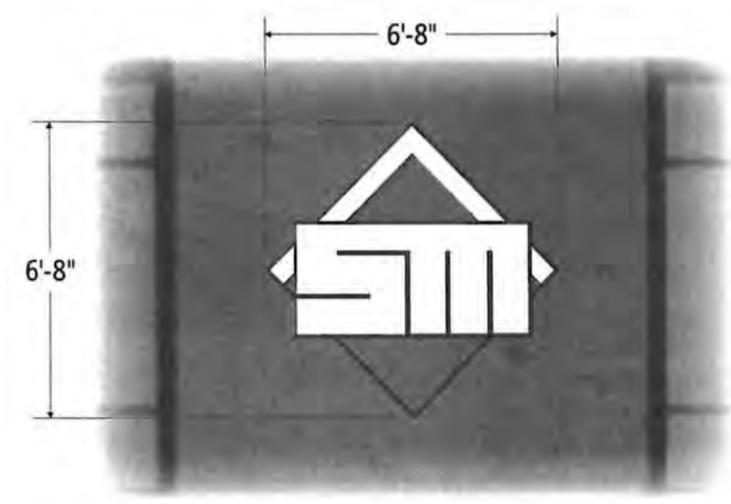


Typical LED Channel Letters - Mount Flush



- Add 2 Signs to North Elevation
- Sign W1 Mounts to Existing Wall Ht Depicted on Plans (Existing Wall is 6' Tall +/-)
- W1 • Create 1 Channel Letter Sign "The Hotel at University of MD"
 Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces w/ Red 2nd Surface Vinyl. Letters are White @ Daytime and Illuminate Red @ Dusk. Photocell Activation. White LED's in Logo Cabinet w/ UM Red and Yellow Trans Vinyl Graphic. White Acrylic Face w/ Black Returns and Trim-Cap. All elements flush surface mounted to brick work w/ Corrosion Resistant Hardware.
- W2 • Create 1 Channel Letter Logo "SMC Diamond Logo"
 White LED's in Logo Cabinet w/ Black and PMS 300c Blue Translucent Vinyl on Face. Black Returns and Trim-Cap, White Acrylic Face.
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W2 - Opt2 - SMC Logo SCALE @ 1/4" = 1 Foot



44.44 Sq Ft Sign - SMC Diamond

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M-NCPPC APPROVAL

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South Elevation



CLIENT: SMC
 CONTACT:
 ADDRESS:
 The Hotel @ University of MD

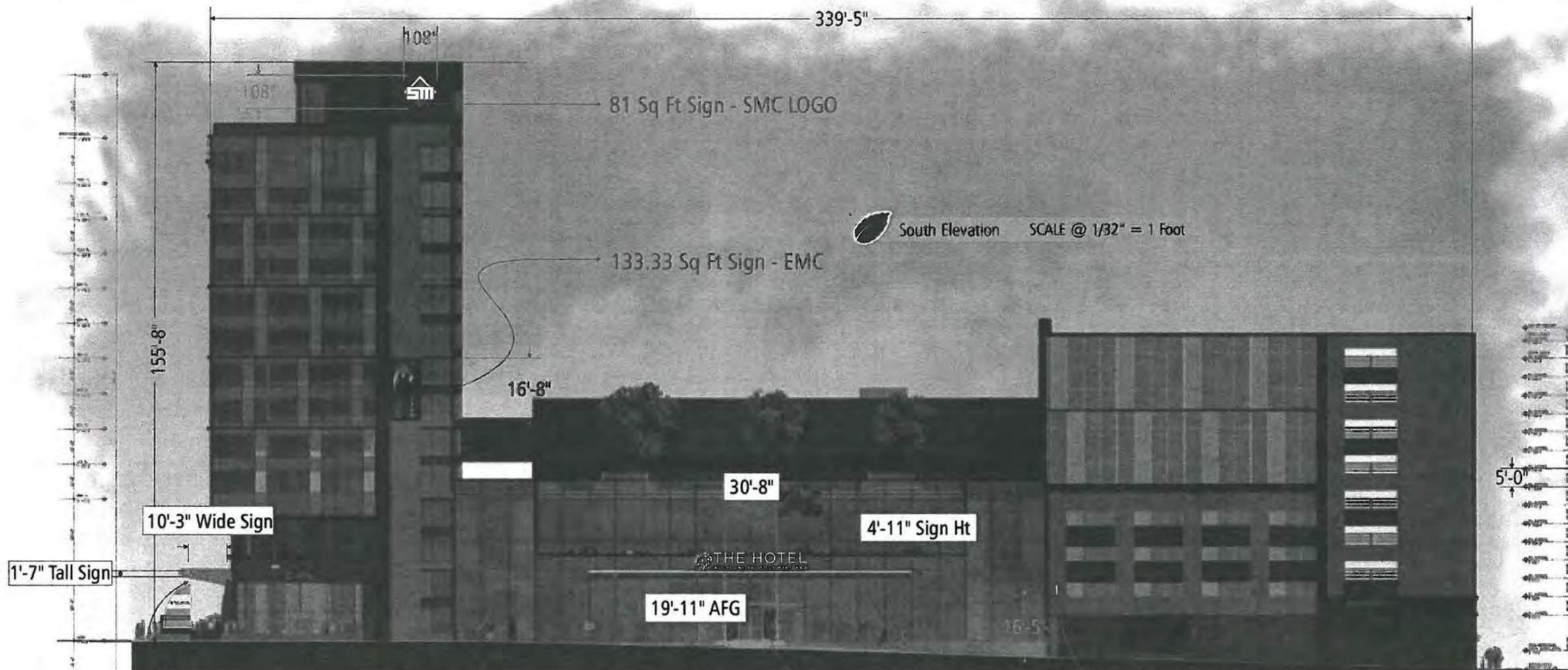
PHONE
 FAX

SKETCH# R4 BY~MF
 SCALE : noted

NOTES

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 APPLE SIGNS - SIC # 3993

REV. #	DATE	BY
FA	09/15/14	MFoster 19
R1	09/17/14	MFoster .25
R2	09/30/14	Khuang ?
R3	09/30/14	Khuang
R4	10/30/14	MFoster

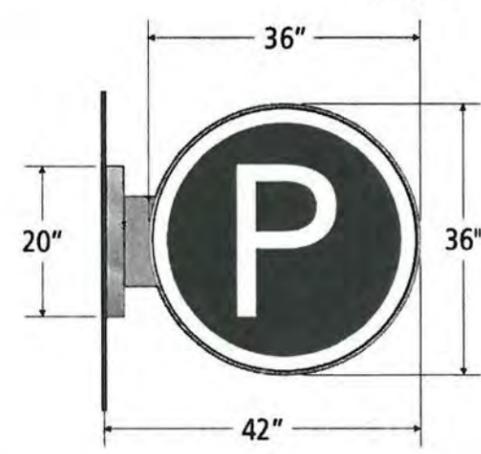


- Add 5 Signs to South Elevation Option 1
- 16.22 Sq Ft Sign - Canopy West / South Face
- 150.77 Sq Ft Sign TH@UofMD
- 10.5 Sq Ft Sign - Parking "p"

- S1 • Create 1 Channel Letter Sign Mounted to Canopy Top Front Edge. "The Hotel at University of MD" w/ Logo
- S2 • Install One Sign to the South Face of the West Elevation Mounted Canopy.
- S3 • Create 1 Channel Letter Logo "SMC Diamond Logo"
- S4 • Create 1 D/F blade sign, parking "P"
- S5 • Full Color EMC 8' x 16'-8"

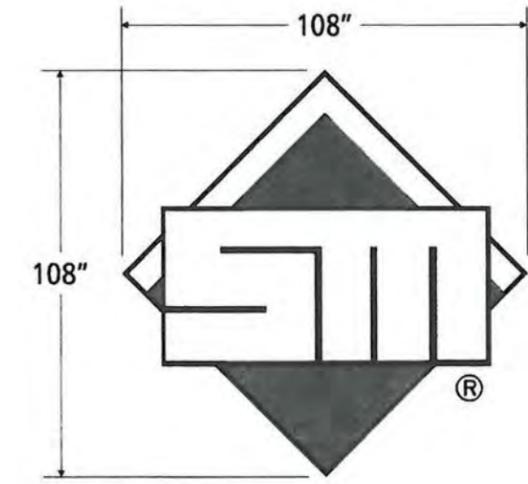
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SIGNAGE CALCULATIONS-SOUTH ELEVATION	
Total Commercial Area of Façade =	21,073 SF
Max. Allowed (10% of Façade Total) =	2,107 SF
Total Proposed =	349 SF
Total Proposed % =	1.66%



S4 - BLADE SIGN SCALE @ 1/2" = 1 Foot

S4 Create 1 Channel Letter parking "P" White LED's in Logo Cabinet w/ Blue Translucent Vinyl on Face. Silver Returns and Trim-Cap, White Acrylic Face.



S3 - SMC Logo SCALE @ 1/4" = 1 Foot

S3 Create 1 Channel Letter Logo "SMC Diamond Logo" White LED's in Logo Cabinet w/ Black and PMS 300c Blue Translucent Vinyl on Face. Black Returns and Trim-Cap, White Acrylic Face.

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 PROJECT NUMBER: DSP-14
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150.77 Sq Ft Sign - TH@UofMD

S1 - Opt1

SCALE @ 3/8" = 1 Foot

South Elevation Sign Enlargements

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CLIENT: SMC
CONTACT:
ADDRESS:
The Hotel @ University of MD

PHONE
FAX

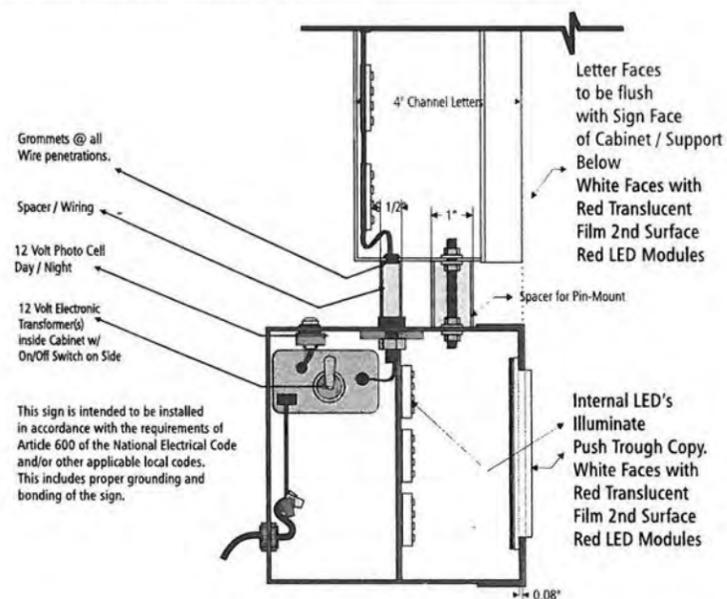
SKETCH# R4 BY--MF
SCALE : noted

NOTES
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APPLE SIGNS - SIC # 3993

REV. #	DATE	BY
FA	09/15/14	MFoster 19
R1	09/17/14	MFoster .25
R2	09/30/14	Khuang 2
R3	09/30/14	Khuang 2
R4	10/30/14	MFoster 6.0



Typical Vertical Mt Channel Letters w/ Illuminated Cabinet SCALE @ NA



- Add 2 Signs to South Elevation Option 1
- S1 • Create 1 Channel Letter Sign Mounted to Canopy Top Front Edge. "The Hotel at University of MD" w/ Logo" Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces. Photocell Activation. Red LED's in UofMD Cabinet w/ White Faced Push Through Copy Cabinet Painted Black. "THE HOTEL" Letters Post Mount Vertical to Cabinet. All Letters will Illuminate Red @ Night and Appear White During Daytime.

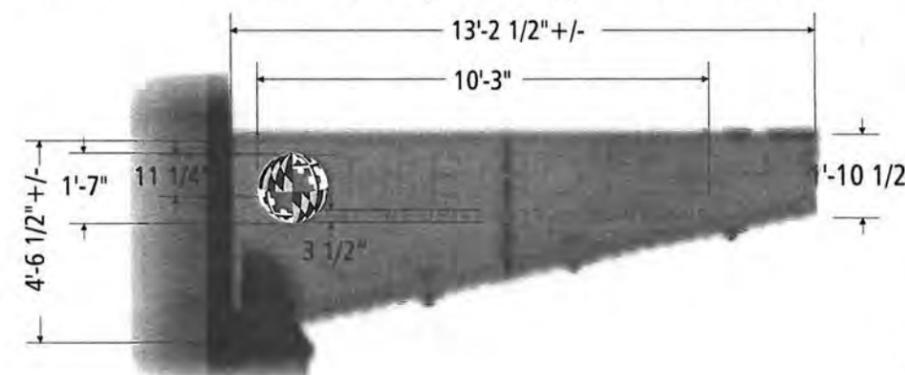
Logo Face with Yellow & Red Trans Vinyl Graphics. White Acrylic Face w/ Black Returns and Trim-Cap. Logo Cabinet is Post Mounted Vertical to Cabinet Flange

- S2 • Install One Sign to the South Face of the West Elevation Mounted Canopy. Fabrication, Sign Type & Install Method TBD & Coordinated w/ Canopy Details.

• Printout colors are for reference only.
All Electrical Components UL® Listed.

S2 - Opt1 SCALE @ 1/4" = 1 Foot

16.22 Sq Ft Sign - Canopy West / South Face



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Monument Sign - Double Sided Opt 2

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CONTACT:
ADDRESS:
The Hotel @ University of MD

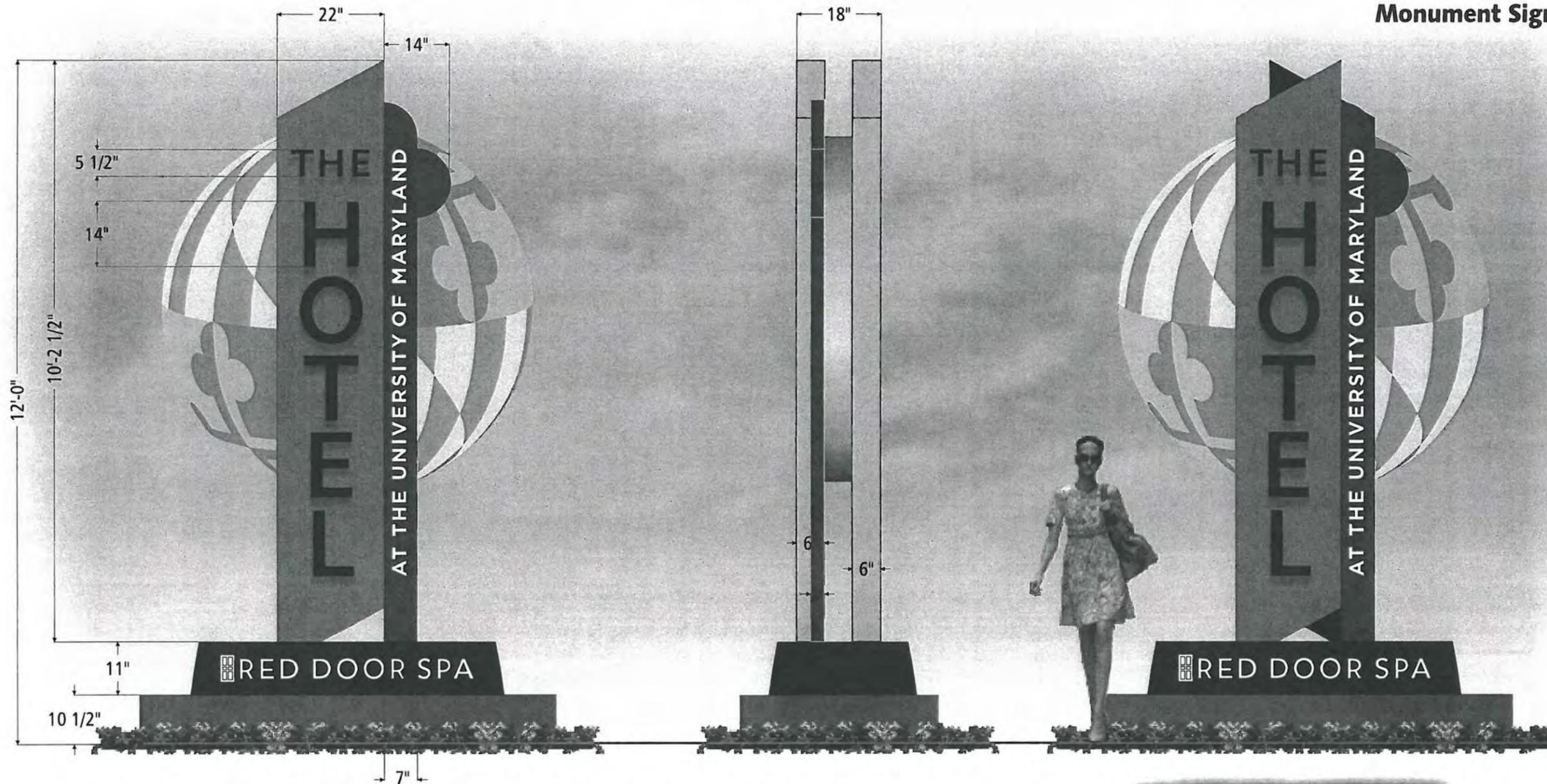
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FAX

SKETCH# R4 BY-MF
SCALE : noted

NOTES
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FA	09/15/14	MFoster 19
R1	09/17/14	MFoster .25
R2	09/30/14	Khuang 2
R3	09/30/14	Khuang 2
R4	10/30/14	MFoster 6.C



Monument Sign - Sculptural SCALE @ 1/2" = 1'-0"

- CREATE ONE D/S MONUMENT SIGN M1 (FOR SOUTH WEST CORNER OF BLDG)
- PRINTOUT COLORS ARE FOR REFERENCE ONLY. ALL ELECTRICAL COMPONENTS UL® LISTED.

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Retail Channel Letter Example

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CLIENT: SMC
CONTACT:
ADDRESS:
The Hotel @ University of MD

PHONE
FAX

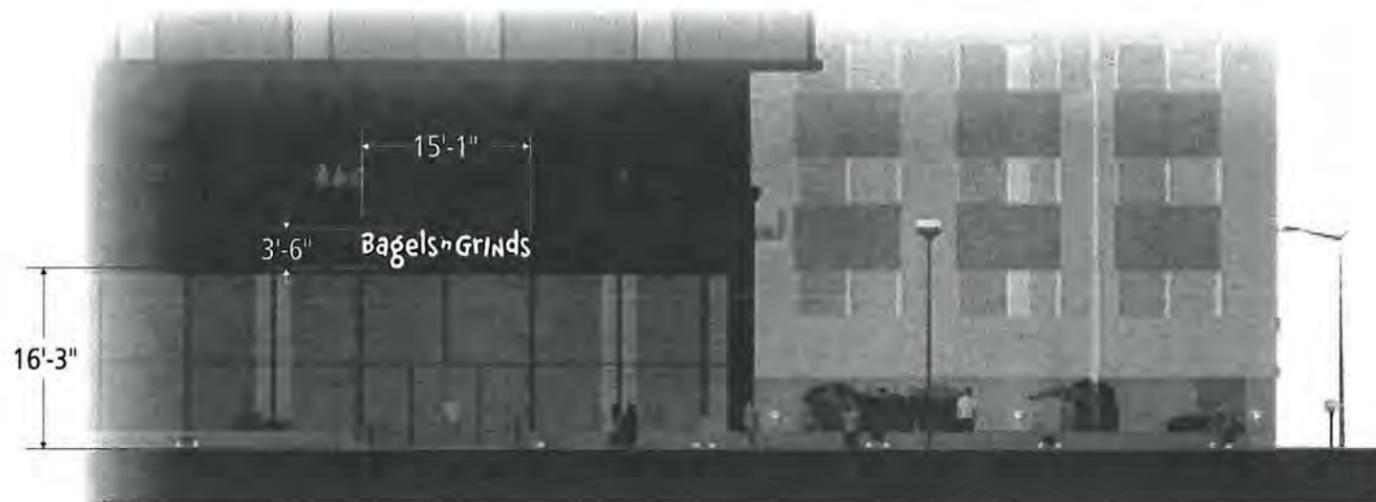
SKETCH# R4 BY--MF
SCALE : noted

NOTES

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APPLE SIGNS ~ SIC # 3993

REV. #	DATE	BY
FA	09/15/14	MFoster 19
R1	09/17/14	MFoster .25
R2	09/30/14	Khuang 2
R3	09/30/14	Khuang 2
R4	10/30/14	MFoster 6.0

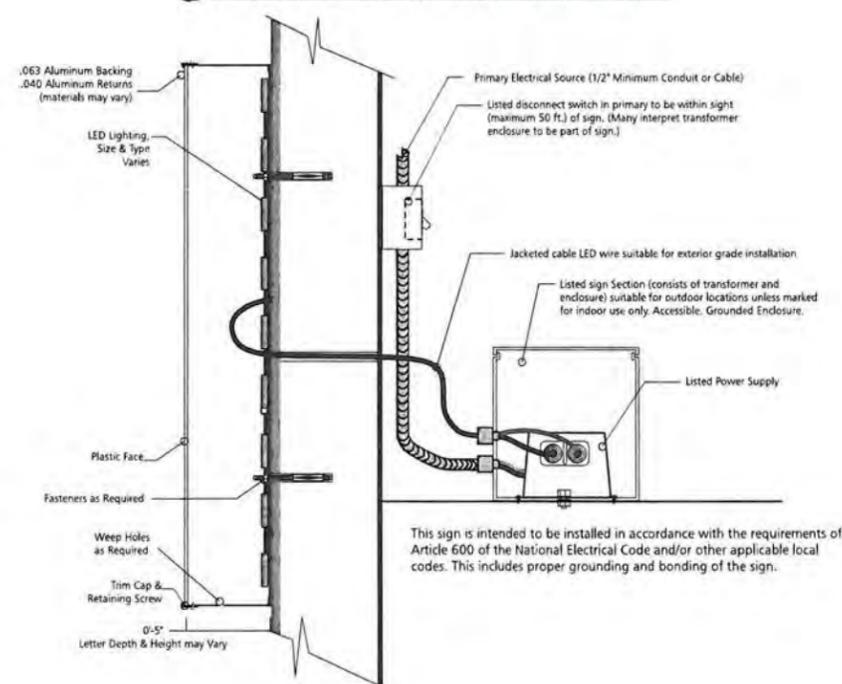


West Elevation - Retail Sign Detail SCALE @ 1/16" = 1 Foot

- Create Face Lit Surface Mounted Channel Letter Sign for Retail Tenants
- R1 • Create Custom Channel Letter Signs
4" Deep Channel Letters
3/16" Acrylic Faces and 1" Trim-Cap
White LED's Illumination w/ 12 Volt Transformers.

Logo's to be developed into Channel Letters Upon Receipt of Location and Tenant Logo Requirements.
Individual Sketches provided for Client Approval.
- Printout colors are for reference only. All Electrical Components UL® Listed.

Typical LED Channel Letters - Mount Flush



This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.



Retail Sign Detail - Example Only Not for Production SCALE @ 1/2" = 1 Foot

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M
PROJECT NUMBER: DSP-14
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

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Supplement C
University System Of Maryland
ACTION AGENDA
July 2, 2014

Contact: James Salt
jsalt@usmd.edu
301-445-1987
USM Rep: James Stirling

3-RP. UNIVERSITY OF MARYLAND, COLLEGE PARK

Real Property: Disposition

Recommendation: That the Board of Public Works approve the University of Maryland, College Park selling 3.1± acres of real property located on U.S. Route 1 in College Park, which necessarily includes subdividing that tract from a larger land parcel.

Legal Instruments: Approval of this Item includes authorizing the:

- Agreement of Sale
- Deed of Subdivision
- Deed of Conveyance
- Declaration of Covenants, Conditions, Restrictions, and Reciprocal Easements

Prior Approval: The Board of Public Works previously declared this property surplus with the understanding that the University was proposing to sell the property to an affiliate of the University of Maryland College Park Foundation for private development as a University hotel and conference center. USM Item 8-RP (March 19, 2014).

Grantor: State of Maryland to the Use of the University System of Maryland of behalf of a constituent institution, The University of Maryland, College Park

Grantee: UMCPF Property III, LLC, an affiliate of the University of Maryland College Park Foundation (Foundation Affiliate)

Property:

- Approximately 3.1 acres, comprising a portion of the land parcel conveyed by George H. Calvert, *et al.* to the Maryland Agricultural College (March 22, 1858) recorded in Liber 11 at Folio 377 among Prince George's County land records.
- These 3.1 acres will be subdivided from the larger parcel by way of a Deed of Subdivision.
- Subdivided parcel is bounded by U.S. Route 1 to west, Paint Branch Drive to north, and by larger Calvert tract to east and to south. Parcel will be subdivided from larger parcel.

Supplement C
University System Of Maryland
ACTION AGENDA
July 2, 2014

3-RP. UNIVERSITY OF MARYLAND, COLLEGE PARK (cont'd)

Real Property: Disposition

Price: \$5,431,500

Appraised Value: \$3,600,000 Smail Associates, Inc.
 \$7,050,000 Valbridge Property Advisors

Project: The sale is part of a larger, integrated transaction under which the Foundation Affiliate will buy the property and at closing will then lease the property to The Hotel at UMCP, LLC, an affiliate of David Hillman and Southern Management (the Developer). The Foundation Affiliate and the Developer will enter into a development agreement that will establish the conditions under which the Foundation Affiliate leases the property to the Developer. After signing the development agreement, the Developer will seek local land use and development approvals for a AAA-rated Four Diamond hotel with approximately 276 guest rooms, approximately 23,500 square feet of ballroom, conference and meeting space, both interior and exterior street level retail, and a café, restaurant, and bar. The Hotel will also have a penthouse lounge, swimming pool, fitness center and an adjacent 750-space parking garage.

History:

- (1) The University System of Maryland Board of Regents approved the disposition of this property to the Foundation for the purpose of providing a development site for a high quality hotel and conference center of approximately 300 rooms and parking garage. (December 6, 2013).
- (2) The Clearinghouse conducted an intergovernmental review of the project and recommended to declare the property surplus to the State, and to sell the real property at the fair market value to the Foundation. MD20131211-0845 (January 30, 2014).
- (3) As previously noted, the Board of Public Works declared this property surplus. USM Item 10-GM (March 19, 2014).
- (4) The University notified the Maryland legislative budget committees of the proposed disposition for review and comment on March 21, 2014. No comments were received during the 45-day budget committee review period (May 5, 2014).

Supplement C
University System Of Maryland
ACTION AGENDA
July 2, 2014

3-RP. UNIVERSITY OF MARYLAND, COLLEGE PARK (cont'd)

Real Property: Disposition

History (cont'd):

- (5) The Foundation's Executive Committee and its Real Estate Committee approved purchasing the property from the University and approved the ground lease under which the Foundation Affiliate will lease the property to Developer to construct and operate the hotel and conference center. (June 5, 2014).
- (6) The Board of Regents approved an approximate 2-acre non-exclusive easement for roads, access and utilities. (June 27, 2014) .

Transaction:

- (1) Upon approval of this Item, the University and the Foundation Affiliate will enter into the Agreement of Sale. Until closing (when the property actually conveys), the Agreement of Sale (between the University and the Foundation Affiliate) and the development agreement (between the Foundation Affiliate and the Developer) will govern the parties' pre-closing relationship.
- (2) The Agreement of Sale sets forth certain events that must occur for closing to occur. These events include the Developer having obtained detailed site plan and other development approvals from M-NCPPC and Prince George's County. The University will have review and approval rights of the detailed site plan as well.
- (3) The Agreement of Sale includes a Declaration of Covenants, Conditions, Restrictions, and Reciprocal Easements (Declaration). The Declaration provides for temporary staging and construction-related activities and allows the project to use approximately two acres of adjacent land for road, utility and other related easements.
- (4) The Declaration restricts the use of the property to a high-quality AAA-rated Four Diamond hotel and conference center with specific amenities.
- (5) Before closing and after the project receives the necessary local approvals, the University will obtain Board of Public Works members' signatures on the deed of subdivision; the deed of conveyance; and the Declaration. The University anticipates this occurring in 2015.

Supplement C
University System Of Maryland
ACTION AGENDA
July 2, 2014

3-RP. UNIVERSITY OF MARYLAND, COLLEGE PARK (cont'd)
Real Property: Disposition

Post-Closing:

- (1) After closing, the University retains approval rights over exterior changes and changes that materially alter the height, width, or exterior dimensions of the project from those approved in the detailed site plan.
- (2) The Developer will *build* all roads, sidewalks, utilities and other off-site infrastructure, all of which are part of a road network intended to serve both the hotel and the University's remaining property east of Route 1. The University will *maintain* the roads, sidewalks, landscaping and other related improvements (except storm water and private utilities).
- (3) The University will not allow construction of a competing full-service hotel on the University's remaining property east of Route 1 for 25 years.

BOARD OF PUBLIC WORKS	THIS ITEM WAS:		
APPROVED	DISAPPROVED	DEFERRED	WITHDRAWN
WITH DISCUSSION		WITHOUT DISCUSSION	

27624 288

PRINCE GEORGE'S COUNTY, MD
APPROVED BY [Signature]
#00R

APR 17 2007

Parcel IDs: 241122, 241123, 241189,
2400265, 2400208

\$ 14 RECORDATION TAX PAID
\$ 14 TRANSFER TAX PAID

DECLARATION OF NOTICE OF USE RESTRICTION AND EASEMENT

THIS DECLARATION OF NOTICE OF USE RESTRICTION AND EASEMENT (hereinafter "Declaration") is made this 4th day of April, 2007 by the State of Maryland for the use of the University of Maryland System on behalf of its constituent institution, the University of Maryland College Park (hereinafter "Declarant").

RECITALS

A. Declarant is the fee simple owner of real property with certain areas that received waste generated by the University of Maryland, College Park. These areas are identified as Landfill Areas 1A, 1B, 1C, 2, 3A, 3B, and 4 situated in the County of Prince George's, State of Maryland, more particularly described in the Exhibit attached hereto and made a part thereof (hereinafter the "Property");

B. Declarant received United States Environmental Protection Agency ("USEPA") Corrective Action Permit Number MDD980 829 873 (the "Permit") for the Property. The facility at which the Property is located is the University of Maryland College Park Campus; and

THIS IS DONE \$ 0.00
RECORDING FEE 0.00
TOTAL 0.00
Res: APC:13 Rcpt: 399333
PM ALD BIK: 5317
Apr 17, 2007 09:46 am

C. Pursuant to the Permit, Declarant is required to record a Notice of Use Restriction and to reserve unto itself an easement for the exclusive right to the use of groundwater at or beneath the Landfill Areas.

NOW THEREFORE, Declarant hereby gives notice of use restriction as follows and reserves unto itself the below described easement.

1. **Definitions.**

- a. "Landfill Areas" means the Property comprised of the areas shown on the Exhibit attached hereto and incorporated herein and which received wastes generated by the University of Maryland, College Park, further identified Landfill Areas 1A, 1B, 1C, 2, 3A, 3B, and 4.
- b. "Permit" means USEPA Corrective Action Permit Number MDD980 829 873 issued pursuant to the Resource Conservation and Recovery Act effective January 12, 2007.
- c. "Property" means the Landfill Areas shown on the Exhibit attached hereto and incorporated herein.

PRINCE GEORGE'S COUNTY CIRCUIT COURT (Land Records) PM 27624, p 8, MSA_CE64_27929. Date available 05/02/2007. Printed 10/01/2014.

Clerk of the
Circuit Court

2007 APR 17 AM 9:46
REC-00000000

2. Notice of Use Restriction. The Landfill Areas have been used in the past as solid waste disposal areas, and, therefore, the groundwater located at or beneath the Landfill Areas shall not be used as drinking water. In addition, certain activities, including but not limited to, excavation, grading, dewatering, sheeting or shoring, which could result in undesirable exposures to the waste/contaminants previously disposed of on the Property or interfere with or adversely affect the Landfill Areas ("Prohibited Activities") are expressly prohibited without the prior written approval of Declarant. Declarant, in its sole discretion, may forward any request to allow a Prohibited Activity to USEPA for approval or may require the requesting person to obtain USEPA approval of any such work. Any such requests for approval shall be sent in writing to: **Associate Director, Environmental Affairs, Department of Environmental Safety, Division of Administrative Affairs, University of Maryland, 3115 Chesapeake Building, College Park, Maryland 20742-3133.**

ANY INTEREST IN THE PROPERTY SHALL BE CONVEYED SUBJECT TO THE FOREGOING NOTICE OF USE RESTRICTION.

3. Reservation of Easement. Any interest conveyed in the Property is hereby subject to an irrevocable and permanent easement held by the Declarant for the exclusive right to restrict the use of groundwater at or beneath the Landfill Areas for drinking purposes. The Declarant will enforce the terms of this easement against all subsequent grantees, assignees and transferees of all or a portion of the Property or any real estate interest in such Property.

4. Run with the Land. The Notice of Use Restriction and Easement reserved by the Declarant run with the land and shall be included in any future conveyances or interests created in the Property.

IN WITNESS WHEREOF, this Declaration of Notice of Use Restriction and Easement is signed as of the above written date.

[SIGNATURE PAGE FOLLOWS]

27624 301

SKETCH OF SEVEN PARCELS ACROSS THE PROPERTY OF UNIVERSITY OF MARYLAND BERWYN (21ST) ELECTION DISTRICT PRINCE GEORGE'S COUNTY, MARYLAND



LANDFILL AREA 1B

AREA: 23,796 s.f. or 0.5485 Ac.

POINT OF BEGINNING LANDFILL AREA 1A

POINT OF BEGINNING LANDFILL AREA 1B

SCALE: 1"=200'



MARYLAND STATE PLANE COORDINATES NAD 83/91

LANDFILL AREA 1A

AREA: 426,775 s.f. or 9.7974 Ac.

LANDFILL AREA 1C

AREA: 39,399 s.f. or 0.9045 Ac.



Charles P. Johnson & Associates, Inc.

Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors

1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301.434.7000 Fax: 301.434.5091

www.cplj.com • Gaithersburg, MD • Frederick, MD • Stevensville, MD • Fairfax, VA

4-140

Bicycle and Pedestrian Impact Statement (BPIS) Scoping Agreement



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Transportation Planning Section

This form must be completed prior to preparation of the Bicycle and Pedestrian Impact Statement (BPIS) and acceptance of the Preliminary Plan of Subdivision (PPS). The completed and signed scoping agreement should be submitted to the Transportation Planning Section (TPS) by the consultant for concurrence and signature. TPS will return a signed copy, with any comments, to the consultant for inclusion in the BPIS. Failure to conduct the study in accordance with the guidelines and the signed scoping agreement may be grounds for rejection of the study, necessitating an addendum or a new study prior to the start of staff review.

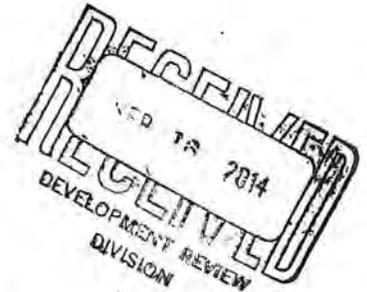
Application Name: The Hotel at the University Maryland

Preliminary Plat of Subdivision #: 4-14009

General Plan Center or Corridor name: Central US Route 1 Corridor

Consultant Name: Dewberry Consultants LLC

Contact Information: Meredith Byer (Ph:301-337-2857), mbyer@dewberry.com



1. Gross square feet of proposed commercial or retail development: 405,000 s.f.
2. Number of proposed residential dwelling units: none
3. Total cost cap for proposed off-site bicycle and pedestrian facilities (per Sec. 24-124.01(c)): \$141,750.00
4. Date of the pre-application meeting with TPS to discuss the BPIS and potential off-site improvements: 07/11/2014
5. Identify the potential bicycle or pedestrian trip generators in the vicinity of the subject site:
The University, University sporting events and future Purple Line -East Campus Platform
6. Identify the proposed off-site bicycle and pedestrian improvements below (per Sec. 24-124.01 (a), (c), and (d)). The need, feasibility and cost for these off-site improvements must be addressed in the BPIS and reviewed by the operating agency. Proposed sidewalk, lights, and bike lane on opposite side of Hotel Drive North & South and Greenhouse Road from Subject Property. Pedestrian signals and crosswalk at US Route 1.
7. Have there been discussions with the permitting agency (DPW&T and/or SHA) regarding access on or to the subject site? Yes x No _____
It is strongly encouraged that these discussions occur early in the development review process.
8. Do any master plan trail or bicycle recommendations impact the subject application?
Yes _____ No x

SIGNED:

[Signature]
Applicant Consultant

9-16-14
Date

APPROVED:

[Signature]
TPS Coordinator (or Supervisor)

9-18-14
Date

(For staff use only)

Okay to accept PPS? Yes ✓ No _____



The Hotel at University of Maryland

Preliminary Plan #4-14009

Bicycle Pedestrian Impact Statement

November 5, 2014

PREPARED FOR:

Southern Management Corporation, Inc.

1950 Old Gallows Road Ste 600
Vienna, VA 22182
703.902.9400

PREPARED BY:

Dewberry

203 Perry Parkway, Ste 1
Gaithersburg, MD 20877
301.948.8300

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BICYCLE PEDESTRIAN IMPACT STATEMENT

ON-SITE BICYCLE AND PEDESTRIAN NETWORK EVALUATION

The Hotel at the University of Maryland project proposes a world class hotel and conference center as well as ground floor retail/restaurant space right in the heart of the University of Maryland Campus along US 1. This site is the first development of a larger innovation zone that is envisioned for the “East Campus” area. With this project, a street infrastructure is proposed providing connections to Paint Branch Parkway and US 1. The proposed road network includes Hotel Drive North, Greenhouse Drive and Hotel Drive South. A pedestrian network surrounds the hotel to provide adequate width for the anticipated capacity. Within the property, there is a proposed six foot sidewalk along US 1 and an additional ten foot sidewalk adjacent to the retail/restaurant edge on US 1. These sidewalks are separated by vegetation including canopy trees and bioretention areas, benches, and restaurant seating. Tree lined streets with ample bicycle parking, adequate street lighting, and amenities such as benches are provided along the four proposed streets and US 1. A bicycle lane is proposed along the frontage of US 1 as well as along Hotel Drive South. The University has dictated that in the future when Hotel Drive South connects to Paint Branch Parkway, Hotel Drive South will be the preferred bicycle route. Stamped Concrete crosswalks with accessible ramps or appropriate grading are proposed across all vehicular entrances into the subject property to indicate the priority of the pedestrian. There is an existing bus stop along the frontage of US 1, which is anticipated to remain. 60 Bicycle parking spaces are provided on-site along the road frontages. In addition, 70 additional bicycle parking spaces are provided in the garage.

OFF-SITE BICYCLE AND PEDESTRIAN NETWORK EVALUATION

The existing pathway network throughout the campus and along US 1 provides a complete network that will connect this proposed development to the Campus and nearby retail opportunities. A consistent sidewalk also exists along Paint Branch road from US 1 continuing down to the bike path that runs North/South through the City of College Park, and also connects to Metro. A recent surface parking lot was constructed by the University. The lot is located to the east of the subject property. This lot is used for RV parking for football games. Thus, access from this lot to the campus is greatly needed. An extensive sidewalk and trail system exists on the Campus, US 1 and Paint Branch. A service building is located to the south of the subject property. There are egress points along its north façade as well as many utility tanks and vents. There is no existing development between the subject property and Paint Branch Parkway to the north of the subject property. This land is reserved for future development.

An existing UM shuttle stop is located at the southeast corner of what will be Hotel Drive South and Greenhouse Drive. This stop will remain. The UM Shuttle provides links to the nearby Metro Station, which is 0.8 miles away from the site and can be used by the general public. There are also special events shuttles. Currently these special event shuttles provide a connection between the parking lot on Greenhouse Road and the Stadium. We will work with the University to coordinate usage of UM shuttle including usage during special events.

The main necessity in connectivity identified by the University is a pedestrian crossing at US 1 near the location of the subject property. Well beyond the needs of the proposed Hotel, this connection will serve the major existing pedestrian traffic needs for a convenient path between the existing fraternity houses, auditorium, and service building located south of the proposed Hotel site and the administration building and recreational fields opposite Route 1 from the site.

The existing pedestrian and bicycle network in the area is fairly extensive. The needed improvements are tied to the University's existing significant and growing demand, as well as the infrastructure road network that will be created with this project. These include a sidewalk and bicycle lane (shared 16' vehicle and bicycle lane) along Hotel Drive South adjacent to the Service Building, a walkway along the parking lot adjacent to Greenhouse Road, a sidewalk along the north side of Hotel Drive North. 2 crosswalks Crosswalk at Greenhouse and Hotel Drive South (east side and south side) Two crosswalks and signalization across US 1 at Hotel Drive South (North and South of the Hotel Drive South intersection). Street lighting will be provided along all of these walkways.

IDENTIFICATION OF OFF-SITE IMPROVEMENTS

Total Development Cost Cap: \$141,750.00 based on 405,000 square feet of commercial area. The following items are proposed as options for improvements to be implemented as part of the development of the subject property:

1. Cross Walks and Pedestrian signalization – US 1 at Hotel Drive South (North and South of Hotel Drive South) –
With the proposed full movement intersection proposed at US 1 at Hotel Drive South, an opportunity to provide a much needed crossing of Route 1 can be provided. These 10' wide crosswalks will be provided along both north and south side of the Hotel Drive South intersection. Pedestrian signalization will also be provided at this location.
 - a. See attached Cost Estimate
 - b. This improvement provides a major connection point from the Innovation District to the Campus. This will also help minimize illegal/dangerous crossing behavior between lights.
 - c. This improvement is located within the SHA Right of Way
 - d. Coordination with SHA will be required for this improvement.

2. Sidewalk and On-Street Bicycle Lane – Hotel Drive South
As previously mentioned, the existing service building has many points of egress along the north façade. Today, there is no formal walkway along the existing service drive. With the Proposed Hotel Drive South, an Eight Foot wide (minimum) sidewalk, with street trees and lighting is proposed. In addition, a shared 16 foot vehicular/bicycle lane is proposed at the direction of the University. This sidewalk will be a major connector for the recently constructed parking lot to the University Campus.
 - a. See attached Cost Estimate
 - b. Sidewalk and Bicycle lane and Crosswalks provide connectivity from the University Parking facility to the University and available shuttle and bus stops. They provide connectivity from the Service building to these locations as well.
 - c. The improvements will be located on University Property within an easement for construction and perpetual access.
 - d. Coordination with the University will be required for this improvement.

3. Improvements along Greenhouse Drive (East side)
In the future, Greenhouse Drive will be a major spine road for the Innovation District. For this, the west side of this property will be built out to the ultimate condition for this activated first floor retail avenue. However, at this time, to the east side of the road, there is a surface parking lot that is at a lower grade than the proposed street section. This parking lot needs to provide pedestrian access to the shuttle and to the campus at high volumes. A walkway at the grade of the parking lot is proposed. This will be provided utilizing the existing (recently placed) asphalt that will be restriped to indicate pedestrian access. A landscape strip will be provided between the proposed curb and the

sidewalk to screen the parking and mitigate the grade difference. Lighting will be provided along all of Greenhouse Road.

- a. See attached Cost Estimate – Includes Lighting and Striping for walkway and crosswalks
- b. This improvement provides connectivity from the surface parking to proposed walkway improvements to be provided on the subject property and surrounding the subject property – thus creating a pedestrian grid for the Innovation district.
- c. The walkway will be provided will be located on University Property within an easement for construction and perpetual access.
- d. Coordination with the University will be required for this improvement.

4. Bicycle Lane – US 1 Southbound

A bicycle lane is proposed by SHA to extend up and down both sides of US 1 based on the current plans. With this project, we are providing the US 1 improvements per their improvement plan along the frontage of our site for both Northbound and Southbound US 1. Thus, with this project the bicycle lane for this area will be constructed.

- a. Not included in Cost Estimate – In order to avoid providing a short segment of Bicycle lane, this proposal will provide the additional road section for the bicycle lane, but striping may not occur until the rest of US 1 improvements to north and south of this section are made. As this may occur after building is completed, it is not included in cost estimate.
- b. This improvement will be part of a larger improvement for US 1 to provide bicycle lanes on both sides throughout the city of College Park.
- c. The bike lanes will be provided within the SHA right of way.
- d. SHA coordination and approval will be required for this improvement.

5. Sidewalk – Hotel Drive North

At this time, no development is proposed to the north of the subject property. However, in an effort to provide a complete street and complete infrastructure for future development, a sidewalk with tree pits and street lighting is proposed on the north side of Hotel Drive North to match the proposed frontage of the property. The sidewalk will be five feet wide minimum with 5 x 10' tree pits and lighting provided every 30 feet.

- a. See attached Cost Estimate
- b. This improvement will provide pedestrian grid infrastructure for the Innovation District. This will also provide additional connection from the University surface parking lot to the University.
- c. The walkway will be provided will be located on University Property within an easement for construction and perpetual access
- d. Coordination with the University will be required for this improvement.

COMPLETE STREETS REVIEW CHECKLIST

GENERAL PROJECT INFORMATION

1. Project Name The Hotel at University of Maryland
2. Preliminary Plan Number 4-14009
3. Project Area (project location, relation to transit, designated Center and/or Corridor impacted) The project area lies just east of the north entrance to the University of Maryland at the southeast corner of the US 1/Paint Branch Road intersection in College Park, MD. The property lies within the College Park/UM Metro/M Square Purple Line Regional Transit Center and the University of Maryland Plan Area. To the north lies the Lower Midtown Plan Area.
4. Project Description: Mixed-Use Development including a 2- to 13-story hotel, with first and second floor retail and an 8-story parking structure.
5. Number of Lots: 1 parcel
6. Gross Floor Area of Retail or Commercial 405,000 square feet

SITE CONTEXT AND OPPORTUNITIES

7. Road classification proposed or impacted by the project US 1 (Major Collector), Paint Branch Road (Collector), Hotel Drive North (Private Drive), Hotel Drive South (Private Drive) and Greenhouse Road (Private Drive)
8. Land Use and Character: Describe the character of the project area, including predominant land uses, densities, and any historic districts or special zoning districts present. Describe the compatibility of the proposed design with these characteristics. The current predominant land use for the site is institutional, formerly serving as the location of university greenhouses. The uses surrounding the property are institutional as well, all University related. There is an existing 2-story research building, several greenhouses and University bus parking lot surrounding the site. The Central US 1 Corridor Sector Plan places the property in the University of Maryland Plan Area, Character 5a (Walkable Node) with a Mixed Used Residential land use category. The intent of this category is to redevelop the area with larger, mixed use building, similar to those already in place just to the north on US 1.
9. Trip Generators and Attractors: List any major sites, destinations, and trip generators within one-half mile of the project area, including: Transit stops with service frequency of at least 20 minutes during peak periods; public facilities (e.g., schools, libraries, parks, or post offices); recreational communities; cultural facilities; retail centers greater than 20,000 square feet GFA; employment centers greater than 40,000 square feet GFA; and existing sidewalks, paths, bike lanes, or cycle tracks. Describe how the proposed design provides connections to these sites. The site lies within the University of Maryland campus, having immediate access to all of the on-campus facilities and amenities. To the east is Paint Branch Stream Valley Park, which includes playgrounds, baseballs fields, tennis courts and an active hiker/biker trail that passes two of the oldest mills in Prince George's County: Valley Mill and Snowden Mill. The College Park Community Center sits on the eastern edge of the park. To access all of the aforementioned destinations, several modes of transportation are available. Shuttle UM is a transit system that provides service on and around the University, offering four types of transportation services: commuter (24-hour, 7-days a week),

evening, charter and call response curb-to-curb evening service. For the growing community of bicycle commuters, shared-lane markings called “Sharrows” have been installed on the University campus as well as bike parking/storage facilities. Additionally, there is an extensive network of pedestrian sidewalks connecting the project side to the various points of interest, shopping centers and residential areas that fall within a half mile of the site. The proposed improvements aim to provide accessibility throughout the site to all types of users as well as provide a link to the existing network of pedestrian, vehicular and bicycle paths. Sidewalks and at-grade crossings provide efficient movement to and through the site, with multiple seating areas located adjacent to the commercial/retail portion of the proposed building. Proposed shared-use lanes on Hotel Drive South and Greenhouse Road allow safe travel for cars and bicyclists and provide direct connections to US 1 and Paint Branch Parkway. A proposed bike lane along US 1 Northbound will integrate the site into the existing bike path system. It should also be noted that the future Purple Line will be located to the immediate south of the project site. The East Campus station will be constructed near the US 1 and Rossborough Lane intersection, which currently has the highest pedestrian volume during peak periods as assessed in the *Purple Line Final Environmental Impact Statement*.

10. Travel Patterns and Conditions: Describe existing and desired future walking, bicycling, transit, motor vehicle, and freight conditions within the project area. Describe how the proposed design addresses these conditions, including volumes, safety, comfort, connectivity, and quality of street environment. The existing circulation network serves pedestrians and vehicular circulation but a consistent bicycle lane network is lacking along US 1. The proposed design will establish these bicycle lanes along the frontage of the subject property on both southbound and northbound sides. In addition, the proposed development will introduce the first phase of a grid network for the Innovation District. This will provide connectivity for pedestrian and bicyclists.

11. Opportunities:

As mentioned above, there is an opportunity to create a grid network through the innovation district. Bicycle lanes can be provided along US 1 and crosswalks across US 1 can provide additional connectivity to the University.

COMPLETE STREETS ASSESSMENT

Pedestrian Facilities-Does the proposed design:

12. Provide adequate clear sidewalk widths along street frontages? (Minimum 5 feet of clear sidewalk width required per ADA)? **Yes** · No · NA
13. Provide recommendation buffer between pedestrians and traffic? **Yes** · No · NA
14. Include pedestrian facilities and designated crossing that provide direct connections to destinations identified in Question #7? **Yes** · No · NA
15. Provide pedestrian facilities for internal site circulation (e.g., walkways along and between buildings, walkways through parking lots to buildings, designated crossing of drive aisles)? **Yes** · No · NA
16. Provide walkway lighting and/or continuous street lighting that meets or exceeds County standards? **Yes** · No · NA
17. Minimize vehicle intrusions into the pedestrian zone (e.g., driveways, lay-by lanes, loading zones)? **Yes** · No · NA
18. Provide designated pedestrian crossing opportunities every 300-500'? **Yes** · No · NA
19. Provide ADA compliant curb ramps where required and/or appropriate? **Yes** · No · NA
20. Provide marked crosswalks and/or other crossing improvements at appropriate locations? **Yes** · No · NA
21. Provide the sidewalk, sidepath, and other streetscape improvements as recommended in the Countywide Master Plan of Transportation and applicable area or sector plan? **Yes** · No · NA

Bicycle Facilities- Does the proposed design:

22. Include bicycle facilities that provide direct connections to destinations identified in Question #7? **Yes** · No · NA
23. Include bicycle facilities identified in adopted plans? **Yes** · No · NA
24. Does the right-of-way dedication along master plan bikeways provide sufficient space for the bicycle facilities recommended in the area plan? **Yes** · No · NA
25. Provide adequate bicycle parking per County Code requirements? **Yes** · No · NA

Transit Facilities- Does the proposed design:

26. Include transit enhancements (e.g. bus shelter, bus or intermodal transfer stop, park-and-ride facility, bus stop pad or pull-out, direct cash contribution to transit service costs, other transit service or system enhancements/amenities that serve the subject property) or propose to defray the cost of transit enhancements on-site or within one half mile of the site? **Yes** · No · NA

- a. If yes, are proposed transit enhancements connected to the site by adequate pedestrian facilities? Yes ·No ·NA
Working with the University to provide UM Shuttle access to hotel/conference center guests, as well as to bring students/University faculty to the conference center and restaurants. Details will be worked out with the University.
 - b. If adequate pedestrian facilities are not available to the transit stop from the subject site, describe the nature of the gap or barrier in the pedestrian network:
27. Provide lighting at on-site transit stops that meets or exceeds County standards?·Yes ·No ·NA
28. Provide ADA compliant landing pads at on-site transit stops?·Yes ·No ·NA
- 29.** Provide a space for passengers to wait for and board transit vehicles that are separate from the walkway at on-site stops?·Yes ·No ·NA

PROPOSED OFFSITE IMPROVEMENTS COST ESTIMATE

ITEM NO.	ITEM	UNIT COST (\$)	QUANTITY	UNIT	TOTAL
1013	Street Light - Pedestrian Light Pole and Fixture	1,450.00	13	EA	\$ 18,850.00
1053	Mobilization (Construction Cost \$100k-500K)	10,000.00	1	LS	\$ 10,000.00
2706	6 inch Graded Aggregate Subbase (GASP) Course	7.00	224	SY	\$ 1,566.44
4001	2 inch HMA Surface 9.5MM PG64-22 (FIN)	8.00	224	SY	\$ 1,790.22
4017	2 inch HMA Surface 12.5MM PG64-22 (INT)	8.00	224	SY	\$ 1,790.22
4047	4 1/2 inch HMA Surface 25MM PG64-22 (BASE)	16.00	224	SY	\$ 3,580.44
5870	Concrete Curb and Gutter	15.00	1041	LF	\$ 15,615.00
	Concrete Sidewalk	4.00	8930	SF	\$ 35,720.00
5886	Concrete Sidewalk Ramp - Type A	600.00	14	EA	\$ 8,400.00
7124	Thermoplastic White Pavement Marking, 8 inch	4.00	1300		\$ 5,200.00
7700	Street Trees (in Tree Pit)	250.00	14	EA	\$ 3,500.00
-	Stamped Concrete in Crosswalks	22.00	2154	SF	\$ 47,388.00
-	Pedestrian Crossing Signals at Route 1 & Hotel Drive South	7500.00	6	EA	\$ 45,000.00
SUB-TOTAL					\$ 198,400.33
	Design/Construction Overhead	20%			\$ 39,680.07
	Bonding	2%			\$ 3,968.01
TOTAL					\$ 242,048.41

4500 Knox Road, College Park, Maryland 20740-3390 - 240-487-3501 -



Office of the
Airport Authority

John Robson
Chair

Chris Dullnig
James Garvin
Gabriel Iriarte
Anna Sandberg

To: Mayor and Council

From: College Park Airport Authority

Date: November 14, 2014

Subject: "The Hotel"-- Airport Authority Recommendation

At the Airport Authority meeting held on November 12, 2014, the Authority discussed the hotel complex proposed for construction on US Route 1 adjacent to the University of Maryland's power plant.

The Authority agrees that a "four star" hotel would be an excellent addition to the City and would move the University towards achieving its goal of becoming "a world-class" institution of higher learning.

Although the presence of a 13-story four-star hotel very close to the airport might increase the airport's attractiveness to some transient pilots, the additional risk created to safety-of-flight is deemed very detrimental. General Aviation accidents are actually rather rare, but when they occur they achieve a great deal of publicity, precisely because of their rarity. If the hotel tower is allowed to be built at its proposed height of 161 feet above ground level, the probability of an accident increases. Federal, state, and county governments have established regulations that attempt to balance aircraft performance with public safety. Ignoring those standards will adversely impact the airport's viability. We do not believe that the City should put the long-term viability of its airport at risk, especially when the solution is simple.

"The Hotel" should be built in conformance with well-established County zoning regulations. The project, as proposed, does not conform to those regulations, and violates the criteria established by the Federal Aviation Administration (FAA) and the Maryland Aviation Administration (MAA).

Over the years the Airport Authority and its members have provided input at numerous public participation events leading to the County's adoption of zoning documents. These documents have always protected the airport by implicitly or explicitly including height restrictions. One such document, the *Central US 1 Corridor Sector Plan and Sectional Map Amendment, June 2010* allows for a six story structure at the proposed site and a ten story structure immediately adjacent to the proposed site. The ten story height meets height criteria for structures in the vicinity of the airport. "The Hotel," at thirteen stories, exceeds both the six and ten floor criteria.

Home of the University of Maryland

A more recent document, the *College Park-Riverdale Park Transit District Development Plan*, adopted by the Prince George's County Planning Board in July 2014, succinctly states that in regard to the airport, zoning should:

Ensure the continued operation of the College Park Airport. Protect the airspace and operational envelopes around the airport by preventing additional intrusions and using height maximums to ensure new development in the transit district does not negatively impact operations. [emphasis added]

The County's zoning regulations contain a section pertaining to "Aviation Policy Areas". Those regulations, made effective in late 2002, establish zoning requirements using the probability of an aviation accident within the vicinity of an airport as their criteria. "The Hotel" complex falls within Aviation Policy Area 6. The proposed hotel height of 161 feet above ground level exceeds this requirement by 35 feet.

As the Airport Authority understands the agreements between the parties involved with the hotel's construction and operation, the University of Maryland will not allow, for a 25 year period, any hotel to be built on their land east of Route 1 that would be in competition with the proposed project. The Authority understands that reducing the height of the hotel is going to reduce the number of revenue-producing rooms that the developer will have available to recover costs. It is suggested that the Council consider suggesting to the parties involved that they extend the period of exclusivity, such extension to allow achieving the financial goals that had been envisioned for a higher, non-conforming structure.

The City is fortunate to have the "World's Oldest Continually Operating Airport" as an asset. In order to protect it, the Airport Authority recommends that the City Council request that as conditions of approval of the detailed site plan:

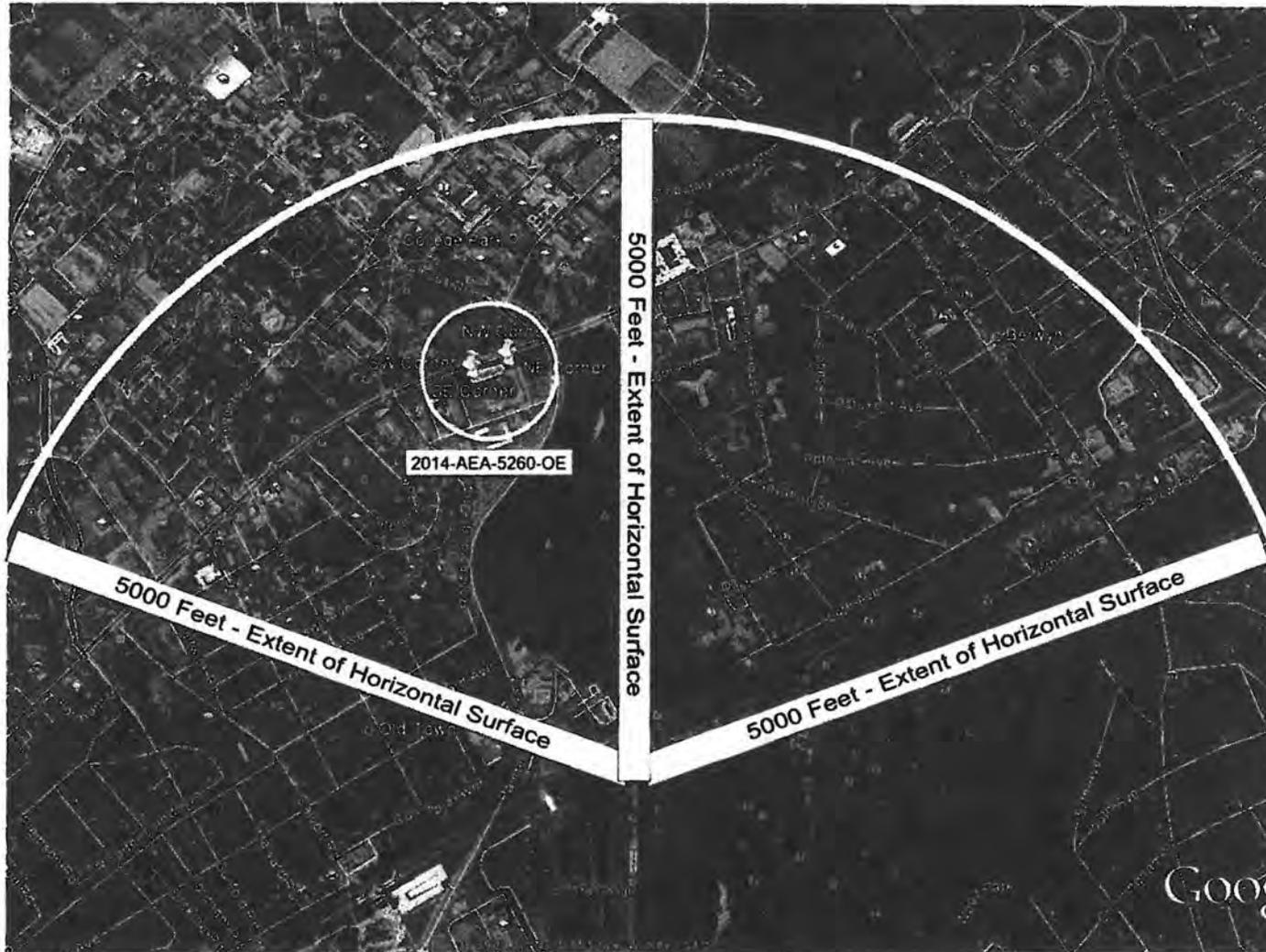
- 1) The developer reduce the height of "The Hotel" to 150 feet above ground level, i.e., no greater than 198 feet above mean sea level.
- 2) The developer obtain a "no hazard/no obstacle" determination from the FAA based on their current or amended Part 77 filing.
- 3) The developer file notice with the MAA as required by COMAR 11.03.05.05. and obtain a "no hazard" determination from that agency.

Attachments:

- 1) An illustration showing the location of the site versus the airport.
- 2) A copy of the Chairman's October 1st memorandum to Mayor and Council outlining the problem

CC: Joe Nagro, City Manager
Terry Schum, Director of Planning
Miriam Bader, Senior Planner
College Park Airport Authority

College Park Airport - Overhead View of a Portion of the Horizontal Surface



The image shows the northwest end of College Park Airport Runway 33 as well as the location of a proposed structure, a building known as "The Hotel". The building site is within the small white circle. Its four corners are marked with "push pin" symbols. A white line, 5000' in length, has been drawn straight out from the runway centerline. It is aligned with the runway orientation, 329 degrees, magnetic. This line of radius depicts the most northwesterly extent of College Park Airport's Horizontal Surface as defined by COMAR 11.03.05. for Category I, II, and III runways. The lower white lines, also 5000', are arbitrary lines of radius within the semicircle forming the northwesterly portion of the Horizontal Surface perimeter.

FAA Data - Airport Elevation: 48 feet AMSL Horizontal Surface: 198 feet AMSL Proposed Building Height: 161 feet Building Site Elevation: 72 feet AMSL

CITY OF COLLEGE PARK, MARYLAND

4500 Knox Road, College Park, Maryland 20740-3390 - 240-487-3501 - Facsimile: 301-699-8029



Office of the
Airport Authority

John Robson
Chair

Chris Dullnig
James Garvin
Gabriel Iriarte
Anna Sandberg

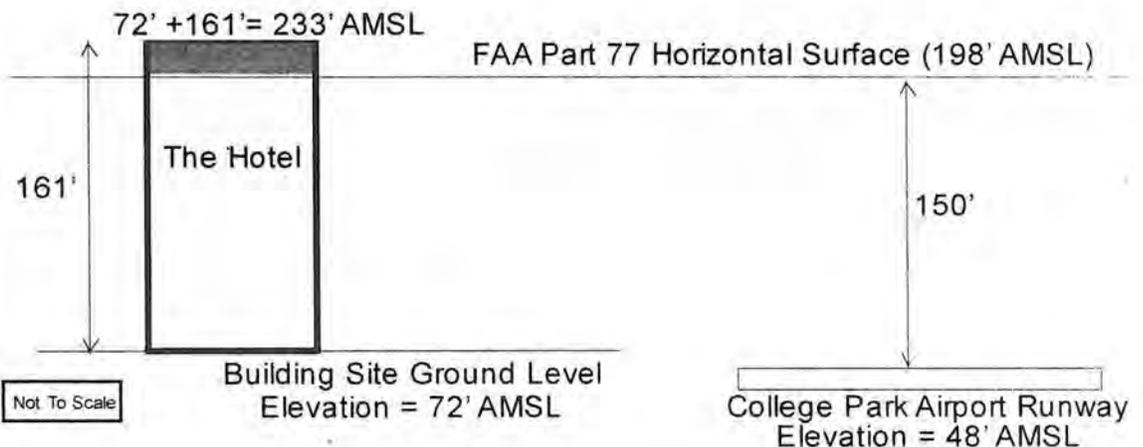
MEMORANDUM

To: Mayor and Council
Copy: Joseph Nagro, City Manager
Terry Schum, Director of Planning
Miriam Bader, Senior Planner
From: John Robson, Chair of College Park Airport Authority 
Date: October 1, 2014
Subject: Height of "The Hotel"

In the presentation made to the Council in August the developer stated that the hotel would be 13 stories, but did not mention an actual height. As presented, the first two floors were to be very high-ceilinged for conference and ballroom facilities, the topmost floor would feature a restaurant/lounge facility, and all intermediate floors would be guest rooms.

The developer's architect has now filed information with the Federal Aviation Administration (FAA) for FAA Part 77 review. The filing shows that the hotel is to be 161 feet in height. That height will exceed the Part 77 criteria by 35 feet, a large number close to any airport.

The FAA regulation states that no part of a structure may exceed the Part 77 Horizontal Surface. That surface is defined as being 150 feet above the airport reference point, in this case 198 feet above mean sea level. The sketch below illustrates the issue. The shaded area penetrates the surface.



Home of the University of Maryland

Reducing the height by 35 feet to meet FAA criteria is probably going to require eliminating floors.

During the obstruction evaluation process, the FAA will privately advise “the proponent” of the height problem and attempt to negotiate a solution. In the event that they cannot do so they will declare the building a “presumed hazard”. This has serious potential legal liability, to the proponent, owners, etc., as well as to any governmental agency permitting construction. Further, before making a hazard determination the FAA normally opens the proposal to public comment as hazards impact the public.

The Maryland Aviation Administration (MAA) will also review the project and inform both the County and the proponent of their findings. At an MAA presentation made in November 2013 to City, County, and University of Maryland planners, it was explained that criteria under the Code of Maryland Regulations (COMAR) is almost identical to FAR Part 77. Therefore, the MAA will also find the hotel to be a presumed hazard.

The MAA briefing did not cover the County’s zoning regulations. County zoning regulations cite COMAR as the height criteria to be used in Aviation Policy Areas (APA). College Park Airport is zoned within an APA. “The Hotel” will be in APA 6. Heights in excess of COMAR are prohibited in APA 6.

3

Business Recycling Grant

MEMORANDUM

TO: Mayor and City Council

FROM: Loree O'Hagan, Recycling Coordinator
Bill Gardiner, Assistant City Manager

THROUGH: Joseph L. Nagro, City Manager 

DATE: November 14, 2014

RE: Business Recycling Ad Hoc Committee Grant recommendations

Issue:

On May 13, 2014 the City created a Commercial and Multi-Family Recycling Grant (resolution 14-R-10) to reimburse qualified entities for certain expenses to expand recycling and reduce their landfill costs because of recyclable materials sent to the landfill. Projects eligible for an award include purchase of recycling carts, compaction equipment, enclosures, or other equipment that may be required for recycling. The Business Recycling Ad Hoc Committee was created to assist staff administer the program and make recommendations to the City Council for grant awards. The City Council makes the actual awards, and the funds will be provided on a reimbursement basis.

Summary:

The Committee received two grant applications, one from the Clarion Inn and one from the Quality Inn.

The Clarion Inn requested a total of \$2,300 to purchase 4 indoor recycling containers and 2 outdoor trash/recycling combination containers. They indicated they would contribute \$339 towards the purchase of the containers.

The Quality Inn requested a total of \$10,000 to purchase 30 recycling containers. They indicated they would contribute \$1,000 towards the purchase of the containers.

Staff met with Anil Vaidya, manager of The Quality Inn, to verify where the 30 containers would be placed. During the site visit, it was determined they only needed a total of 22 containers: 16 outdoor containers and 6 indoor containers. Two of the indoor containers would be going in the lobby. The remaining four indoor containers would be going on each level of one of their buildings, which has indoor room entrances. The 16 outdoor containers would replace and add to the existing containers they were already using for the buildings that have outdoor room access.

During an update of the status of the program at the City senior staff meeting, it was noted by Bob Ryan that the planned placement of the indoor containers in Quality Inn's enclosed building would most likely not meet the fire code. City Manager Joe Nagro requested Bob Ryan, Bob

Stumpff, and Loree O'Hagan meet with Mr. Vaidya to discuss this issue. During the meeting, it was confirmed the containers could not be placed in the hallways. We discussed the possibility of putting smaller ~3-gallon containers in each of the 169 rooms. It was agreed that this is actually a better option, as people would be more likely to recycle in their rooms than carry the materials to an outdoor container. Mr. Vaidya stated he would put the small containers in the rooms, but would also like to have the outdoor containers.

The Committee will launch a new round of applications early next year with the goal of making grant awards in April.

Recommendation:

At the last Business Recycling Ad Hoc Committee meeting on November 3rd, the Committee recommended that Council make the following awards, and authorize staff to draft the appropriate agreements:

Terrapin Hospitality dba Clarion Inn

A grant up to \$2,300 to reimburse the applicant for the purchase of at least 6 recycling containers, provided the applicant first contributes at least \$339 toward the purchase of the containers.

Quality Inn & Suites

A grant up to \$4,000 to reimburse the applicant for the purchase of up to 6 indoor and 16 outdoor recycling containers, provided the applicant first contributes at least \$1,000 toward the purchase of the containers.

Due to the fire code regulations noted above regarding Quality Inn, the original recommendation is not possible. Because this will most likely be the last work session before January, staff would like to move forward with the Council discussion on November 18th and meet with the Ad Hoc Committee to re-visit the recommendation for the Quality Inn. Staff will have a consensus of the Committee prior to the Council Meeting on 11/25/14. Staff would like to keep the award amount the same, but change what the award can be used for: 169 in-room containers, 2 indoor containers, and up to 16 outdoor containers. Staff recommends that the award letter indicate the in-room containers are the priority, followed by the indoor containers, and then the outdoor containers.

City of College Park
 Department of Public Works
 Davis Hall 9217 51st Avenue
 College Park, MD 20740-1947



COMMERICAL AND MULTI-FAMILY RECYCLING GRANT
Submittal Deadline: 5 p.m. September 8, 2014

The Commercial and Multi-Family Recycling Grant is a City of College Park program that reimburses qualified entities for certain expenses to expand recycling and reduce their landfill costs due to recyclable materials sent to the landfill. The total amount of City funding available for FY15 is \$25,000. Contact Loree O'Hagan, the City's Recycling Coordinator, at 240-487-3593 if you have any questions.

Please complete the form electronically or print legibly and return it to the address above or by email to lohagan@collegetparkmd.gov. An electronic signature will be accepted as an original signature for purposes of this application.

1. APPLICANT INFORMATION (If joint application, the lead entity completes below, and the other partnering business owners will complete the Participating Entities Form)		
Business Name: <u>TERRAPIN HOSPITALITY DBA CLARION INN</u>		
<input type="checkbox"/> Corporation (d/b/a)	<input type="checkbox"/> Partnership	<input type="checkbox"/> Sole Proprietorship
Mailing Address: <u>8601 BALTIMORE AVENUE</u>		
City: <u>COLLEGE PARK</u>	State: <u>MD</u>	Zip Code: <u>20723</u>
Business Owner: <u>JAYKISHAN HOSPITALITY</u>		
Phone: <u>3014742800</u>	Email: <u>BOBBY@COLLEGE PARKINN.COM</u>	
Contact Person (if different):		
Phone:	Email:	
2. PROPERTY INFORMATION		
Property Address: <u>8601 BALTIMORE AVENUE</u>		
Property Owner: <u>JAYKISHAN HOPSITALITY</u>		
Property Owner's Address: <u>AS ABOVE</u>		
City:	State:	Zip Code:
Contact Person:		
Phone:	Email:	

3. PROJECT INFORMATION

Describe the proposed project to increase recycling at your facility. What are the current barrier(s) to recycling? How does the project address these barriers? How will the program continue after the first year? What businesses or properties are involved? What volume and percentage of recyclable materials will the project facilitate? See the evaluation criteria for other information to include. Use additional pages if necessary.

We currently do recycle cardboard and bottles from our restaurant. We also have on paper recycling container in the main area.

We want to increase the number of recycling containers in the public area and around the property by 4. Increasing this helps customers recycle more with better accessibility to this containers.

We hope to see a 100% jump in the recycling of this containers, bottles and boxes for around the property, accounting for about 5% in our total trash.

Target materials to recycle: Cans, Bottles, Paper.
disposed of? In regular trash by customers.

How are these materials currently

Estimated monthly increase in recycling (pounds): 50

Estimated total cost of improvements: \$ 2658

Applicant contribution: 339.00-

Grant request: 2300.00

Estimated time to completion after notice to proceed: 1 month.

I/We hereby affirm that I/we have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my/our knowledge. I/We authorize the City to make all reasonable inspections, investigations, and take pictures of the subject property during the process period associated with the application. I/We authorize the use of any pictures taken by the City.

I/We have read and understand the Commercial and Multi-Family Recycling Grant guidelines and requirements. I/We understand that any improvements completed prior to the notice of grant award will not be eligible for reimbursement. I/We agree to maintain all improvements of the property in good condition and in accordance with all applicable building codes. In consideration for receiving this grant, I/We do hereby agree to release the City, its officials, agents, servants and employees, from any liability for, and shall indemnify and hold the City, its officials, agents, servants and employees, harmless from and against, any and all claims, demands, actions, causes of action, suits, and any proceedings by others, and all liability for damages, including attorneys fees, incurred by reason of or arising from participation in the Commercial and Multi-Family Recycling Grant Program. If funded, I/We agree to provide monthly reports to the City for one year after the installation of the improvements, with information regarding the volume of recycling materials collected and a summary of the effectiveness of the project.

4. Participating Businesses Name:	
Mailing Address:	
Phone:	Email:
Name of Business Owner:	
Signature Confirming participation in the Commercial and Multi-Family Recycling Grant application.	
Date:	

SUBMITTAL REQUIREMENTS

1. *Preliminary Submittal*

- Completed and signed Application form.
- Completed and signed Participating Entities form (if applicable)
- Written consent of property owner if applicant does not own property and if project involves permanent installations.
- List of proposed project improvements with a cost estimate.
- Estimated construction schedule / implementation schedule.
- Copy of Prince George’s County (the “County”) Use and Occupancy Permit.
- Completion of City’s Business Recycling Survey, if not previously completed

2. *Secondary Submittal TO BE COMPLETED ONLY IF PROJECT IS ACCEPTED FOR GRANT FUNDING BY THE CITY and IF APPLICABLE*

- Copies of any construction plans and drawings, if applicable.
- Copies of agreements with contractors, if applicable.
- Construction schedule.
- Completed W-9 form.

3. *Closeout Submittal TO BE COMPLETED ONLY IF PROJECT IS ACCEPTED FOR GRANT FUNDING BY THE CITY*

- Copy of any required inspections and approvals from the County and/or the City.
- Receipt, review and acceptance of all invoices or other evidence of payment for improvements and any other supporting records required by the City.

Note: Applying for a Commercial and Multi-Family Recycling Grant does not obligate the City to approve a grant for the specified project. Only after the review and approval of the application will the City award a grant. The project shall comply with the Program Guidelines and only upon approved final inspections by the City will the grant funds be distributed. Grant awards are subject to available funding.



BOBBY SHAH
CLARION INN

My Account ▾

1-800-323-5686



CART 3 ▾

Need Web

SUBTOTAL: \$2,219.94

Receptacle, Registry, Recycling, 30 Gal., 3 Openings, Indoor, 27" x 35.5" Dia., Black Textured Powdercoat Finish, Chrome Trim

Receptacle, Registry, Recycling, 30 Gal., 3 Openings, Indoor, 27" x 35.5" Dia., Stainless Steel

Receptacle, Registry, Recycling, 18 Gal., 2 9 Gal Liners, Outdoor, 12.9" W x 40.5" H, Light Gray w/ Green Trim

Save More

Shopping Cart

Shipping Address: 8601 BALTIMORE AVE COLLEGE PARK, MD

Item	Quantity	Price	Total
<p>Receptacle, Registry, Recycling, 30 Gal., 3 Openings, Indoor, 27" x 35.5" Dia., Black Textured Powdercoat Finish, Chrome Trim #3900EK90683PBKCH • Delete Item currently available to ship</p>	2		
	2 EA		Total Units:2
<p>Receptacle, Registry, Recycling, 30 Gal., 3 Openings, Indoor, 27" x 35.5" Dia., Stainless Steel #3900EK90683PMTSS • Delete Item currently available to ship</p>	2	\$339.99	\$679.98
	2 EA		Total Units:2
<p>Receptacle, Registry, Recycling, 18 Gal., 2 9 Gal Liners, Outdoor, 12.9" W x 40.5" H, Light Gray w/ Green Trim #3900EK9499A • Delete Item currently available to ship</p>	2	\$479.99	\$959.98
	2 EA		Total Units:2

If you order at least \$500.00 worth of contracted items inventoried by American Hotel or non-contracted items shipping from your local fulfillment center, you will be eligible for free freight. Many items shipping directly from manufacturers and other made-to-order products may be charged freight.

Subtotal: \$2,219.94
Freight: \$305.11
Tax: \$133.20
Order Total: \$2,658.25

Go Back to Cart

Checkout

Legend

= Ships Direct From Factory
(Freight charges may apply)

* Items are shipped as they become available. Product availability and pricing may change if the order is held for any reason. Further shipping and availability information will be displayed on your Order Confirmation e-mail. After placing your order, you can track the status in the "My Orders" section of our website. All orders are processed and shipped during our normal business hours (Monday-Friday, excluding holidays).

Charges are based on the items and quantities submitted. These may change based on item, quantity, shipping location or shipping method changes. See your order confirmation

PRINCE GEORGE'S COUNTY

Department of Environmental Resources
Permits and Review Division

CERTIFICATE OF OCCUPANCY

EFFECTIVE DATE:

CASE NUMBER :

18006-2007-00

PERMISSION IS HEREBY GRANTED TO OCCUPY :

8601 BALTIMORE AVE COLLEGE PARK, MD 20740

CASETYPE :	UO (USE & OCCUPANCY)	PARKING SPACES :	192
OWNERSHIP :		SPECIAL EXCEPTION :	
USE GROUP :		LOT :	
CONST. TYPE :		BLOCK :	
TAX MAP :	033	PARCEL :	14
ZONE :	MUI/DDOZ		

USE (MNCPPC ZONING):
HOTEL, MOTEL, RESTAURANT

LIMITATIONS (UP TO):

30 HOTEL UNITS
91 MOTEL UNITS
202 SEAT RESTAURANT

PROPERTY OWNER	
JAYKISHAN HSPILTY GROUP LLC	#
8601 BALTIMORE AVE	
COLLEGE PARK, MD 20740	

OCCUPANT	
COLLEGE PARK INN-CLARION	#
8601 BALTIMORE AVE	
COLLEGE PARK, MD 20740	
TRADE NAME :	

CERTIFICATE IS TO BE CONSPICUOUSLY DISPLAYED AND NOT REMOVED FROM THE PREMISE FOR WHICH IT WAS ISSUED.
IT IS NOT TRANSFERABLE.

BUILDING CODE OFFICIAL

YOU MUST COMPLY WITH MUNICIPAL, HOMEOWNER/CIVIC ASSOCIATION AND LOCAL COVENANTS. A FINE MAY BE IMPOSED IF CONSTRUCTION IS BEGUN WITHOUT REQUIRED APPROVALS.



City of College Park
 Department of Public Works
 Davis Hall 9217 51st Avenue
 College Park, MD 20740-1947

RECEIVED

AUG 28 2014

Public Works
 College Park, MD

*missing page 2
 no business
 recycling sum*

COMMERICAL AND MULTI-FAMILY RECYCLING GRANT

Submittal Deadline: 5 p.m. September 8, 2014

*- left message
 9/9 10:25 am*

The Commercial and Multi-Family Recycling Grant is a City of College Park program that reimburses qualified entities for certain expenses to expand recycling and reduce their landfill costs due to recyclable materials sent to the landfill. The total amount of City funding available for FY15 is \$25,000. Contact Loree O'Hagan, the City's Recycling Coordinator, at 240-487-3593 if you have any questions.

Please complete the form electronically or print legibly and return it to the address above or by email to lohagan@collegeparkmd.gov. An electronic signature will be accepted as an original signature for purposes of this application.

1. APPLICANT INFORMATION (If joint application, the lead entity completes below, and the other partnering business owners will complete the Participating Entities Form)		
Business Name: <u>Quality Inn & Suites</u>		
<input checked="" type="checkbox"/> Corporation (d/b/a)	<input type="checkbox"/> Partnership	<input type="checkbox"/> Sole Proprietorship
Mailing Address: <u>7200 Baltimore Avenue</u>		
City: <u>College Park</u>	State: <u>MD</u>	Zip Code: <u>20740</u>
Business Owner: <u>North Carolina Hospitality Grp, LLC</u>		
Phone: <u>301-276-1000</u>	Email: <u>gm.md021@choicehotels.com</u>	
Contact Person (if different): <u>Anil Vaidya, Paul Patel</u>		
Phone:	Email:	
2. PROPERTY INFORMATION		
Property Address: <u>7200 Baltimore Avenue, College Park MD 20740</u>		
Property Owner: <u>North Carolina Hospitality Grp, LLC</u>		
Property Owner's Address: <u>Same as property address</u>		
City: <u>College Park</u>	State: <u>MD</u>	Zip Code: <u>20740</u>
Contact Person: <u>Anil Vaidya, Paul Patel</u>		
Phone: <u>301-276-1000</u>	Email: <u>gm.md021@choicehotels.com</u>	

3. PROJECT INFORMATION

Describe the proposed project to increase recycling at your facility. What are the current barrier(s) to recycling? How does the project address these barriers? How will the program continue after the first year? What businesses or properties are involved? What volume and percentage of recyclable materials will the project facilitate? See the evaluation criteria for other information to include. Use additional pages if necessary.

This project will help to capture more recycling items at our facility. only current barrier is lack of enough recycling bins causing us to physically separating recycling items consuming time and effort. we don't have exact number of tons, but this lodging industry produces lots of bottles and cans.

Target materials to recycle: *Bottles & Cans* How are these materials currently disposed of? *Trash removal company*

Estimated monthly increase in recycling (pounds): *305500 lbs*

Estimated total cost of improvements: *\$10,000*

Applicant contribution: *\$1,000* Grant request: *\$10,140*

Estimated time to completion after notice to proceed: *60-90 days*

I/We hereby affirm that I/we have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my/our knowledge. I/We authorize the City to make all reasonable inspections, investigations, and take pictures of the subject property during the process period associated with the application. I/We authorize the use of any pictures taken by the City.

I/We have read and understand the Commercial and Multi-Family Recycling Grant guidelines and requirements. I/We understand that any improvements completed prior to the notice of grant award will not be eligible for reimbursement. I/We agree to maintain all improvements of the property in good condition and in accordance with all applicable building codes. In consideration for receiving this grant, I/We do hereby agree to release the City, its officials, agents, servants and employees, from any liability for, and shall indemnify and hold the City, its officials, agents, servants and employees, harmless from and against, any and all claims, demands, actions, causes of action, suits, and any proceedings by others, and all liability for damages, including attorneys fees, incurred by reason of or arising from participation in the Commercial and Multi-Family Recycling Grant Program. If funded, I/We agree to provide monthly reports to the City for one year after the installation of the improvements, with information regarding the volume of recycling materials collected and a summary of the effectiveness of the project.

[Signature] *9.29.14*
 Applicant Signature Date

Additional Business Owner Signature Date

Additional Business Owner Signature

Date

Owner Signature, if Applicant is not owner of the property where the business is located and project involves permanent installations.

05/25/16

Signature of Owner of Property

Date

If this is a joint application with other businesses or properties, please complete the Partner Form.

Partner Form

COMPLETE ONLY IF PROPOSAL INVOLVES MORE THAN ONE COMMERCIAL PARTICIPANT

APPLICANT NAME:	
1. Participating Businesses Name:	
Mailing Address:	
Phone:	Email:
Name of Business Owner:	
Signature Confirming participation in the Commercial and Multi-Family Recycling Grant application.	
Date:	
2. Participating Businesses Name:	
Mailing Address:	
Phone:	Email:
Name of Business Owner:	
Signature Confirming participation in the Commercial and Multi-Family Recycling Grant application.	
Date:	
3. Participating Businesses Name:	
Mailing Address:	
Phone:	Email:
Name of Business Owner:	
Signature Confirming participation in the Commercial and Multi-Family Recycling Grant application.	
Date:	
4. Participating Businesses Name:	

Mailing Address:	
Phone:	Email:
Name of Business Owner:	
Signature Confirming participation in the Commercial and Multi-Family Recycling Grant application.	
Date:	

SUBMITTAL REQUIREMENTS

1. Preliminary Submittal

- Completed and signed Application form.
- Completed and signed Participating Entities form (if applicable)
- Written consent of property owner if applicant does not own property and if project involves permanent installations.
- List of proposed project improvements with a cost estimate.
- Estimated construction schedule / implementation schedule.
- Copy of Prince George's County (the "County") Use and Occupancy Permit.
- Completion of City's Business Recycling Survey, if not previously completed

2. Secondary Submittal TO BE COMPLETED ONLY IF PROJECT IS ACCEPTED FOR GRANT FUNDING BY THE CITY and IF APPLICABLE

- Copies of any construction plans and drawings, if applicable.
- Copies of agreements with contractors, if applicable.
- Construction schedule.
- Completed W-9 form.

3. Closeout Submittal TO BE COMPLETED ONLY IF PROJECT IS ACCEPTED FOR GRANT FUNDING BY THE CITY

- Copy of any required inspections and approvals from the County and/or the City.
- Receipt, review and acceptance of all invoices or other evidence of payment for improvements and any other supporting records required by the City.

Note: Applying for a Commercial and Multi-Family Recycling Grant does not obligate the City to approve a grant for the specified project. Only after the review and approval of the application will the City award a grant. The project shall comply with the Program Guidelines and only upon approved final inspections by the City will the grant funds be distributed. Grant awards are subject to available funding.



14-Gallon Stainless Steel Recycle Bin with 3 Openings

CODE: RC-1528-3 SS

List price: ~~4995.00~~ You save: \$127.00 (25%) **29%**

\$338.00

Planning to buy 30 units, and to locate different places throughout the property.

Quantity Discounts:

QUANTITY 6+

PRICE \$281.10



Stainless Steel Recycle Bin with 3 Openings. This 14-gallon stainless steel recycling container features a black texture top with three compartments for paper, cans, and plastic.

Description

NEW! Stainless Steel SIMLEY 3-Stream Recycling Receptacle has pre-designated compartments for "Cans", "Plastic" and "Newspaper/Paper"

- ADA Compliant
- 100% Made in the USA
- Contains over 60% recycled steel and is 100% post-consumer recyclable.
- Top removes from body for easy empty and cleaning.
- Lid includes clip to maintain position over individual waste liners.
- Liners include top lips for easy removal.
- Combined liner capacity is approximately 14 gallons
- Double-beaded base provides additional strength and adds stylish lines.
- Form fitting, vinyl full wrap trim protects base of unit and flooring.
- Brushed Stainless Steel body with Black EML-Coat™ powder-coat finish on lid.
- Custom colors available by request

Reviews

No posts found

NEW POST

Product Inquiry

Need a quick shipping quote?

Please provide as much information as you can and we'll typically reply within minutes!

Your name:

Your e-mail:

Phone:

PRINCE GEORGE'S COUNTY

To: Anna M.

Department of Environmental Resources
Permits and Review Division

f = 2
Paul Holst

CERTIFICATE OF OCCUPANCY

EFFECTIVE DATE: 11-6-2007

CASE NUMBER: 38741-2007-00

PERMISSION IS HEREBY GRANTED TO OCCUPY:
7200 BALTIMORE AVE COLLEGE PARK, MD 20740

CASETYPE :
OWNERSHIP :
USE GROUP :
CONST. TYPE :
TAX MAP :
ZONE :

UO (USE & OCCUPANCY)

SPACES :

224

SPECIAL EXCEPTION

033

MULDDQZ

BLOCK
PARCEL

USE (MNCPPC ZONING):
HOTEL

LIMITATIONS (UP TO):

DDS-285, DPLS-44

PROPERTY OWNER

NORTH CAROLINA HOSPITALITY INC
7200 BALTIMORE AVE
COLLEGE PARK, MD 20740

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IT IS NOT TRANSFERABLE

BUILDING CODE OFFICIAL

YOU MUST COMPLY WITH MUNICIPAL, HOMEOWNER/CIVIC ASSOCIATION AND LOCAL COVENANTS. A FINE MAY BE IMPOSED IF CONSTRUCTION IS BEGUN WITHOUT REQUIRED APPROVALS.

4

Proposed
updates to the
City's recycling
code

TO: Mayor and City Council
FROM: Robert T. Stumpff, Director of Public Works
THRU: Joe Nagro, City Manager 
DATE: November 14, 2014
SUBJECT: Recycling Code Update

The Recycling code (Chapter 161) was first adopted by the Mayor and Council on January 12, 1988. The code reflected City recycling efforts at the time, which only collected newspapers. The code was amended 3 times since its adoption. The first was in March of 1988, when the code was changed to include that recycling would be picked up once per week. The second amendment occurred in December 1991, which included changes to “§161-2. Establishment of program”, “§161-3. Separation; placement; collection; violation”, and “§161-4. Collection by unauthorized person prohibited; violations and penalties”. The last amendment occurred in February 2001, with changes to “§161-4. Collection by unauthorized person prohibited; violations and penalties”. At this time, the Recycling code still only covers collection of newspapers.

Staff has drafted a revised code to properly reflect the current recycling program. This has been a complete re-write and it was not feasible to create a redlined document.

There is one section of the code that would institute a policy that is different than current practice: mandatory residential recycling (§161-3. A). This addition is an effort to boost recycling and lower the amount of recyclables going to the landfill (and thus reducing landfill costs). City recycling rates have remained relatively steady since the institution of single-stream recycling. The curbside recycling rate* in 2009, which was the first full year of single stream collection, was 21.03%. By 2013, it has risen to 22.68%.

*For this purpose, the recycling rate includes single stream recycling, regular trash, and bulk trash. Yard trim, brush, leaves, electronics, scrap metal, and hardware (e.g. appliances) are not included.

Chapter 161
RECYCLING

ARTICLE I
Newspapers

§ 161-1. Definitions.

§ 161-2. Establishment of program.

§ 161-3. Separation; placement; collection; violation.

§ 161-4. Collection by unauthorized person prohibited; violations and penalties.

[HISTORY: Adopted by the Mayor and Council of the City of College Park as indicated in article histories. Amendments noted where applicable.]

GENERAL REFERENCES

Fees and penalties — See Ch. 110.
Garbage, rubbish and refuse — See Ch. 119.

Litter — See Ch. 132.

ARTICLE I
Newspapers

[Adopted 1-12-1988 by Ord. No. 87-O-10]

§ 161-1. Definitions.

As used in this article, the following terms shall have the meanings indicated:

USED NEWSPAPER — Includes paper of the type commonly referred to as "newsprint" and distributed at stated intervals, usually daily or weekly, having printed thereon news and opinions and containing advertisements and other matters of public interest.

§ 161-2. Establishment of program. [Amended 12-10-1991 by Ord. No. 91-O-24]

On or after the effective date of this article and under regulations issued by the City Manager in accordance with the terms of this article, there is hereby established a program for the mandatory separation of used newspaper from municipal solid waste in the City of College Park. All persons who live in residential areas and currently receive solid waste disposal services from the City of College Park shall separate used newspapers from all other solid waste products. The City of College Park is not required to collect solid waste from any occupant or owner who includes used newspaper with his/her solid waste or does not place the used newspapers for collection in accordance with this article or authorized regulations.

§ 161-3. Separation; placement; collection; violation.

- A. Used newspapers shall be free of phone books, magazines, plastic bags and trash.
- B. Used newspapers shall be bundled separately and tied or put in a paper grocery bag in stacks no more than 12 inches high.

- C. Used newspapers may not be placed at the curb more than 24 hours in advance of the 7:30 a.m. scheduled pickup.
- D. Used newspapers will be picked up once per week. **[Amended 3-9-1988 by Ord. No. 88-O-2]**
- E. Used newspapers shall not be picked up on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. In the event that either a holiday or snow day falls on a collection day, the newspaper will be picked up on the following designated collection day.
- F. The City Manager is authorized to issue additional reasonable regulations as needed to safely and efficiently effect the removal and collection of used newspapers. **[Amended 12-10-1991 by Ord. No. 91-O-24]**
- G. Violation of the provisions of Subsections A through C shall constitute a municipal infraction, carrying a charge as set forth in Chapter 110, Fees and Penalties. **[Amended 12-10-1991 by Ord. No. 91-O-24]**

§ 161-4. Collection by unauthorized person prohibited; violations and penalties.

- A. From the time of placement of newspapers at the curb for collection by the authorized contractor or other authorized persons in accordance with the terms hereof, the used newspapers shall be and become the property of the City of College Park or its authorized agent. It shall be a violation of this article for any person not authorized by the City of College Park to collect or pick up or cause to be collected or picked up any of the used newspapers. Any and each such collection in violation hereof from one or more residences shall constitute a separate, distinct offense, punishable as hereinafter provided.
- B. Any person who violates any provisions of this section or any regulation promulgated pursuant thereto shall be guilty of a municipal infraction and shall be subject to a fine as set forth in Chapter 110, Fees and Penalties. **[Amended 12-10-1991 by Ord. No. 91-O-24; 2-27-2001 by Ord. No. 01-O-2]**

RECYCLING

Chapter 161

RECYCLING PROGRAM

- 161-1 Definitions.
- 161-2. Establishment of program.
- 161-3. Duties of owners and occupants
- 161-4. Materials acceptable for collection.
- 161-5. Responsibilities of City.
- 161-6. Safeguards for collectors.
- 161-7. Tips and gratuities.
- 161-8. Used motor oil recycling.
- 161-9. Scavenging.
- 161-10. Violations and penalties.
- 161-11. Non-City material.

161-1. Definitions.

As used in this chapter, the following terms shall have the meanings indicated:

Aluminum. Includes aluminum alloy in the form of containers used for food and beverages, aluminum foil, and disposable aluminum baking pans.

Cans. Includes but not limited to food and beverage containers comprised of aluminum, tin, steel, or a combination thereof.

Cardboard. Includes corrugated cardboard and paperboard of the type used for making boxes and cartons.

Cart. The container in which recyclables are held for storage and transportation.

City. Incorporated areas within the City of College Park, Maryland.

Collector. Any person or firm who collects or contracts to collect and provide services for collection and/or transporting the designated recyclable material of others to an approved disposal site.

Commercial establishment. Any non-residential, nonprofit, for-profit, or institutional establishment used primarily in connection with the supply of goods or services on a regular basis.

Curbside collection. Process where materials are collected in or near the right-of-way, usually, but not always, in front of the property.

Designated recyclable materials. Those recyclable materials including metal, glass, paper, mixed paper, plastics, leaf and yard trim, corrugated and other cardboard, newspaper, magazines, or high-grade office paper as designated by Prince George's County solid waste recycling program and the State of Maryland Recycling Act as amended.

Director of Public Works. The Director or his/her designee.

Dwelling. Any building which is wholly or partly used or intended to be used for living or sleeping by human occupants, provided that temporary housing, as hereinafter defined, shall not be regarded as a "dwelling".

Dwelling unit. Any room or group of rooms located within a dwelling and forming a single habitable unit, with facilities which are used or intended to be used for living, sleeping, cooking, and eating.

Ferrous material. Any material, including food or beverage cans and scrap steel, which is, or is primarily derived from, iron.

Glass container. Includes all clear (flint), green and brown (amber) colored glass food and beverage containers. Glass containers shall not include blue glass containers, ceramics, crystal, light bulbs, plate window, laminated, wired, or mirrored glass.

High grade office paper. Includes white or off-white, fine, bond, ledger, offset, xerographic, and computer paper and related types of cellulosic material containing not more than ten percent (10%) by weight or volume of noncellulosic material such as laminates, coatings, or saturants.

Leaves. Includes tree, bush, and shrub foliage.

Materials recovery facility. Means any facility designed and operated for the purpose of receiving, storing, processing, and transferring source-separated or co-mingled nonputrescible metal, glass, paper, plastic containers, and corrugated and other cardboard, or other recyclable materials approved by the Director.

Mixed paper. Includes a wide range of paper stock and consists of unsorted mixed paper such as newspaper, magazines, glossy advertisements, paperboard, office paper, phone books, cardboard, and soft and hard bound books. Shredded paper must be contained in a sealed paper bag or tightly tied clear plastic bag. Mixed paper shall not include soiled paper, paper cups, towels, tissues, napkins or plates.

Multiple dwelling. Any dwelling containing more than two dwelling units.

Newspaper. A periodical printed on a paper commonly referred to as newsprint.

Notice of noncompliance. A notice that may be issued by City staff to inform a resident or commercial customer that they are not in compliance with one or more provisions of this chapter. This notice is intended to be an educational reminder of the proper handling of recycling and solid waste, but may be issued as the first step in the enforcement process.

Paper. Includes all newspaper, high-grade office paper, fine paper, bond paper, offset paper, xerographic paper, mimeograph paper, duplicator paper, and related types of cellulosic material containing not more than ten percent (10%) by weight or volume of noncellulosic material such as laminates, binders, coatings, or saturants.

Plastic. A class of compounds composed of synthetic thermoplastic polymeric material. Includes narrow and wide mouth food and beverage containers labeled #1, #2, #3, #4, #5, #6, or #7. Plastic bags are also included and must be contained in one tightly tied plastic bag. Expressly excludes foam trays, cups, plates, bowls, and all foam packaging material, also known as expanded polystyrene.

Recyclable material. Material that would otherwise become solid waste, which can be collected, separated, or processed and returned to the economic marketplace in the form of raw materials or products.

Recycling. The process by which materials, that would otherwise become solid waste, are collected, separated, or processed, and returned to the economic marketplace in the form of raw materials or products.

Recycling rate. The percentage of recyclables removed from the total waste stream for the purpose of being recycled.

Refuse. Means solid waste.

Resident. A human being residing within the City on a permanent or temporary basis.

Residential units. Dwelling units including single-family detached, condominiums, and townhouses used primarily as owner-occupied residences.

Residential rental units. Dwelling units including single-family detached, single-family semidetached, townhouse, apartment with four or fewer units or fraternity/sorority house used primarily as non-owner occupied residences.

Scavenging. Removing recyclable materials from a designated recycling container or area without approval from the owner or operator of the recycling operation designated to recover and process the materials.

Single family rental unit. Any single-family dwelling occupied by a person or persons under a written or oral arrangement who are not the owners of the single-family dwelling.

Single stream recycling. The placement of recyclables in the same collection container and sorted at a recycling or materials recovery processing facility.

Solid waste. All waste material, combustible or noncombustible, from all public and private establishments and residences that is not presorted prior to collection for the purposes of recovery for reuse, recycling, or which is contaminated with more than one percent (1%) food wastes or unsafe quantities of hazardous or toxic wastes as designated by the United States Environmental Protection Agency or by Maryland State agencies rendering it inappropriate or potentially harmful as a reusable or recyclable resource. Solid waste includes trash, garbage, rubbish, offal, and industrial and commercial refuse, but not body excrements.

Source separation. The act of separating recyclable materials from solid wastes by the generators of such waste for the purpose of collection, disposition, reuse, composting, and recycling.

Tire. Any pneumatic automobile, truck, or heavy machine, synthetic or natural, rubber casting designed to be fixed around a metal wheel.

Yard trim. Organic, vegetative trim typically consisting of branches, leaves, brush, grass clippings, thatch, and similar material.

161-2. Establishment of program.

The City of College Park recycling program as described herein shall, insofar as possible, meet or exceed the solid waste reduction goals as outlined in the State of Maryland Recycling Act and the Prince George's County Municipal Recycling Program. The City Manager hereby establishes a program for the source separation of recyclable materials from solid waste. The City curbside recycling program includes the source separation and collection of designated recyclable materials and yard trim.

161-3. Duties of owners and occupants receiving City solid waste collection services.

- A. All residents who live in the City and receive solid waste collection services from the City shall source separate recyclable materials from household solid waste. Residents shall not mix recyclable materials with solid waste or yard trim.
- B. Recyclable materials shall be placed in a City-issued cart. Cardboard shall be flattened and cut to size so that it fits in the recycling cart. Cardboard quantities too large to fit in the cart should be flattened, bundled with string, and placed next to the recycling cart. Recyclable materials shall be placed loose in the recycling carts and not in bags, with the exceptions of clear plastic bags used to enclose shredded paper or other plastic bags. Containers shall be emptied and rinsed out so they are free of residue prior to placement in the cart for collection. Residents may request additional carts from the Director of Public Works to contain all routinely accumulating recyclable materials between collections.
- C. All recycling carts shall be placed at the curbside by 7:00am on scheduled recycling collection days but not more than twenty-four (24) hours prior to the scheduled collection day designated or the area in which the property is located. Carts shall be placed, where possible, only on the grass adjacent to the curb. It is advised to keep carts at least three feet apart from each other, utility poles, fences, fire hydrants and other structures. Carts that are blocked by vehicles or other obstructions will not be collected. Carts shall be removed from the curb prior to 12:00 midnight on recycling collection days. Carts shall be stored on each owner's property at the rear or side of each residence in such a manner as not to be visible from the public right-of-way in front of the residence.
- D. Households with no one physically able to place and remove bins from the curb may request an exemption from these requirements by presenting to the Director of Public Works an authorized statement accompanying an annual application, that no person physically capable of moving the cart to and from the curb resides at the premises.
- E. Carts shall only be used for collection of recyclable materials, and will be kept clean by the resident.
- F. Yard trim generated by residents shall be placed in paper bags or reusable containers as approved by the City, and placed adjacent to the curb on regularly scheduled collection days. Yard trim shall be free of rocks, soil, tree branches and other solid debris and not weigh more

than seventy-five (75) pounds. Reusable containers must display a yellow yard trim decal provided by the City at no charge.

- G. Tree limbs, branches and shrubs shall be packed in bundles tied with rope, twine or string, or placed in paper bags and should be no more than five (5) feet in length and not weighing more than seventy-five (75) pounds. Bundled items tied with wire will not be collected. Tree stumps, trunks and limbs greater than twelve (12) inches in diameter will not be collected.
- H. Loose leaves may be placed at the curb during posted collection periods. Leaf piles shall be placed away from storm drains and be free of rocks, wire, vines, or other solid debris. Leaves shall be bagged at all other times during non-posted collection periods.
- I. For service on the automated recycling truck collection route, all recyclable materials shall be placed inside the recycling cart. Recyclable materials placed on the ground or in unapproved containers will not be collected by the City. Cardboard quantities too large to fit in the cart should be flattened, bundled with string, and placed next to the recycling cart.

161-4. Materials acceptable for collection.

- A. Materials accepted in the blue recycling cart:
 - a. Glass containers (clear, green, and brown – no blue)
 - b. Plastic containers (#s 1-7)
 - c. Metal, including aluminum, steel, and tin containers, aluminum foil, and aluminum baking pans
 - d. Mixed paper
 - e. Cardboard
- B. Yard trim as described in 161-3.

161-5. Responsibilities of the City.

- A. Recycling carts will be provided by the City at no cost. Each single-family residence and individual apartment unit will be provided with one (1) cart. Additional carts may be requested from the Department of Public Works. The number of carts needed will be determined by the Director of Public Works.
- B. In accordance with the recycling schedule established by the Director of Public Works and approved by the Mayor and Council, City collectors will empty all carts placed out by 7:00am for curbside collection and then return them to the curb. Households exempt from the requirements to place carts at the curb will allow City staff to bring the carts from behind the house, empty them, and return them to their behind-the-house-locations.
- C. The Department of Public Works will provide information and updates as necessary regarding the City recycling program and schedule.
- D. The Department of Public Works recycling collection crews will issue a notice of noncompliance to addresses where recycling errors are observed.

161-6. Safeguards for collectors.

- A. All dogs or other animals that might interfere with collectors shall be confined on collection days.
- B. Filled carts shall not weigh more than 75 pounds.

161-7. City's right to refuse pickup.

If the Public Works Director or other City staff determine that materials being placed out for curbside pickup are unacceptable or improperly prepared or contained per the provisions of this chapter, then the City reserves the right to refuse collection of said materials. The City will provide the resident with a notice explaining the infraction. The resident will then be responsible for removing the materials from the curb or other location and preparing materials to make them appropriate for collection.

161-8. Tips and gratuities.

Tips and gratuities shall not be offered to City employees to perform any services.

161-9. Used motor oil recycling.

A receptacle for recycling used motor oil only is provided year round at the Public Works facility and is available at all times. Oil shall be deposited in accordance with directions posted at the facility by the city. Disposal of any other items at the facility shall constitute illegal dumping.

161-10. Scavenging.

It shall be unlawful for any person who is not authorized by the property owner to recover, salvage, scavenge or otherwise remove, or cause to be removed, salvaged, scavenged, or removed any recoverable material from any bin or container, placed in the City for collection.

161-11. Violations and penalties.

Any person violating any of the provisions of this chapter shall be guilty of a municipal infraction and is subject to the penalty provided in Chapter 110, Fees, and Penalties, of this Code.

161-12. Non-City material.

- A. It shall be unlawful for any resident to set out for collection any material generated from business or work outside the City.
- B. It shall be unlawful for any person, firm, or corporation to place any material on the property of another.
- C. It shall be unlawful for a person who is not a City resident to place their material for collection in the city incorporated limits.

5

Buy Local efforts

MEMORANDUM

TO: Mayor and City Council

FROM: Michael Stiefvater, Economic Development Coordinator *MS*

THROUGH: Terry Schum, Planning Director *TSS*
Joseph L. Nagro, City Manager *JLN*

DATE: November 14, 2014

SUBJECT: Review of the City's Buy Local Efforts

ISSUE

In preparation for the discussion of buy local efforts on the November 18th worksession agenda, staff has prepared a history of previous efforts and summary of current initiatives.

BACKGROUND

The City recognizes that a strong base of independent, locally-owned businesses is vital to the success of its commercial areas; therefore, efforts have been made to support them through a buy local campaign and other initiatives in recent years. Without the financial backing or marketing power of their chain or franchise counterparts, these independent establishments require additional assistance to thrive in College Park's competitive retail environment. While national and regional businesses certainly have their place in the City, independent merchants create a unique identity that can attract visitors and new residents to the community. Although the City has invested significant money and time in the past six years to provide assistance to its independent businesses, a successful local business alliance has not been sustained. While there remain opportunities to help the merchants, leadership from the business community is vital for a buy local campaign to reach its full potential.

The City's recent buy local efforts began in 2008 with the creation of a logo and slogan, "Shop College Park," that appeared on reusable shopping bags, stickers, and streetlight banners. To expand on this branding, the City launched the Shop College Park website in July 2008 that provided an online destination for every retailer. Combined, these items provided a starting point for a buy local campaign that would be led by members of the business community. Work on this campaign began in earnest in 2010 as City staff met with merchants to discuss the parameters of a business alliance that would allow them to organize and cooperatively promote their interests.

These meetings led to the invitation of the American Independent Business Alliance's (AMIBA) Director to an event in January 2011 where he spoke about the benefits of buy local campaigns and organizational examples from around the country. The event generated enough interest for a group comprised of business owners and residents to begin conducting regular meetings that focused on creating a formal organization to promote College Park's independent businesses.

In March 2011, the group settled on a name, the College Park Neighborhood Business Alliance (CPNBA), and later voted to affiliate with similar groups under AMIBA. To assist in the process, the City agreed to provide \$3,000 in seed money during FY 2012 that would be used for the initial AMIBA membership fee and other ideas to grow membership and launch the campaign. The group continued their regular meeting schedule and set parameters for membership criteria, dues, and initial community outreach. This momentum continued through the summer of 2011, when internal issues regarding the group's spending led to diminished involvement from several members. New leadership soon took over and efforts to get CPNBA back on track began with monthly networking events and free workshops that were open to members and non-members. As a result, several merchants recommitted to the group, but the earlier enthusiasm never fully returned.

Despite this setback the City continued to work with the leadership by creating organizational brochures for potential members and window stickers to help get the group's image out to the general community. Additionally, a special event was held in May 2012 at a local restaurant for interested businesses to learn about CPNBA and attendees were offered discounted memberships to incentivize their participation. Through all of these efforts the group was able to reach a high point of 10 paid members, which was much lower than the number that originally expressed interest in a buy local group. For the next several months CPNBA and city staff continued to meet regularly, although the group was unsure about its future at that stage.

In an effort to attract more members and raise their profile in the community, the group designed discount cards that were valid at more than a dozen businesses and distributed them throughout the community in early 2013. Non-members were allowed to participate in the program to familiarize them with CPNBA, although they were given less visibility than members. The results were mixed and a groundswell of interest never developed to keep the group alive. Eventually the group discontinued its meetings and in October 2013 the corporation status of CPNBA was forfeited due to a failure to file property tax paperwork in 2012.

SUMMARY

Since the disbandment of CPNBA, the City has continued to promote buying local through a variety of initiatives. Although these efforts were led by the City, dialogue with the independent businesses factored into the parameters of each initiative, which are listed below.

- The redesign of the Shop College Park website in January 2014, which gave independent businesses an enhanced presence through several design features:
 - The homepage features a special section that highlights a different independent merchant each time the site is visited. A photo and brief description of the merchant is included, along with a link to their full page on the site.
 - An "Independent" logo was created for merchant pages to identify them easily.
 - Visitors are able to search the businesses listings specifically for independents.
- The creation or repurposing of grants to assist independent businesses:
 - *Retail Business Improvement Fund* – formerly the sign grant program that provided assistance to any existing or new business for storefront signs, regardless of their independent status. The program was repurposed in 2013 to be explicitly

for existing, independent businesses to help established businesses make costly repairs that are needed to keep them competitive with newer tenants. Eligible businesses are able to receive up to \$5,000 in matching funds for exterior and interior improvements. In two grant cycles the program has awarded \$49,000 in funds to 15 businesses, while generating nearly \$245,000 in private investment.

- *Commercial Tenant Improvement Program* – funded through a Community Legacy grant, this program is designed to attract new, independent retailers by providing up to \$25,000 in matching funds for exterior and interior improvements. To date, two businesses have completed the application process for a total award of \$30,000 compared to \$115,000 in private investment.
 - *Hollywood Commercial Façade Improvement Program* – a recently created program that is designed to reinvigorate the Hollywood Commercial District, which is predominately home to independent merchants. Businesses and property owners are eligible for matching grants up to \$25,000 for exterior improvements. Five property owners have expressed interest in the program at this time.
- The establishment of College Park Restaurant Week in August 2013:
 - The City created marketing materials and coordinated the event.
 - The event is currently held each August and has seen nearly 20 independent restaurants participate both years.
 - The continued support of the Downtown College Park Management Authority:
 - While DCPMA is not limited to independent businesses, 37 of its 72 members are independently operated.
 - Staff coordinates and attends every meeting of DCPMA, while providing as-needed support throughout the year.
 - Staff is currently in the early stages of working with the group to establish a strategic plan for short- and long-term projects to improve and promote Downtown as a dining and shopping destination.

While these initiatives are expected to continue, a true buy local campaign needs leadership from the business community to be effective. City staff is able to provide support services to the group, but businesses must take ownership of the overall campaign and be active participants for it to become a movement in the community.

RECOMMENDATION

No council action is required. This information report is intended to update the Mayor and Council on the buy local efforts of the City.

6

Prohibited continuous parking

MEMORANDUM

TO: Mayor and City Council

THROUGH: Joseph Nagro, City Manager
Robert Ryan, Public Services Director 

FROM: Jim Miller, Parking Enforcement Manager 

DATE: November 14, 2014

SUBJECT: Standard Operating Procedure for the Enforcement of Chapter 184, Subsection 7-A – Continuous Parking Prohibited

ISSUE

Councilmember Wojahn wishes to discuss Chapter 184, Subsection 7 of the Code of the City of College Park as to what precipitates the process, how it is enforced, and the steps involved in the process from start to finish.

SUMMARY

In accordance with Chapter 184, Subsection 7-A of the Code of the City of College Park (Continuous Parking Prohibited), as amended 9-10-1991; it shall be unlawful for any person to park any automobile or other vehicle on any of the streets of College Park for a continuous period of more than 48 hours at any one time, unless an oral or written permit for the same shall have been obtained from the City Manager. Such permit shall be issued only for good cause and for a period not exceeding 14 days, unless a written permit for a longer period shall have been granted by action of the Mayor and Council, and such permit shall be granted only for good cause.

This ordinance is enforced upon receipt of a formal resident complaint, which is specific to one or more vehicles, and with as detailed a description of the subject vehicle(s) as possible. Or, under the following circumstances where a parking officer initiates a tracking record:

- a. An illegally parked vehicle as defined in the City Code for two (2) or more consecutive days, and remains unmoved and in violation;
- b. A vehicle displaying no tags, expired tags, or expired temporary tags; or
- c. A vehicle with one or more flat tires and/or major body damage deeming it inoperable or considered abandoned.

Should the City receive either a formal resident complaint specific to one or more vehicles for suspected violation of this ordinance, or should any of the aforementioned criteria exist to warrant initiation of a tracking record by a parking officer, a warning under this ordinance is issued, and the tires chalked. If, after forty eight (48) hours has passed from the time the warning was first issued, the subject vehicle remains unmoved, the parking officer then cites the vehicle violation, and files a request for impoundment.

Upon receipt of the impound request, a record of the most recent registered owner can be obtained from the Maryland MVA, we are required to send a certified letter advising the vehicle owner of the violation and location of the vehicle, with a scheduled impound date of seven (7) calendar days from the date of the letter should the vehicle remain illegally parked. Thereafter, additional parking citations may

be issued every twenty four (24) hours until the subject vehicle either corrects the violation, or the vehicle is impounded.

If upon receipt of the impound request no registration records can be obtained, the subject vehicle is then considered to be abandoned, and may be impounded immediately upon issuance of the first parking citation for violation of the '48 Hour Limit' ordinance.

Normally, upon receipt of a resident complaint, it would take at least nine (9) days before an otherwise legally parked and registered vehicle would be towed. In practice, this process takes 1- to 14 days. Accommodations for residents away from home for an extended period are made through the process described in the Code for City Manager or Council permission.

Staff believes the current 48-hour rule is working to provide for removal of abandoned vehicles from City streets, and to accommodate residents.

RECOMMENDATION

Staff recommends that the Council discuss this issue at a work session, to decide whether the Code, as currently written, and the administrative process meet the current resident needs. If not, Council should propose an Ordinance change.

Attachment: Chapter 184, Article II. § 184-7

City of College Park, MD
Friday, November 14, 2014

Chapter 184. VEHICLES AND TRAFFIC

Article II. Parking Regulations

§ 184-7. Continuous parking prohibited.

[Amended 4-24-1984 by Ord. No. 84-O-5]

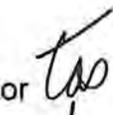
- A. It shall be unlawful for any person to park any automobile or other vehicle on any of the streets of College Park for a continuous period of more than 48 hours at any one time, unless an oral or written permit for the same shall have been obtained from the City Manager. Such permit shall be issued only for good cause and for a period not exceeding 14 days, unless a written permit for a longer period shall have been granted by action of the Mayor and Council, and such permit shall be granted only for good cause.
[Amended 9-10-1991 by Ord. No. 91-O-22]
- B. It shall be unlawful for any person to park any automobile or other vehicles on any off-street parking area owned, leased or otherwise subject to control of the city for a continuous period of more than 18 hours at any one time. Such automobile or vehicle may be immobilized in accordance with the provisions of § **184-16D** and/or impounded in accordance with the provisions of § **184-31**.
[Amended 3-22-1994 by Ord. No. 93-O-8A]

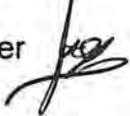
7

Site
selection
for
City Hall

MEMORANDUM

TO: Mayor and Council

FROM: Terry Schum, Planning Director 

THROUGH: Joseph L. Nagro, City Manager 

DATE: November 14, 2014

RE: City Hall Site Selection and Stone Industrial Property

ISSUE

A public forum was held on October 28, 2014 to provide information about the site selection process for a new City Hall and to obtain input from the public. The deadline for receipt of written comments was November 14, 2014. A digest of the public comments received was prepared by the City Clerk and is included as Attachment 1.

A brief discussion was held at the City Council Worksession on November 5 about the possibility of acquiring all or part of the Stone Industrial campus for the relocation of City Hall. This option is not being pursued, however, the City Council agreed to explore the possible acquisition of a portion of the Stone Industrial property to expand the adjoining Department of Public Works facilities.

SUMMARY

There were 16 speakers at the public forum and 7 written comments received. Of these, a preference or support for relocating City Hall to the Calvert Road site was expressed by 17 participants with 4 participants stating a preference or support for the existing City Hall site. In addition, multiple comments were received on the following topics: a) concerns about the vacant school building; b) the accessibility of City Hall for all residents; c) the importance of on-site parking for City Hall; d) the potential for commercial development and revenue generation from the existing City Hall site; e) the availability of outdoor public space at the Calvert Road site and perhaps other civic uses; f) protecting Calvert Road as a residential area; and g) providing public meeting space elsewhere in the city.

In regard to the availability of the Stone Industrial property, Attachment 2 is the offering memorandum prepared by the broker, NAI KLNB (excluding the market overview). They are selling the property "as-is" and are accepting bids through December 4, 2014. The broker has indicated that their main focus is finding one buyer for the entire 17-acre site, but if the City is interested in a smaller portion of the property, they would

welcome an “aggressive expression of interest which could be discussed with a buyer interested in the entire property.” It appears that they are looking to sell the property in the range of \$400,000 - \$500,000 per acre. Attachment 3 is an exhibit that shows four options for subdividing the vacant property on the south side of the Department of Public Works. It should be noted that the only current access to the property is on 51st Avenue opposite Cree Lane.

RECOMMENDATION

This information is provided for discussion purposes.

**City of College Park
Site Selection for City Hall
Digest of Public Comment Received
October 28, 2014 – November 14, 2014**

Item #	Name / Representing	Speaker OR Exhibit Number	Summary
1	Daniel Coogan	EX 1	Support for Calvert Road site. Current state of the abandoned building is deplorable and is a safety concern to those using the tot lot. The Calvert Road site has a beautiful older building that would give prestige to the City
2	Michael J. Jacobs Former Mayor	EX 2	City Hall at the Calvert Road site is the best option; it preserves open space, is a low intensity use, frees up commercial space on Knox Road which the City can develop to generate income
3	James McFadden	EX 3	Wants to see the Calvert Road school building preserved and put back into use. Concerned the empty building might attract the attention of the County who might want it back, and sees benefits of moving city offices there. But he is concerned about the potential use of the Knox Road site if the City vacates it. Leasing the land to a commercial developer might be a better alternative that waiting for the UMD to develop their plans for Knox Road.
4	Steve Hill	EX 4	Most interested in an approach that would contribute to a vibrant downtown that would include a diversity of retail, restaurants and entertainment beyond something entirely student focused.
5	Richard Williamson	EX 5	Supports a plan to rebuild City Hall at the Calvert Road school site. Prefers retaining the sports field and playground and developing city hall on the northern portion of the site. On-site parking should be a major consideration.
6	Suchitra Balachandran, Board of West College Park Civic Association	EX 6	The Board voted to support the Calvert Road site over the Knox Road site: more acreage, would allow for on-site parking (not dependent on the garage), potential for better aesthetic design and outdoor public space, no need to relocate city operations, the City owns the space. Consider Knox Road property as an asset and determine uses that would attract residents to come downtown. Perhaps it could generate an income stream.
7	John Rigg Calvert Hills Civic Association	SP 1	This is the neighborhood in which the Calvert Road site is located; he and his neighbors hate to see it abandoned and empty. Putting City Hall there is a great public use. There is room to add space for civic and community events, day care, art space. It is unacceptable for the Calvert Road site to remain in a state of disrepair. Think about what the future use of Calvert Road would be if not City Hall.
8	Suchitra Balachandran, Board of the West College Park Citizens Association	SP 2	The Board of the WCPCA voted in favor of the Calvert Road site and sent a letter in that regard. Calvert Road site is larger so there is more opportunity for community space and parking. They want to maximize the tax dollar. You can't do a lot with Calvert Road because of the public use restriction. It doesn't make much difference to her neighborhood to come to Calvert Road instead of Knox Road, but want to find convenient parking when they arrive. They are aware of the conversation with the College Park City-University Partnership about the Knox Road site and encourage that to proceed. Moving City Hall to Calvert Road opens up more possibility at Knox Road. We need civic space in different parts of the City, not just in downtown College Park.

9	John Krouse	SP 3	He is concerned about the accessibility for residents. Consider dividing the two issues: need for office space and need for public meeting space. City meeting space could occupy a smaller space anywhere in the City; it doesn't have to be where the offices are. Uncertainty of traffic can make it hard for many residents to come to meetings.
10	Don Schmadel	SP 4	He lives at the corner of Calvert and Princeton; it is a quiet residential area. Knox Road is the business center of College Park; you don't have to drive by any homes to get here. The Calvert Road site is in a residential area and should be protected. He is in favor of concept #2 and opposed to locating City Hall on Calvert Road. You could build a library there instead of City Hall. Expand City Hall into the current parking lot to stay in the center of the business area.
11	Kristy Maddux	SP 5	Lives very close to Calvert Road site. Council has a problem and solution closely married: a need for space and an available property. All logical and reasonable grounds favor moving City Hall to Calvert Road: location, acreage, parking, and financial efficiency. She was opposed to putting College Park Academy there; not just any project would work, but this one would. If there is an opportunity to add daycare she would support it; there is a clear need for College Park daycare.
12	Carlo Colella University of Maryland	SP 6	The University's position is that in order to achieve our shared vision of a thriving, dynamic, vibrant downtown, keeping City Hall on Knox Road is needed. Today's market is not conducive to other uses at the Knox Road site. By keeping City Hall at Knox Road we can collectively put high density office and retail here for 12 months of the year. Moving away from downtown sends a message to developers that we are abandoning the downtown.
13	David Dorsch	SP 7	He lives three properties down from the Calvert Road site; it is a residential area and he would not want to see City Hall there. Townhouses for the University would be OK. One of the reasons for locating the garage here was so that City Hall could expand at the Knox Road site. He likes the idea of increasing visibility of City Hall from US 1. We spent a lot of money on this building and on renovations and it shouldn't be abandoned.
14	Mary Cook	SP 8	She would prefer that City Hall be more accessible to all residents; there are some north College Park residents that won't come down here and Calvert Road is even further. However, she agrees with Ms. Balachandran that the Calvert Road site is probably best despite the drawbacks. By selling Knox Road we could finance a new City Hall. Perhaps we could improve the facility at Davis Hall for public meetings.
15	Ed Lynch	SP 9	He is an architect and planner by profession. Make a legacy decision that will have the greatest impact. Don't just focus on the land that is owned by the City. Investigate with the UMD a joint venture that would benefit both parties. Create a City center and legacy space that is a transportation and retail hub, a magnet and safe public space. If, after joint planning, there are insurmountable obstacles to finding a new location, then go to one of the two sites. Of the two, the Calvert Road site is better because of size; Knox Road is second.

16	Cat Peretti	SP 10	Lives three doors down from Calvert Road site and is in favor of putting City Hall there. Uses the playground every day; it is awful to see the school boarded up and dilapidated. The concept design of the historic building being renovated is attractive and is a great opportunity to turn something that is blight on the neighborhood into something that would be the heart of the community with great public space.
17	Kathy Bryant	SP 11	Ambivalent – pros and cons to both sites. No strong opinion. She has never liked the existing City Hall; it is not pretty. She probably would like Option #1 for Calvert Road. She went to school there and wants to see it used properly. Maybe we could apply for an historic grant from M-NCPPC to restore the east part of the building for public space and keep the main building for City Hall.
18	Jack Robson	SP 12	He prefers the Calvert Road site. He does not trust the UMD Foundation and would not partner with them on anything. There is a need for more space at City Hall. If you choose the Calvert Road site, the money you get for the Knox Road property would be used to offset the cost. Its only four blocks from the Purple Line. If you decide to renovate Knox Road, maybe you could spend \$50,000 to fix up Calvert Road to relocate staff there.
19	Christine Nagle	SP 13	NCPCA will discuss this in November but has not yet taken a position. She thinks the Calvert Road site is a better choice, but is disappointed it is not further north. Looks forward to future discussion about what can be done with the Knox Road property.
20	Arun Ivatury	SP 14	He is a Calvert Hills resident and hopes the decision on Calvert Road is made quickly; it is unfortunate to see a beautiful building abandoned and boarded up. We have an elongated city and it is hard to have a feeling of community outside our existing neighborhood. If the Calvert Road site is selected, perhaps the disposition of Knox Road would bring in money so we could develop a satellite site where the Council could sometimes meet that is more accessible to all residents.
21	Stasia Hutchison	SP 15	It took her 20 minutes to come here tonight; she would prefer City Hall located in a more central location. However, there are clear benefits to locating City Hall at Calvert Road site, but the residents who live near that site should be the final voice because they will be the most impacted.
22	Cameron Easter	SP 16	City Hall should be more accessible to all citizens. Moving City Hall to Calvert Road is a bad idea, an encroachment on a residential area. It should stay in a commercially zoned area. This should be a long-term decision. This building was renovated 20 years ago. City Hall should be on the main road, here or somewhere else on Route 1. If you sell this property, you wouldn't have any presence in downtown College Park. It would be a long-term statement if the City and University could come to agreement on this property.
23	Eric Gregory	EX 7	Favors putting City Hall at the Calvert Road site because of the public use restrictions; otherwise it may stay abandoned for years. Greater opportunity to redevelop Knox Road site because it doesn't have the same restriction.

Site Selection for City Hall

Public Forum
City of College Park
4500 Knox Road, College Park, MD 20740
Tuesday, October 28, 2014
7:00 P.M.

Speakers List

1. John Rigg, President, Calvert Hills Civic Association, 6809 Dartmouth Avenue
2. Suchitra Balachandran, President, West College Park Citizens Association, 9320 St. Andrews
3. John Krouse, 9709 53rd Avenue
4. Don Schmadel, 7201 Princeton Avenue, #10
5. Kristy Maddux, 7011 Wake Forest
6. Carlo Colella, Vice President for Administration and Finance, UMD, 2119 Main Administration Building
7. David Dorsch, 4607 Calvert Road
8. Mary Cook, 4705 Kiernan Road
9. Ed Lynch, 3530 Marlborough Way
10. Cat Peretti, 4612 Guilford Road
11. Kathy Bryant, 7406 Columbia Avenue
12. Jack Robson, 4710 Harvard Road
13. Christine Nagle, 9506 52nd Avenue
14. Arun Ivatury, 6705 Rhode Island Avenue
15. Stasia Hutchison, 4710 Kiernan Road
16. Cameron Easter, 4700 Drexel Road

Site Selection for City Hall

October 28, 2014 – November 15, 2014

Written Comment

Exhibit Number	From	Date Received
1	Daniel Coogan, 7010 Wake Forest Drive	October 28, 2014
2	Michael J. Jacobs, Former Mayor	October 28, 2014
3	James McFadden, 4800 Calvert Road	October 28, 2014
4	Steve Hill, Guilford Road	October 28, 2014
5	Richard Williamson, 7011 Wake Forest Drive	October 28, 2014
6	Suchitra Balachandran, Representing the Board of West College Park Civic Association	October 28, 2014
7	Eric Gregory, 6909 Rhode Island	October 28, 2014

Janeen S Miller

From: Daniel Coogan [dcoogan@gmail.com]
Sent: Tuesday, October 28, 2014 4:32 PM
To: cpmc
Subject: Support for Locating City Hall at the Calvert Road Site

Dear Mayor and Council,

I'd like to offer my support for locating the College Park City Hall in the Calvert Road facility formerly occupied by the Friends School. I visit the tot lot that adjoins the Calvert Road site daily with my one year old daughter. While the tot lot and park are a fantastic use of public space, the building is deplorable. Not only is its dilapidated state an eye sore, but the fact that much of the building is essentially abandoned has likely contributed to the loiterers and vagrants that I occasionally see around the facility (I feel confident in speaking for all the parents of young children in College Park when I say that this is not an element we desire around our tot lots).

Besides these safety concerns, the Calvert Road site is a beautiful older building that would give prestige to the city of College Park that the current facility, which is of much more modest architecture, lacks. I encourage the Mayor and Council to relocate City Hall at the Calvert Hill site for the betterment of the College Park community and city government.

Daniel Coogan
7010 Wake Forest Dr

Janeen S Miller

From: Michael J. Jacobs [mjacobs264@aol.com]
Sent: Tuesday, October 28, 2014 4:10 PM
To: cpmc
Subject: Fwd: Comments from former mayor Mike Jacobs on City Hall site selection

Mayor and Council: For the record see my email below. Thanks, Mike Jacobs, Former Mayor

----- Original Message -----

Subject: RE: Comments from former mayor Mike Jacobs on City Hall site selection

From: Stephanie Stullich <stullich@earthlink.net>

Sent: 12:06pm, Tuesday, October 28, 2014

To: Janeen Miller <jsmiller@collegeparkmd.gov>, Joe Nagro <jnagro@collegeparkmd.gov>, CM Alan Hew
 <ahew@collegeparkmd.gov>, CM Denise Mitchell <dmitchell@collegeparkmd.gov>, CM Fazlul Kabir
 <fkabir@collegeparkmd.gov>, CM Monroe Dennis <mdennis@collegeparkmd.gov>, CM Patrick Wojahn
 <pwojahn@collegeparkmd.gov>, CM PJ Brennan <pbrennan@collegeparkmd.gov>, CM Robert Day
 <rday@collegeparkmd.gov>, Mayor Andrew Fellows <afellows@collegeparkmd.gov>
 CC: "Michael J. Jacobs" <mjacobs264@aol.com>

Thanks Mike. I am sharing your message with the rest of the mayor and council. Just to clarify, was it your intention to submit your comments for the public record? My understanding of our process is that if a constituent's comments are addressed to just one council member, that is generally considered a personal communication rather than part of the public record.

Stephanie

From: Michael J. Jacobs [mailto:mjacobs264@aol.com]
Sent: Tuesday, October 28, 2014 10:06 AM
To: Stephanie Stullich
Subject: Re: Public forum tonight on site selection for new City Hall for College Park (Tues Oct 28 at 7 pm)

Stephanie: This is a no brainer as it was 20 years ago. City Hall at the school site is the best option. It preserves open space; is a low intensity use; and frees up commercial space which the city can develop, with or without the University, and generate income. Hopefully the Council will make the right choice this time.

Mike

Janeen S Miller

From: James McFadden [alamor1@verizon.net]
Sent: Tuesday, October 28, 2014 2:48 PM
To: cpmc
Subject: City Hall

Dear Mayor and Council:

I am of two minds about relocating the city hall to the Old School.

First I want to see the school building preserved and put back into use. It has been allowed to deteriorate and without work could be lost. I am concerned that when the current city offices vacate the school annex the building will sit empty long enough to attract the attention of Prince George's County bureaucrats wanting the site for a county function. The City could lose the building and see the site used for something that neither the City nor the residents want. I clearly see the benefits of moving the city hall to the school.

Having had the opportunity to see the plans for the renovation of the current city hall I must say that I liked the design and the forward thinking about future space requirements. The look appeals to those of us interested in architectural design drawn from American forms. However, I am concerned about the potential use of the site if the City vacates it. Nothing that I have heard about UMD plans, should it negotiate a use for the site and the land already controlled by the University, sounds exciting enough to bring new life to the down town area. Leasing the land to a commercial developer is perhaps a better alternative than waiting for UMD to develop their plans.

While torn, I have decided to support moving the city hall to the old school and for the City to then negotiate the lease or sale of the current city hall site to an entity other than UMD.

Jim McFadden
4800 Calvert Road
College Park, MD 20740

Janeen S Miller

From: Steve Hill [frmsteve@gmail.com]
ent: Tuesday, October 28, 2014 1:08 PM
o: cpmc
Subject: New City Hall site location

Dear Mayor and Council:

I am a longtime resident of College Park (since 1991, with a brief interruption while I lived across the street in University Park).

As you consider site selection for a new city hall, I am most interested in an approach that would contribute to a vibrant downtown. This would include a diversity of retail, restaurants and entertainment that reach beyond something entirely student focused. If redeveloping the site of the current city hall would provide opportunities for such development then that would be the preferred approach.

Thank you.

Steve Hill
Guilford Road

Janeen S Miller

From: Richard Williamson [williamsonrichc@gmail.com]
Sent: Tuesday, October 28, 2014 1:52 PM
To: cpmc
Subject: Full support for City Hall in Calvert Hills

Dear Mayor and Council,

I fully support the plan to rebuild City Hall at the Calvert Hills school site and I hope you move forward with it as soon as is logistically feasible.

I live less than 100 yards from the site and will be heavily impacted by whatever development is placed there. I feel that retaining the sports field, small playground and developing city hall on the northern portion of the space will be a net positive for the quality of life for our neighborhood and revitalize the surrounding retail efforts. I believe that the old location could be repurposed in many ways including by UM.

Please heavily consider parking in your plan. Parking along Guilford in accessing City Hall should be minimized and policed. I also request that some method of reducing illegal moped traffic on the sidewalk through the park be considered as we update the site, sidewalk, and gates. High speed scooters are using it to cut between Guilford and Calvert which is a clear danger to children trying to freely enjoy the playground and grounds.

Thank you for your service to our city!

Richard Williamson
7011 Wake Forest Dr 20740

9320 Saint Andrews Place
College Park, MD 20740
October 28, 2014

Dear Mayor Fellows and Councilmembers of the City of College Park:

After this issue was brought to our attention last week, the Board of the West College Park Civic Association has engaged in several discussions about the proposed sites for a new City Hall. We attended the meeting organized by Councilwoman Mitchell on October 22nd, read through the draft information supplied by the City staff and held a Board meeting.

Based on our discussions, we are in agreement that, of the two sites under discussion, the Calvert Road site is clearly the preferred site for the construction of a new City Hall complex. At 3.73 acres, the Calvert site is much larger than the Knox site at 1.23 acres. It would allow for on-site parking, which is a priority for West College Park residents who cannot walk to the site. The larger area would allow for a better aesthetic design, including outdoor public space and create a far better presence for the new structure than is possible at Knox Road. The Calvert Road location, slightly removed from the retail buzz, would be quieter, while still within the downtown area. By contrast, a new City Hall at the Knox Road site would likely be a 3-storey building hidden behind a likely 5-storey structure that has ground floor retail fronting on Route 1 and parking would be dependent upon a garage that is increasingly in greater demand from all of the proposed and planned development on and off Route 1.

For the staff and for the Council, the Calvert Road site would provide the ease of not having to relocate City Hall operations during construction. Planning and development could begin immediately without the need to wait for collaboration on the frontage property and the need to overcome any obstacles that may accompany that collaboration process. That the Calvert Road site is deeded to the City for public use only is surely the crowning argument that using this property for the new City Hall would allow the taxpayer dollar to be stretched to the fullest while providing maximum long-term benefit to residents.

In that context, the Board asks for detailed information on how the new City Hall construction would be financed: the source of capital; the repayment schedule and likely interest rate; the period over which the loan would be repaid; whether the City expects to make payments from its existing budget with the current tax stream or if the City anticipates having to increase taxes and if yes by how much and from whom?

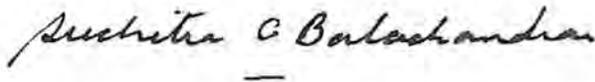
Building the new City Hall at the Calvert Road site need not thwart the incipient discussions between the City and the University of Maryland Foundation for a collaborative effort at developing the City's Knox Road property and the Route 1 frontage. Rather, if both parties are serious about a collaborative project, it could open up avenues for more creative uses to develop this centrally located property for the long-term benefit of all residents. Therefore, we do not advocate selling the Knox Road property immediately to the highest

bidder. Rather we suggest that the City regard the property as an asset and brainstorm with residents to determine uses that would attract residents to come to downtown College Park. During this discussion and development process, which may prove to be lengthy, the current City Hall property could be leased to generate an income stream that would offset some of the cost of paying for the new City Hall.

An issue of particular relevance to West College Park but with applicability to all residents is the lack of civic space throughout the city. Since its construction, College Park Woods and Crystal Springs have relied upon the private space available at the College Park Woods Swim Club for our meetings. While the new City Hall should certainly provide additional and creative community space, having to commute to downtown College Park or Davis Hall for local meetings will greatly reduce civic engagement. We therefore ask the City to plan for community space in West College Park as it considers the long-term future of the City and to meet similar needs in other parts of the City.

Finally, the Board wishes to reiterate that residents are interested in value for the tax dollar and development that yields long-term sustained benefits and not in the perceived stature of the City. The Board expects to convene a meeting of the WCPCA to gather additional feedback on these issues. We thank the Mayor and Council for engaging us on this issue and we hope that you will continue to do so as other large projects emerge.

Sincerely,



Suchitra Balachandran
President, WCPCA
cp_woods@yahoo.com

cc: Diane Lynch (Vice President), Suzie Bellamy (Secretary), John Carr (Treasurer), Wayne deRoux, Maria Mackie, Duffy Nobles

Janeen S Miller

From: Eric Gregory [eric.m.gregory@gmail.com]
Sent: Tuesday, October 28, 2014 6:25 PM
To: cpmc
Subject: City Hall Relocation/Renovation Discussion

Dear Mayor and Council,

I think it would be a mistake if we do not put City Hall at the Calvert Road site. There are very few real opportunities to do something good with that site because of the public use restrictions. The current City Hall site does not have those same restrictions and would have much greater opportunity for redevelopment outside of the City Hall project whereas the Calvert Rd site would likely stay abandoned for years like it already has been if it is passed over for this project.

Regards,
Eric Gregory
6909 Rhode Island

Stone Industrial Campus
9207 51st Avenue
College Park, Maryland 20740

NAI KLNB
Commercial Real Estate Services, Worldwide.



Confidential Offering Memorandum presented by:

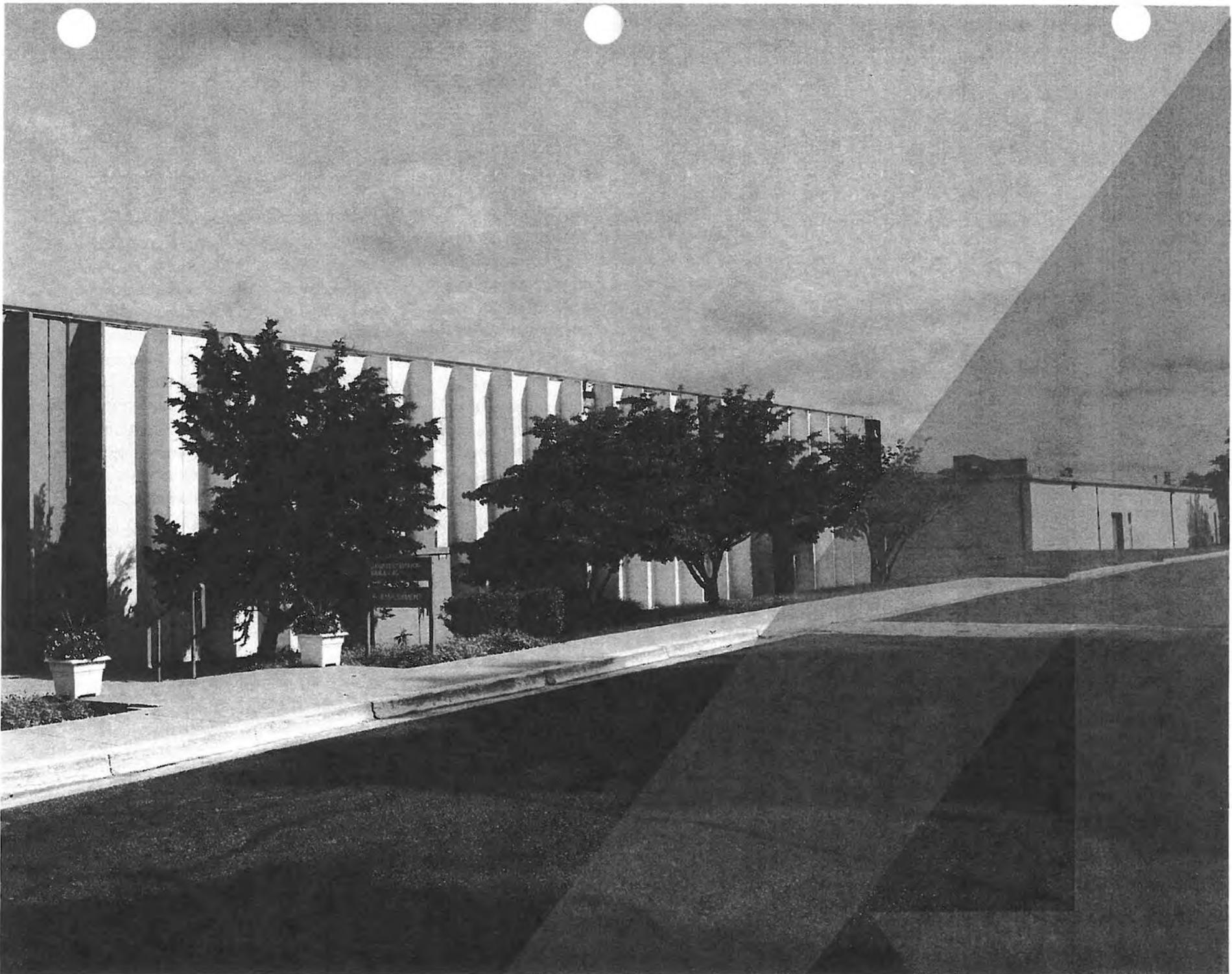
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email ckubler@klnb.com

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cell +1 301 442 6897
fax +1 410 290 0723
email acoppola@klnb.com

ATTACHMENT 2



NAI KLNB ("Broker") has been retained by the owner of Stone Industrial Campus in College Park, Maryland ("Property") as the exclusive broker for this acquisition opportunity.

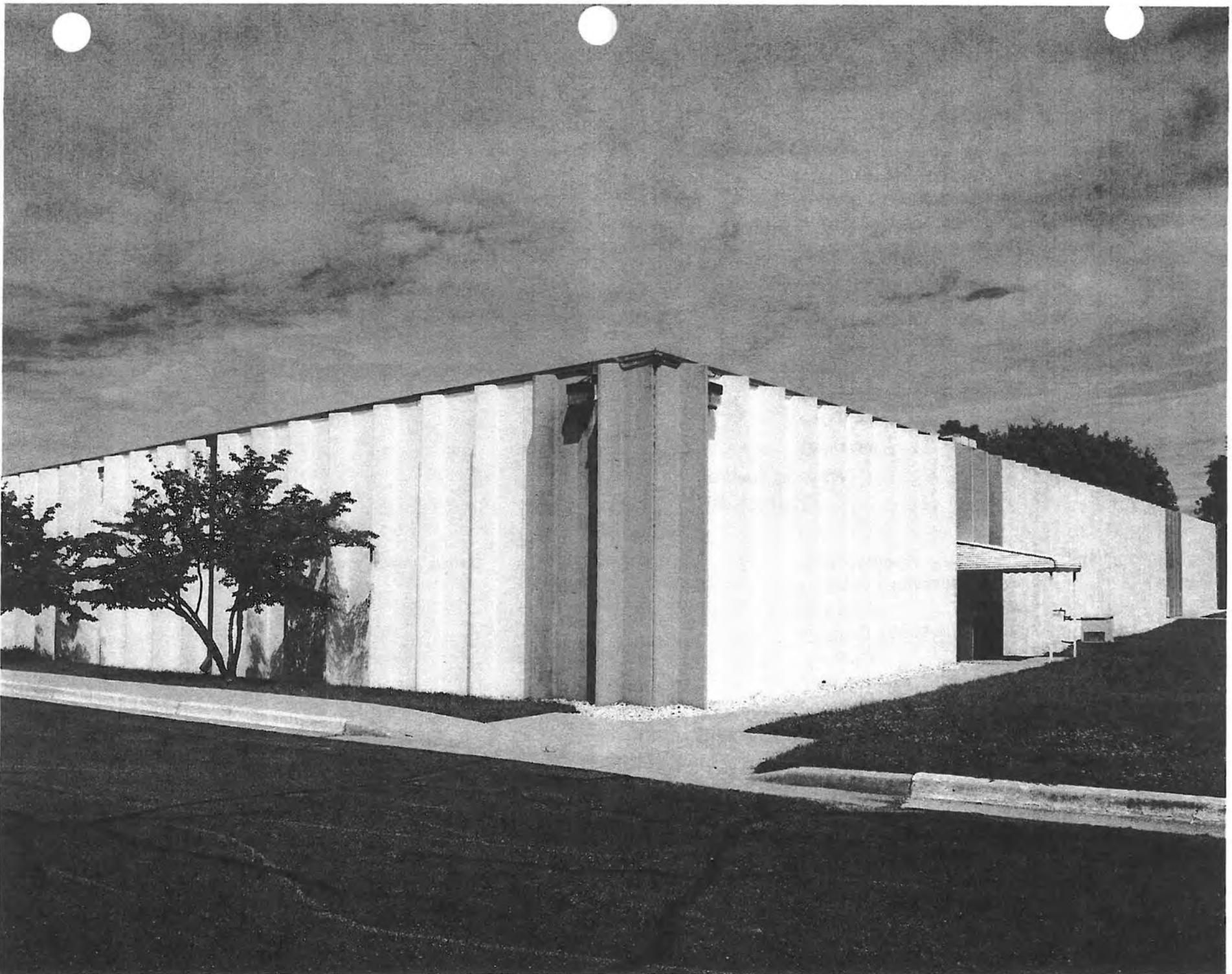
This Offering Memorandum has been prepared by Broker for use by the principal ("Principal") to whom Broker has provided this Offering Memorandum. The use of this Offering Memorandum and the information provided herein is subject to the terms, provisions and limitations of the Confidentiality Agreement furnished by Broker and executed by Principal prior to delivery of this Offering Memorandum. Although the information contained herein is based upon sources believed to be reasonably reliable, Owner and Broker, on their own behalf, and on behalf of their respective officers, employees, shareholders, partners, directors, members and affiliates, disclaim an responsibility or liability for inaccuracies, representations and warranties (expressed or implied) contained in, or omitted from, the Offering Memorandum or any other written or oral communication or information transmitted or made available to the recipient of this Offering Memorandum. In amplification

of and without limiting the foregoing, summaries contained herein of any legal or other documents are not intended to be comprehensive statements of the terms of such documents but rather only outlines of some of the principal provisions contained therein, and no representations or warranties are made as to the completeness and/or accuracy of the projections contained herein. Prospective purchasers of the Property should make their own investigations and conclusions without reliance upon this Offering Memorandum, the information contained herein or any other written or oral communication or information transmitted or made available. Additional information and an opportunity to inspect the Property will be made available upon written request by interested and qualified prospective purchasers.

Owner expressly reserves the right, exercisable in Owner's sole and absolute discretion, to withdraw the Property from being marketed for sale at any time and for any reason. Owner and Broker each expressly reserves the right, exercisable in their sole and absolute discretion, to reject

any and all expressions of interest or offers regarding the Property and/or to terminate discussions with any entity at any time with or without notice. Broker is not authorized to make any representations or agreements on behalf of Owner. Owner shall not have any legal commitment or obligation to any entity reviewing this Offering Memorandum or making an offer to purchase the Property unless and until a written agreement for the purchase and sale of the Property has been fully executed, delivered and approved by Owner and the other party thereto and any conditions to Owner's obligations hereunder have been satisfied or waived. If you have no interest in the Property at this time, return this Offering Memorandum immediately to:

NAI KLNB
Suite 350
6011 University Boulevard
Ellicott City, Maryland
tel +1 410 290 1110
fax +1 410 290 0723
www.naiklnb.com



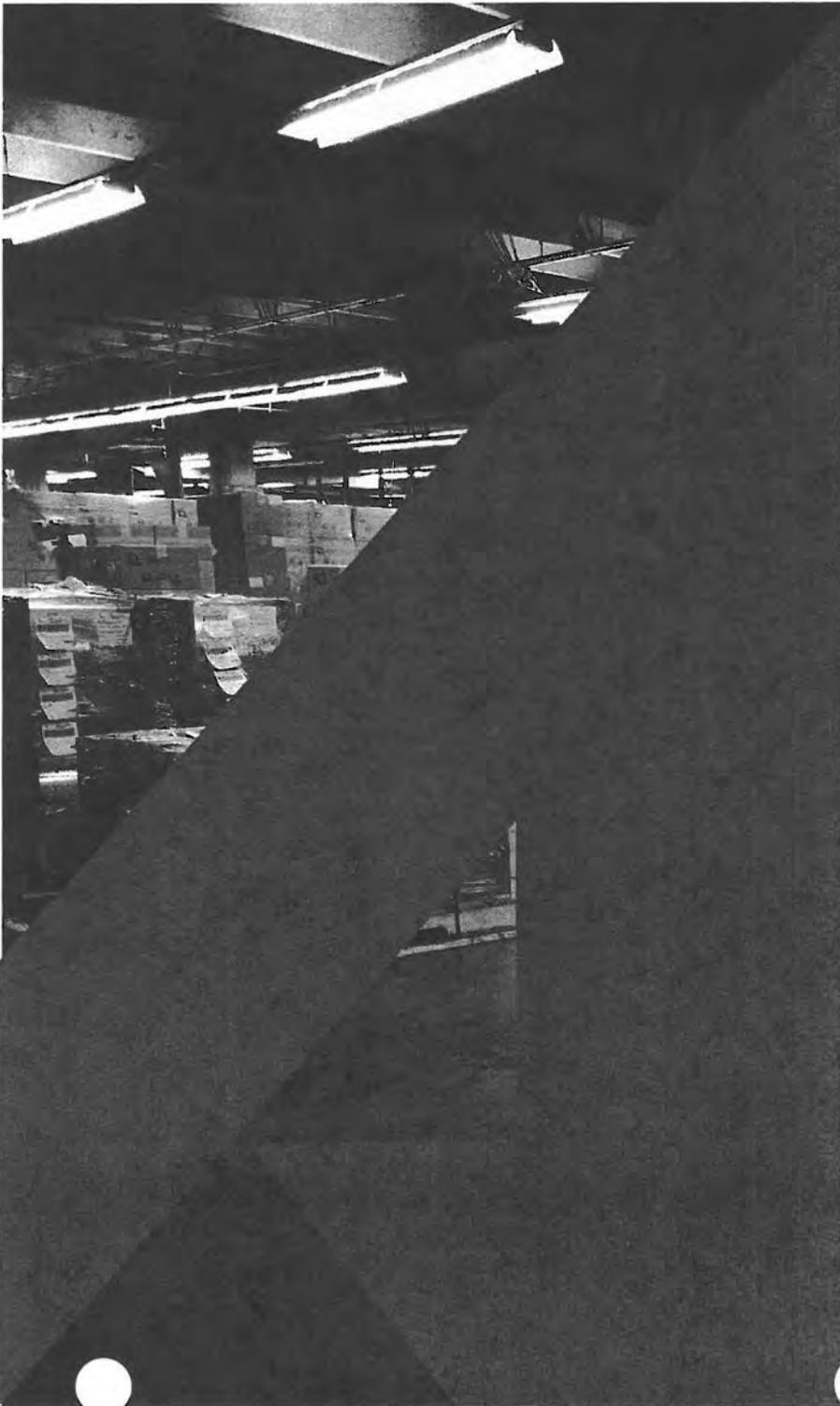


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		Washington Area Economic Overview Greenbelt Metro Station Development Overview College Park Industrial Market Overview College Park Multifamily Analytics College Park Overview of New Development

Stone Industrial Campus

About The Offering

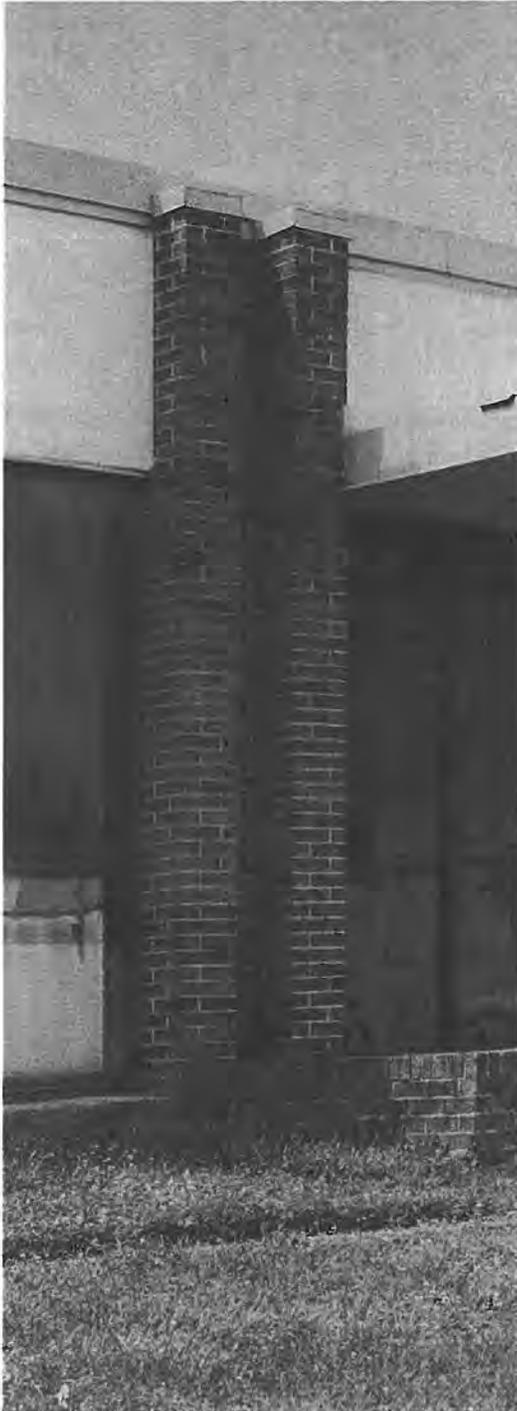
Located inside the Capital Beltway and just minutes from the University of Maryland and the Nation's Capital, the Stone Industrial Campus (the "Property") comprises a 16.89-acre site improved by three office and industrial buildings totaling 113,089 rentable square feet.

The bulk of the Property is zoned I-2 (heavy industrial) supporting a wide range of industrial uses by right. [small portions of the property are zoned residential; see site plan for more detail]. The Takoma Park/College Park industrial submarket has historically maintained extremely high occupancy rates, typically below six percent looking back over the past decade.

The Maryland National Capital Park and Planning Commission (M-NCPPC) approved the Greenbelt Metro Area Sector Plan and Sectional Map Amendment in 2001. The Sector Plan recommends the eventual phasing out of industrial uses in this neighborhood and replacing those industrial uses with medium-density residential development.

As such the offering represents tremendous flexibility with the possibility of (a) occupancy by an owner-occupant requiring the flexible heavy industrial I-2 zoning, (b) lease-up of the existing industrial buildings by an investor, or (c) development of the site with new industrial or residential buildings.





About College Park

College Park, Maryland has entered a period of significant growth, with a wide range of retail, residential, and office development underway and detailed within this offering memorandum. Home to the University of Maryland, the average household income in the trade area stands at \$81,490. There are 45,490 daytime employees in the trade area, and 37,631 students enrolled at the university.

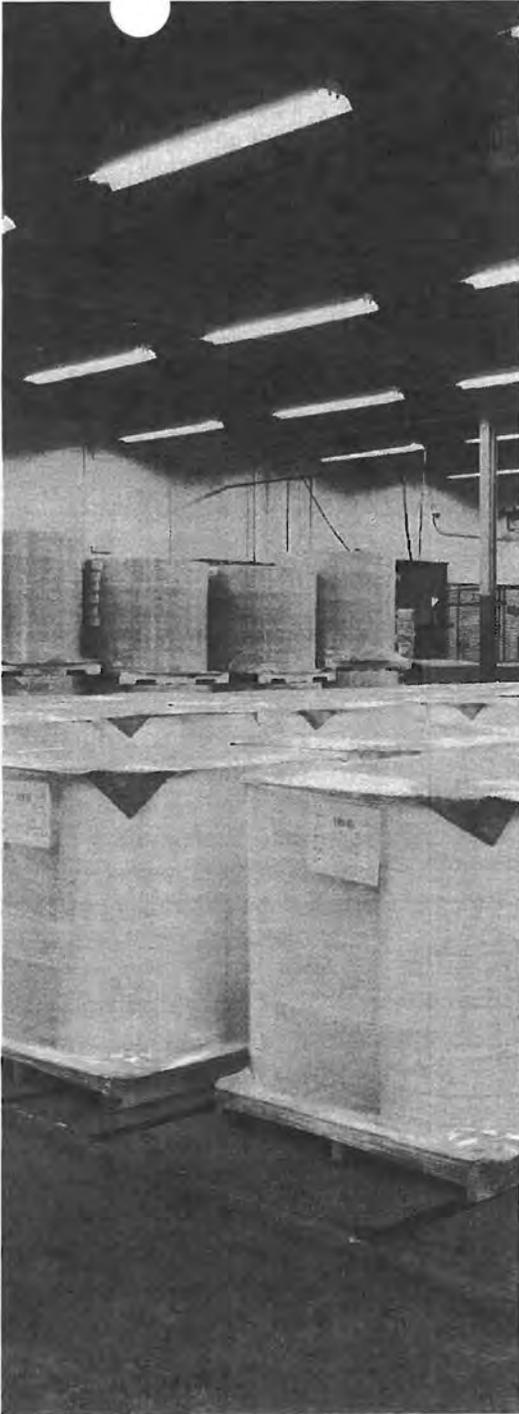
Top employers include the University of Maryland, University of Maryland University College, National Archives, National Oceanic and Atmospheric Administration, Food and Drug Administration, American Center for Physics, and IKEA.

Tenancy

- Tenant is Precision Products Group, Inc.
- Tenant currently leases the entire 71,400 square foot manufacturing building and 6,125 square feet of the warehouse building (see site plan) for a total of 77,525 square feet.
- Lease expiration date is June 12, 2016
- Base Rent is \$190,000 per year.
- Tenant is responsible for its pro rata share of taxes, insurance, and common area maintenance.

Offering Terms and Conditions

- Open bid – no formal asking price
- Purchase price should be payable “all cash” to the seller at settlement.
- Other terms and conditions shall be in accordance with the Owner’s purchase and sale agreement, which will include among other things an acknowledgment that the Property is being sold an “as-is” basis.
- The Seller reserves the unrestricted right to refuse all offers and to change terms and conditions as required.



Schedule

- Beginning October 7, 2014: Distribution of offering memorandum.
- November 10, 2014: Offers due.
- The Owner reserves the right to respond to earlier, acceptable offers.

Contact Information

Christopher B. Kubler, CCIM

6011 University Boulevard
Suite 350
Ellicott City, MD 21043
443.574.1415
ckubler@klnb.com

Alan M. Coppola, SIOR

6011 University Boulevard
Suite 350
Ellicott City, MD 21043
443.574.1404
acoppola@klnb.com

Possible FBI Headquarters in Greenbelt

The Property is less than one mile by foot from the Greenbelt Metro Station, home to an 82-acre site that is one of three finalists – and arguably the front-runner – to become the new FBI Headquarters.

The FBI would bring with it a new 2.1 million square foot campus and, in the words of the Washington Post, ‘a federal mini-city that would likely include ancillary housing, shopping, offices and hotels.’

The Prince George’s County Government is backing the site -- over another in the County -- by offering a subsidy package worth \$112 million. The FBI’s third option is disadvantaged by the fact that it is already home already a secure CIA facility in operation.

The Stone Industrial Campus would be a clear beneficiary to such a massive federal presence, as it is likely to create significant spillover demand for both commercial space from government contractors, for hotel space, and for housing for government workers. All these uses could potentially be accommodated on the Property.

Key Highlights:

- Rare I-2 heavy industrial zoning is highly valued and permits a wide range of by-right uses.
- In-place income provides for a “covered” land investment yielding positive cash flow while the property is redeveloped.
- In-place income can be supplemented through lease-up of vacant space to one or more industrial or office users.
- Both the City of College Park and Maryland National Capital Park and Planning are on record as supporting redevelopment of the site to medium density residential use.
- Rare large infill site with proximity to the Capital Beltway, downtown Washington, and the University of Maryland College Park campus.
- Industrial leasing fundamentals of College Park are outstanding with historic vacancy rate below six percent even through economic downturns.
- Less than one mile by foot to Greenbelt Metro Station.
- Contemplated pedestrian bridge would directly connect the site to retail amenities planned at the 87 acre mixed-use Greenbelt Station and allow for more direct walking access to the Greenbelt Metro Station. Greenbelt Station lies just east of the Property on the opposite side of the railroad tracks.
- A site at the nearby Greenbelt Metro Station is a finalist for the relocation of the FBI headquarters. Were Greenbelt to land the FBI, it could drive significant further demand for residences as well as for office and warehouse/research and development space nearby. A win would also mean an influx of 11,000 workers into the area.

Property Summary

Overview

Address
9207 51st Avenue, College Park, Maryland 20740

Property Tax ID#
21-2401552

Land Area
16.89 Acres

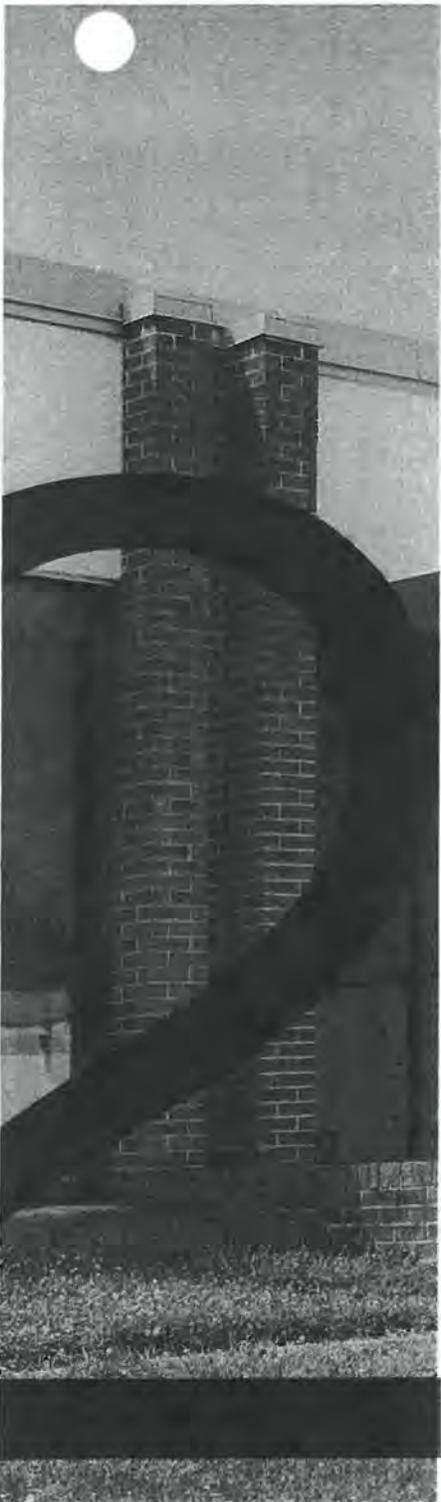
Gross Building Area (net rentable is slightly less)	
Office Building	11,175 square feet
Manufacturing Building	73,038 square feet
Warehouse Building	<u>31,135 square feet</u>
Total	115,348 square feet

Percent Office Space	
Office Building	100%
Manufacturing Building	11%
Warehouse Building	0%

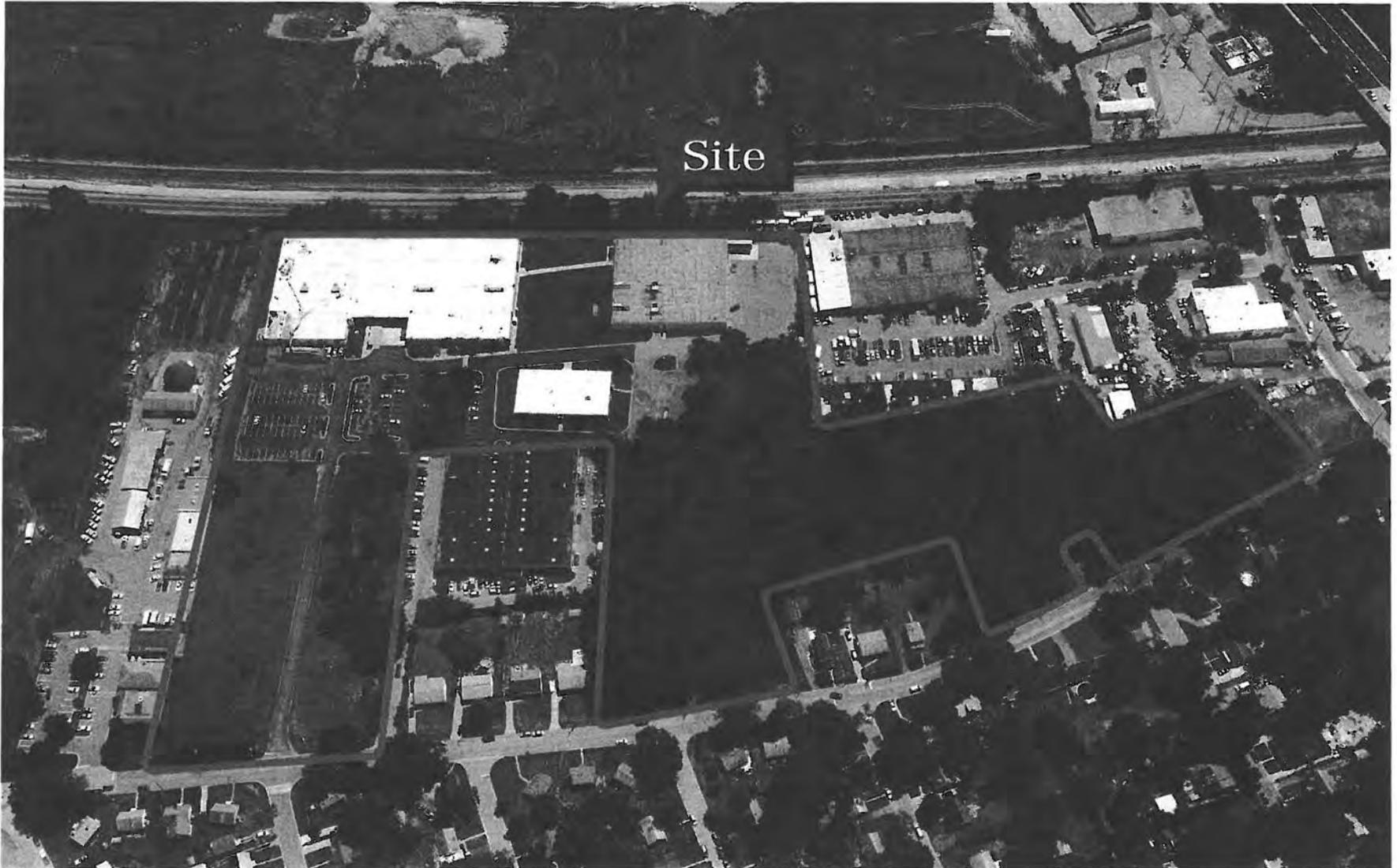
Year Built	
Office Building	1972 (renovated 2007)
Manufacturing Building	1954 (renovated 1972)
Warehouse Building	1954 (renovated 2003)

Zoning Designation
Bulk of the property is zoned I-2 (heavy industrial). Permits highly intensive industrial and manufacturing uses with 10 percent green space required. Small portions of the property fronting 51st Avenue are zoned R-55 (one-family detached residential) which provides for small single family detached residential lots and higher density single family detached subdivision development. See site plan for more detail.

Construction	
Foundation:	Concrete slab
Basement:	None
Structure Frame:	Masonry and steel
Exterior Walls:	Office building is brick, manufacturing and warehouse are concrete block
Walls:	Wallpaper and drywall in office, pre-stressed concrete in warehouse/manufacturing areas
Windows:	Single pane in aluminum frame
Roof:	Flat build-up
Floors:	Carpet in Office, Finished concrete elsewhere
Floor Plate:	All three buildings are one story
Clear Height:	Office 10', Manufacturing 17', Warehouse 18'
Ceiling:	Lay-in acoustical tile in office, pre-stressed concrete in warehouse/manufacturing areas
Dock Height Loading Doors:	Manufacturing 3, Warehouse 3
HVAC:	Rooftop packaged units service office areas; Heat is supplied by a combination of gas fired boiler and ceiling hung space heaters
Electrical:	Adequate in office area, 3,000+ amps in manufacturing building, 1,800 amps in warehouse building
Sprinklers:	Manufacturing and warehouse buildings are fully sprinklered



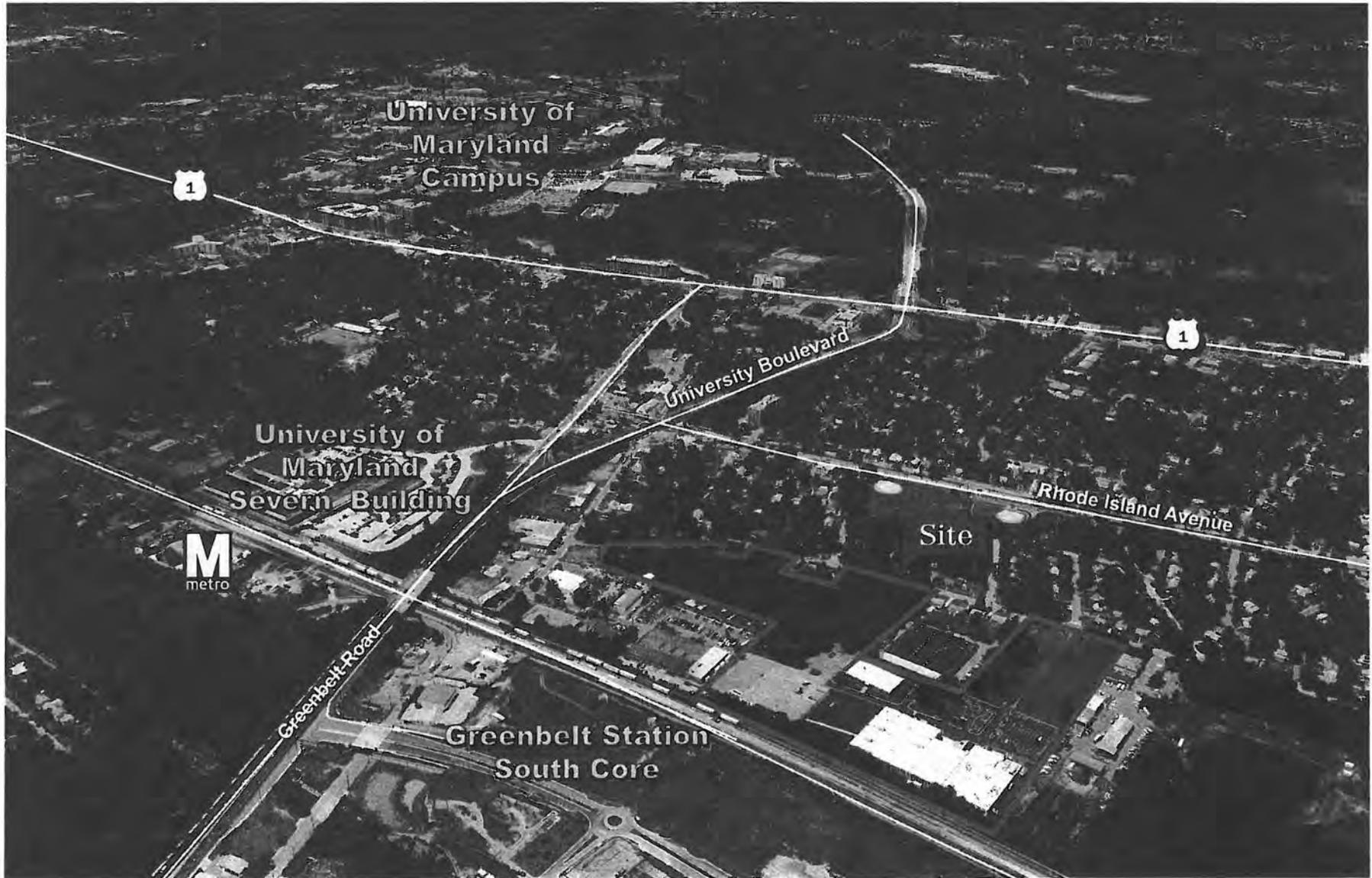
Property Aerials & Map



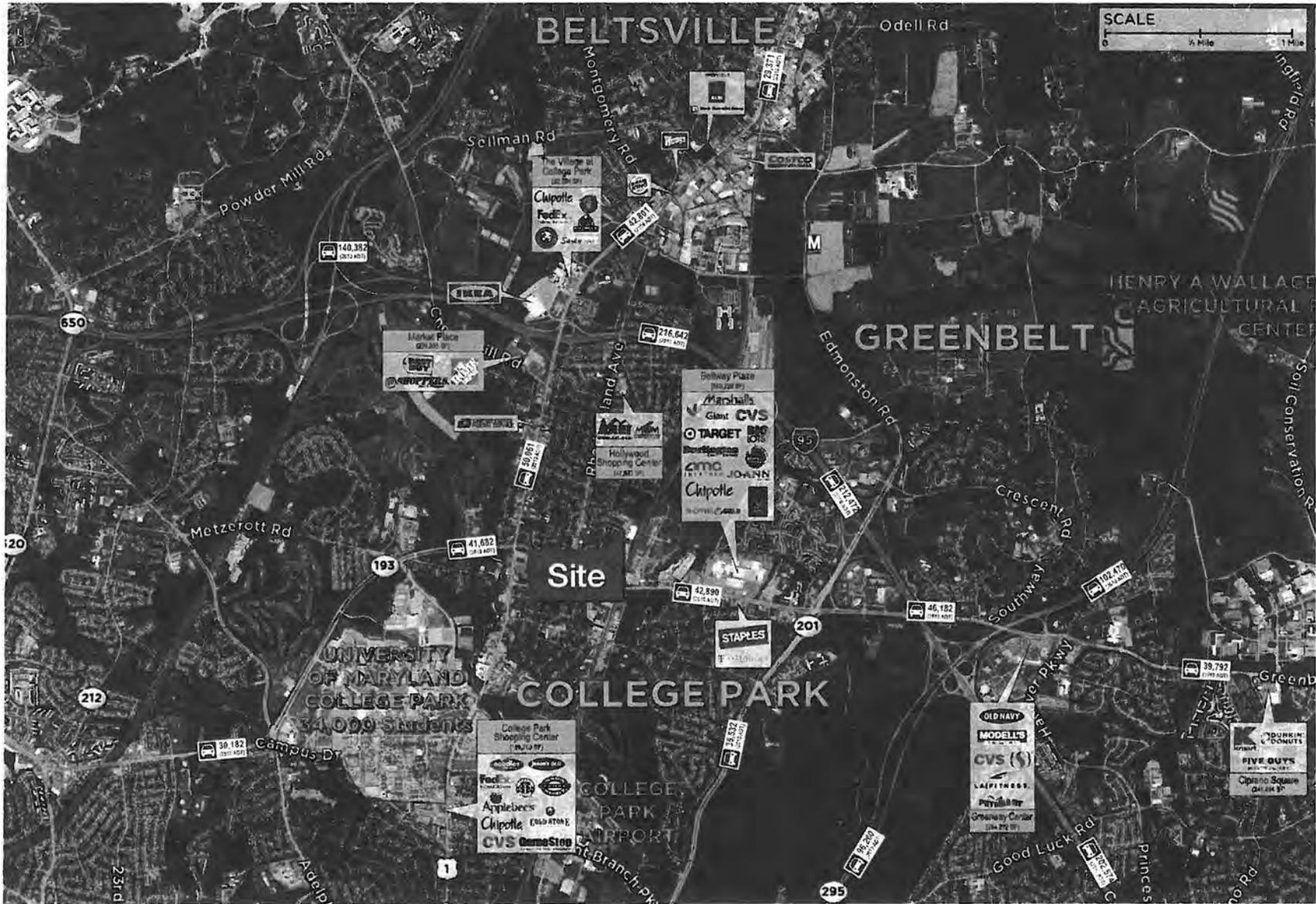
Aerial View



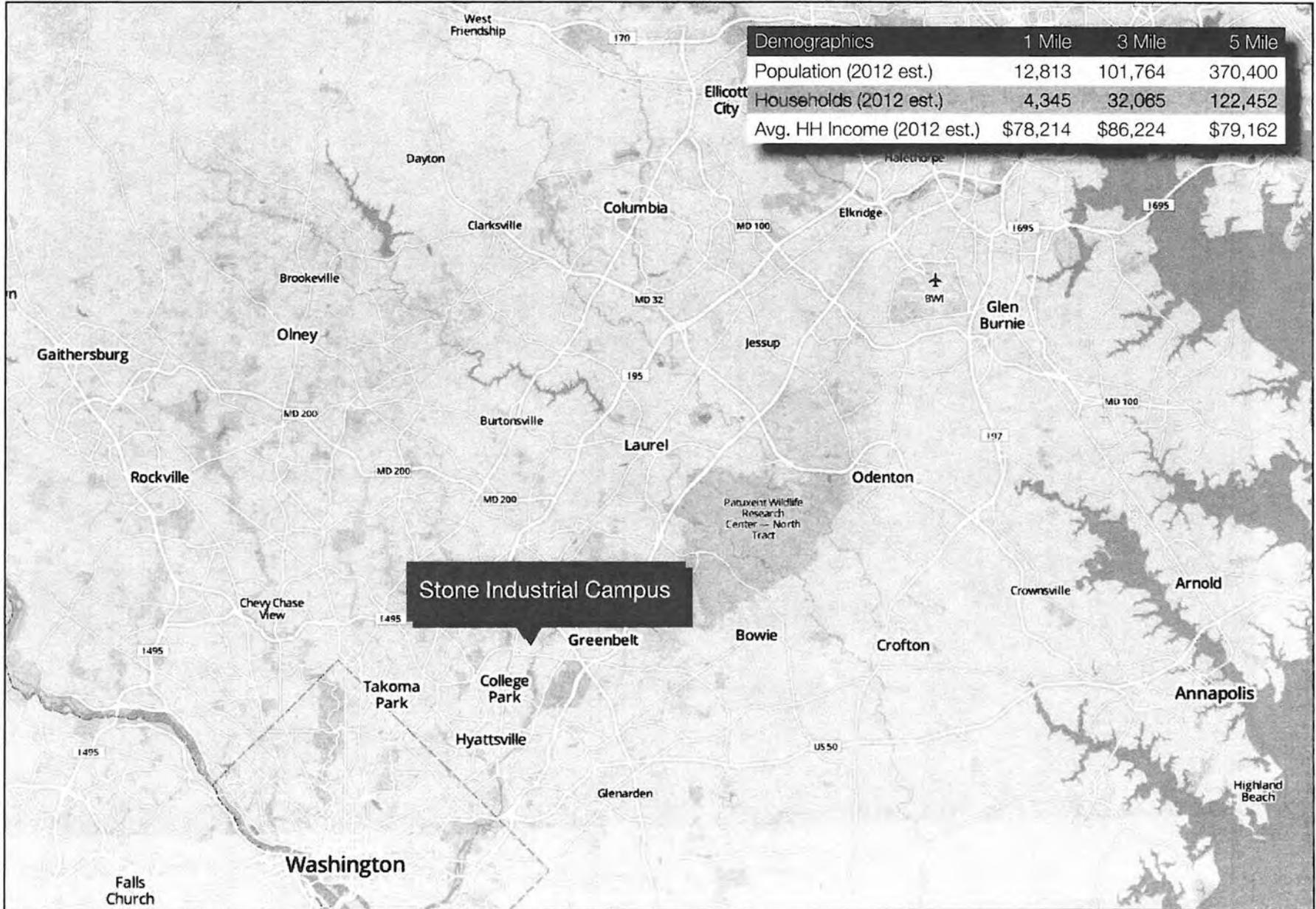
Aerial View



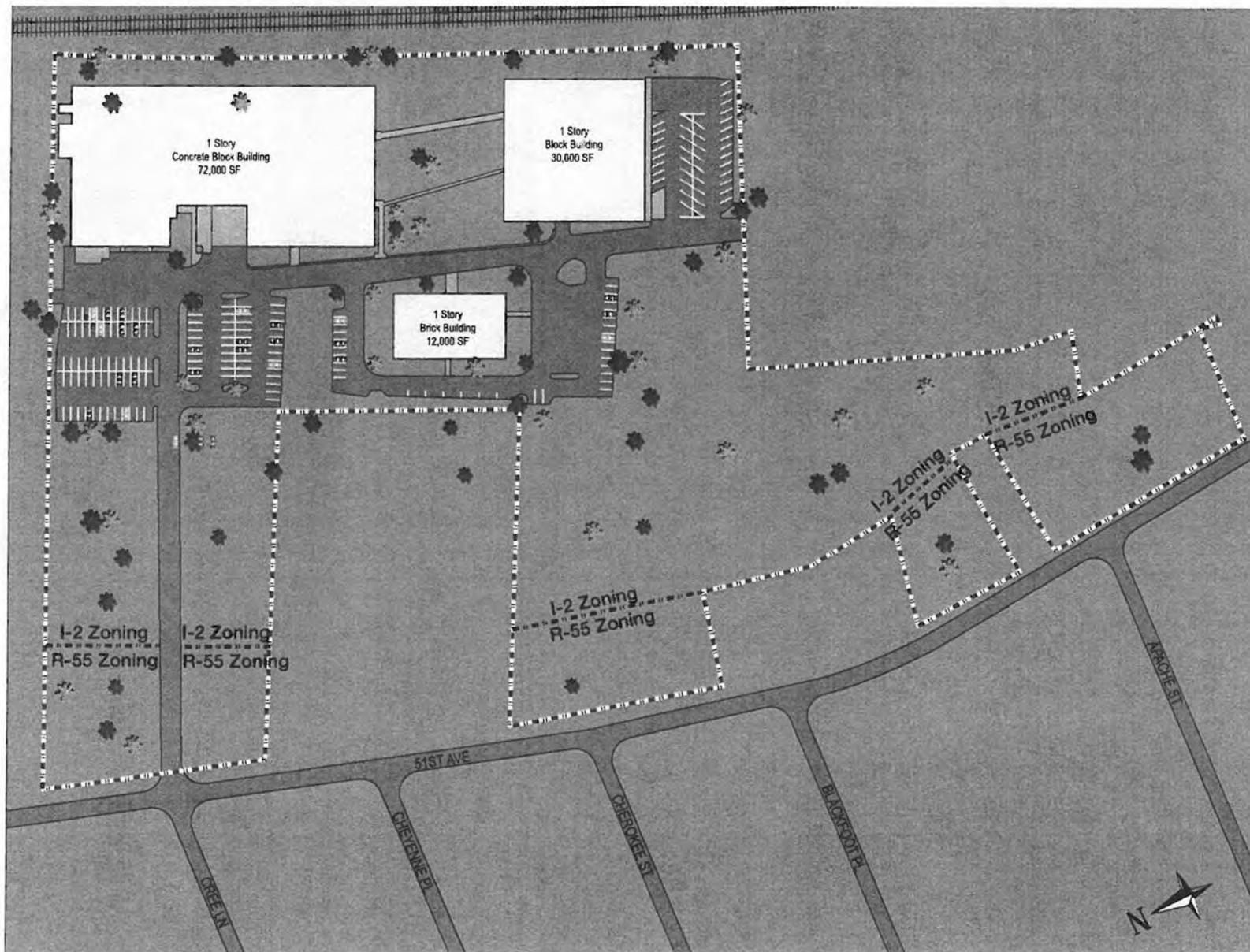
Aerial View - Retail Amenities



Regional Map

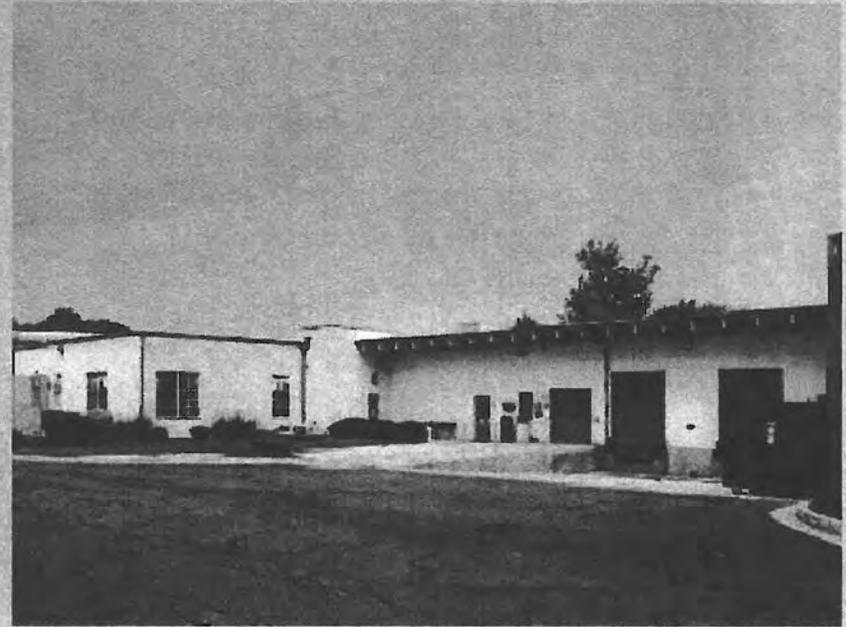
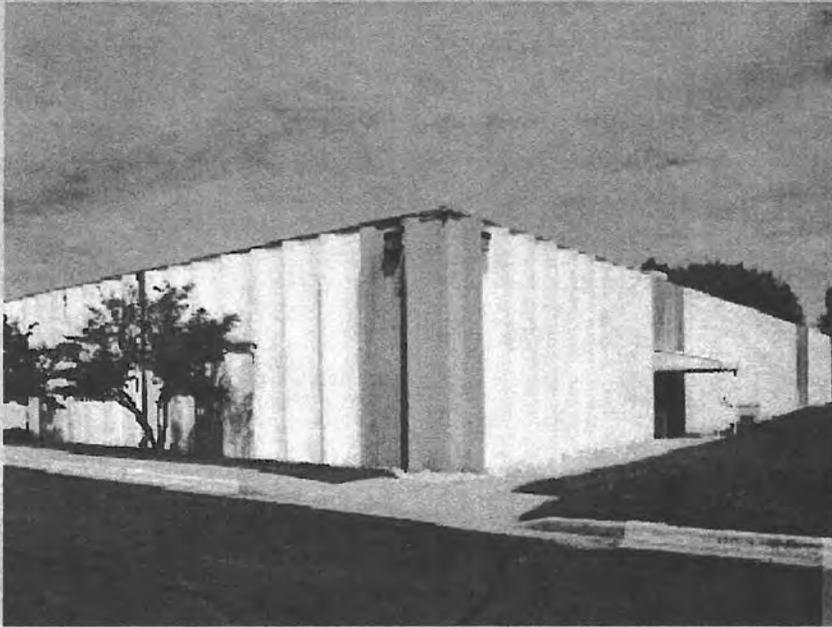


Stone Industrial Campus Site Plan

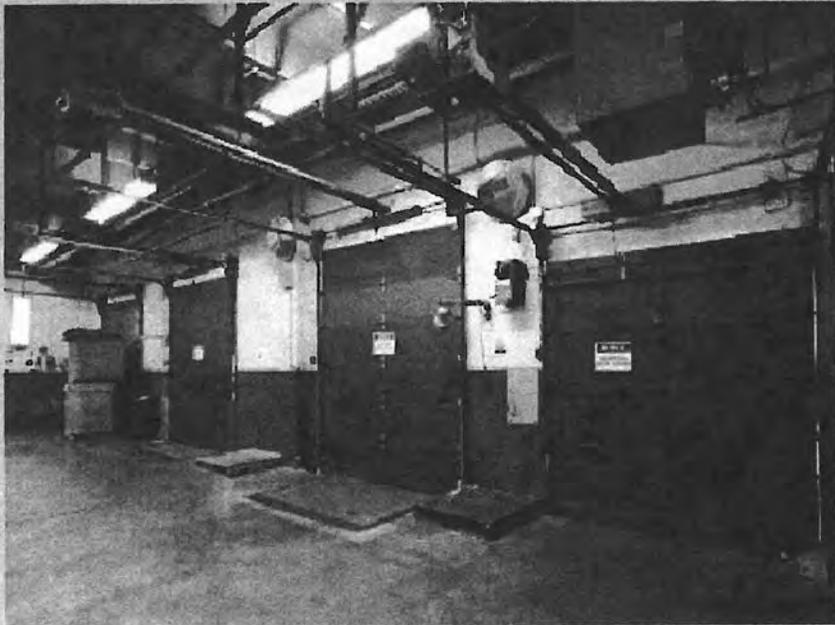
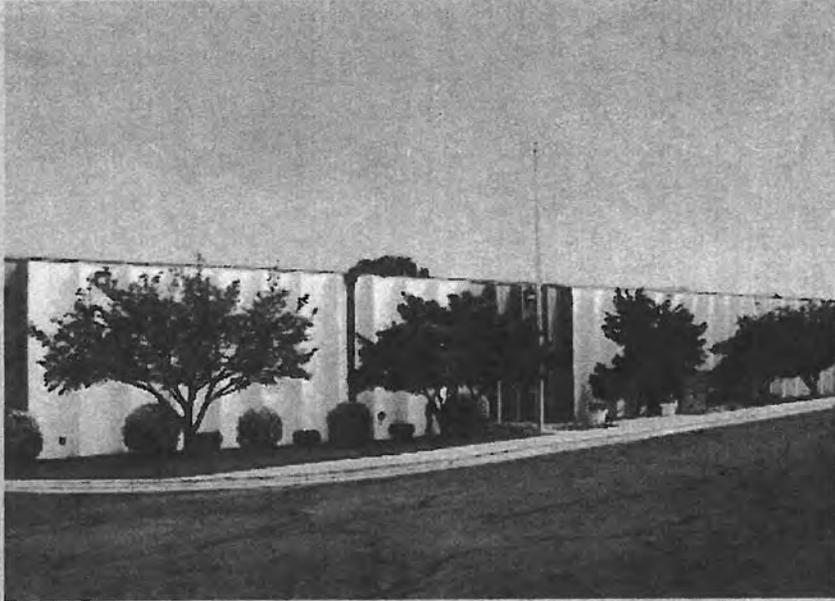


** The entire entrance driveway is zoned I-2.

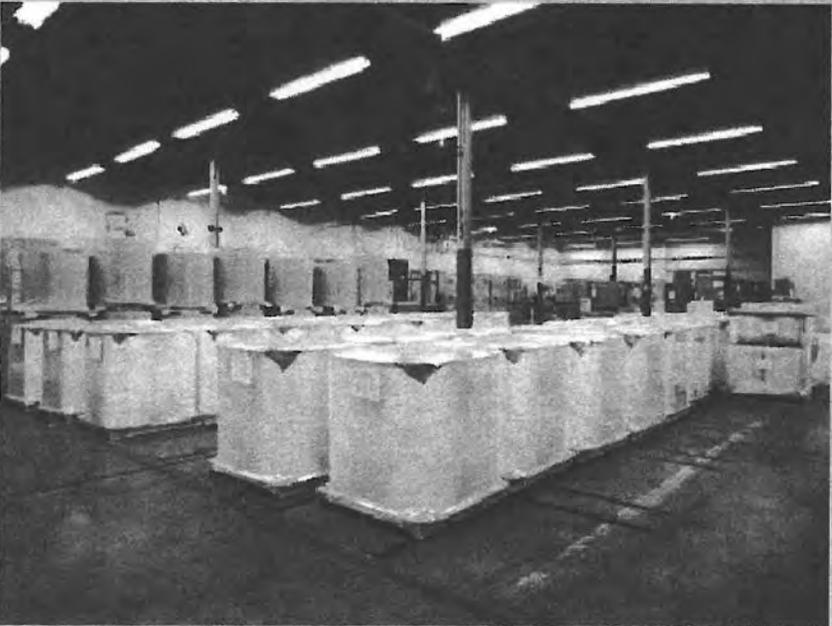
Interior & Exterior Views

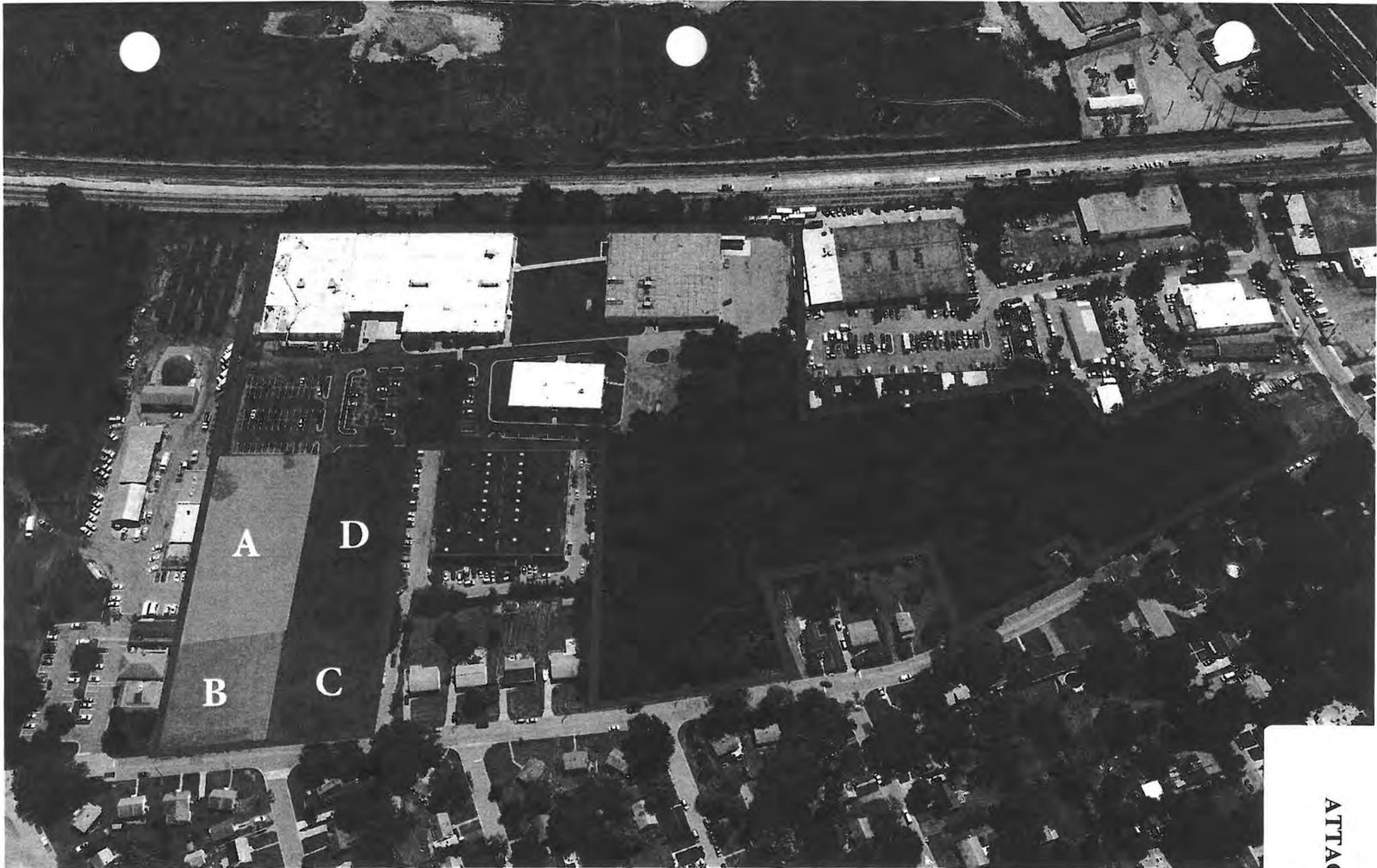


Interior & Exterior Views



Interior & Exterior Views





Option 1 - Parcels A, B, C & D
2.87 Acres

Option 2 - Parcels A & B
1.46 Acres

Option 3 - Parcels B & C
0.99 Acres

Option 4 - Parcel B
0.49 Acres

8

Four Cities
meeting
follow-up

FOUR CITIES RESOLUTION

A RESOLUTION TO SUPPORT LOCATING A NEW HEADQUARTERS OF THE FEDERAL BUREAU OF INVESTIGATION AT THE GREENBELT METRO STATION IN PRINCE GEORGE'S COUNTY

WHEREAS, the Federal General Services Administration (GSA) is seeking a location for a new headquarters for the Federal Bureau of Investigation (FBI); and

WHEREAS, the criteria for such a location include that the site meet security standards and it be close to the Capital Beltway and a Washington Metropolitan Area Transit Authority (WMATA) rail station (Metro); and

WHEREAS, studies have shown that in the Washington metropolitan region, Prince George's County has the least amount of leased federal office space, but the highest number of federal employees in the region; and

WHEREAS, the Greenbelt Metro Station in Prince George's County can be developed to house the FBI headquarters; and

WHEREAS, the Greenbelt Metro Station site meets the GSA's criteria of providing a secure location adjacent to a Metro station and the Capital Beltway; and

WHEREAS, the Greenbelt Metro site would be a model of Smart Growth and transit-oriented development with the FBI headquarters being within a one-quarter mile walk of the station; and

WHEREAS, the Greenbelt Metro site is less than five (5) miles from the flagship University of Maryland College Park campus which is home to outstanding criminology and cyber security programs; and

WHEREAS, the site also is adjacent to a MARC railway station and has easy access to highways, such as Interstate 95 and the Baltimore-Washington Parkway, which provides easy travel throughout the Mid-Atlantic Corridor; and

WHEREAS, the site is located in the City of Greenbelt and proximate to College Park, Berwyn Heights, and New Carrollton, communities with award-winning schools, outstanding recreation amenities, and a great sense of community.

NOW THEREFORE BE IT RESOLVED that the Cities of Greenbelt, College Park and New Carrollton and the Town of Berwyn Heights do hereby express their support for locating a new FBI headquarters at the Greenbelt Metro Station in Prince George's County; and

PASSED by the Cities of Greenbelt, College Park and New Carrollton, and the Town of Berwyn Heights at the Four Cities meeting of October 30, 2014.

Cheye Calvo, Mayor
Town of Berwyn Heights

Andrew Fellows, Mayor
City of College Park

Emmett V. Jordan, Mayor
City of Greenbelt

Andrew C. Hanko, Mayor
City of New Carrollton

Request For Proposals

For a promotional video about the Greenbelt Site for the FBI Facility

Greenbelt and the other 4 Cities – College Park, Berwyn Heights and New Carrollton – request proposals for a video to promote the Greenbelt Metro Station as the desired site for a new FBI facility

Requirements:

The Producer will produce a 9-11 minute video to promote the Greenbelt Metro site to relocate the FBI.

The video will demonstrate that the Greenbelt Metro Station site and its surrounding area is the ideal location for FBI employees and contractors to work, live, play, and fully participate in a vibrant community life while furthering the mission of the Federal Bureau of Investigation. The tone of the video will be a positive one supporting this site and will not degrade other sites.

The producer will work in concert with Greenbelt and its neighboring communities of Berwyn Heights, College Park, and New Carrollton.

The Producer, in collaboration with the four municipalities and their respective cable access outfits, will provide an outline of the production and timeline of activities and events.

The video will be capable of being shown on the cable access channels for Greenbelt and the other 4 cities.

The video will be easily accessible for people and groups deciding where the proposed new FBI facility should locate.

The producer will provide 10 copies of the video and the master for the production of future copies by the 4 cities.

Support from the 4 Cities:

Footage, which can be used as part of the video, is available from the 4 cities. The Producer will collaborate with the four municipalities and their respective cable access outfits to secure this footage.

A draft script will be provided which addresses the key points that the Producer should cover. The Producer can adapt this script but should cover at a minimum these topics, which are addressed in the script:

Accessibility: The video will make clear how easily accessible the proposed Greenbelt site is to the entire Washington-Baltimore region and beyond. The site is accessible by train, (both Metro and MARC) by car (Baltimore-Washington Parkway, I-95, Route 50), by bus (Metro and "The Bus"), by air (BWI and the College Park Airport) as well as by bike and pedestrian pathways.

Proximity to other federal agencies: NSA, Beltsville Agricultural Research Center, NASA and the Goddard Space Flight Center, FDA, National Oceanic and Atmospheric Administration, The National Archives, the Greenbelt Federal Courthouse

Support Services: The video will include support services available at area offices as well as health services including Doctor's Hospital.

Recreational and cultural amenities: The video will encompass highlights of the region's recreational, and cultural offerings including parks, playgrounds, greenspace, theaters, museums, festivals and more.

Commercial offerings: such as IKEA, TJ Max, Target, Silver Diner, Capitol Cadillac, College Park shops, Home Depot, REI, New Deal Cafe, Co-op Supermarket as well as the good number of restaurants.

Educational offerings: The video will highlight opportunities from nursery school to higher education with a focus on the award winning public schools in the neighborhood as well as the world-class programs at the University of Maryland.

Quality of Life: The video will identify the variety of housing opportunities available in the 4 cities. It will highlight the opportunity for citizen participation and engagement.

In short, in a positive manner, the video will answer the question: Why would an FBI employee, contractor, and other industry related workers, want to live, work, lunch, and shop at the proposed Greenbelt Metro site and vicinity.

Submit Proposal Responses including timeline and Cost breakdown by November 17, 2014

Konrad Herling

Chairperson

Four Cities Committee to Promote FBI Relocation to Greenbelt Metro Site

25 Crescent Road

Greenbelt, MD 20770

9

Boards And Committees

**City of College Park
Board and Committee Appointments**

Shaded rows indicate a vacancy or reappointment opportunity.
The date following the appointee's name is the initial date of appointment.

Advisory Planning Commission			
Appointee	Represents	Appointed by	Term Expires
Larry Bleau 7/9/02	District 1	Mayor	12/15
Rosemarie Green Colby 04/10/12	District 2	Mayor	04/15
Christopher Gill 09/24/13	District 1	Mayor	09/16
James E. McFadden 2/14/99	District 3	Mayor	04/16
VACANT		Mayor	
VACANT		Mayor	
Mary Cook 8/10/10	District 4	Mayor	11/17
<p>City Code Chapter 15 Article IV: The APC shall be composed of 7 members appointed by the Mayor with the approval of Council, shall seek to give priority to the appointment of residents of the City and assure that there shall be representation from each of the City's four Council districts. Vacancies shall be filled by the Mayor with the approval of the Council for the unexpired portion of the term. Terms are three years. The Chairperson is elected by the majority of the Commission. Members are compensated. Liaison: Planning.</p>			

Aging-In-Place Task Force			
Appointee	Position Filled:	Resides In:	Term Expires
Cory Sanders 07/15/14	Resident (1)	District 1	Upon completion and submission of final report to the City Council.
David Keer 08/12/14	Resident (2)	District 1	
Darlene Nowlin 10/14/14	Resident (3)	District 4	
Chuck Ireton 10/14/14	Resident (4)	District 2	
	Resident (5)		
	Resident (6)		
	Resident (7)		
	Resident (8)		
Denise C. Mitchell	Councilmember (1)		
	Councilmember (2)		
	Councilmember (3)		
	Councilmember (4)		
<p>Established April 2014 by Resolution 14-R-07. Council positions expanded from 2 to 4 by Resolution 14-R-34 October 2014. Final report of strategies and recommendations to Council anticipated January 2015. Composition: 8 City residents (with the goal of having two from each Council District) and 4 City Council representatives, for a total of 12. Quorum = 5. Task Force shall elect Chairperson from membership. Not a compensated committee. Liaison: Director of Youth, Family and Seniors Services.</p>			

Airport Authority			
Appointee	Resides in	Appointed by	Term Expires
James Garvin 11/9/04	District 3	M&C	07/14
Jack Robson 5/11/04	District 3	M&C	03/17
Anna Sandberg 2/26/85	District 3	M&C	03/16
Gabriel Iriarte 1/10/06	District 3	M&C	04/16
Christopher Dullnig 6/12/07	District 2	M&C	01/17
VACANT		M&C	
VACANT		M&C	

City Code Chapter 11 Article II: 7 members, must be residents and qualified voters of the City, appointed by Mayor and City Council, *term to be decided by appointing body*. Vacancies shall be filled by M&C for an unexpired portion of a term. Authority shall elect Chairperson from membership. Not a compensated committee. Liaison: City Clerk's Office.

Animal Welfare Committee			
Appointee	Resides in	Appointed by	Term Expires
Cindy Vernasco 9/11/07	District 2	M&C	02/17
Dave Turley 3/23/10	District 1	M&C	03/16
Christiane Williams 5/11/10	District 1	M&C	05/15
Patti Brothers 6/8/10	Non resident	M&C	02/17
Taimi Anderson 6/8/10	Non resident	M&C	06/13
Harriet McNamee 7/13/10	District 1	M&C	02/17
Suzie Bellamy 9/28/10	District 4	M&C	04/17
Christine Nagle 03/13/12	District 1	M&C	03/15
Betty Gales 06/17/14	District 1	M&C	06/17

10-R-20: Up to fifteen members appointed by the Mayor and Council for three-year terms. Not a compensated committee. Liaison: Public Services.

Board of Election Supervisors			
Appointee	Represents	Appointed by	Term Expires
John Robson (Chief) 5/24/94	Mayoral appt	M&C	03/15
Terry Wertz 2/11/97	District 1	M&C	03/15
VACANT (formerly Gross)	District 2	M&C	03/15
Janet Evander 07/16/13	District 3	M&C	03/15
Maria Mackie 08/12/14	District 4	M&C	03/15

City Charter C4-3: The Mayor and Council shall, not later than the first regular meeting in March of each year in which there is a general election, appoint and fix the compensation for five qualified voters as Supervisors of Elections, one of whom shall be appointed from the qualified voters of each of the four election districts and one of whom shall be appointed by the Mayor with the consent of the Council. The Mayor and Council shall designate one of the five Supervisors of Elections as the Chief of Elections. This is a compensated committee; compensation is based on a fiscal year. Per Council action (item 11-G-66) effective in March, 2013: In an election year all of the Board receives compensation. In a non-election year only the Chief Election Supervisor will be compensated. Liaison: City Clerk's office.

Cable Television Commission			
Appointee	Resides in	Appointed by	Term Expires
Jane Hopkins 06/14/11	District 1	Mayor	09/17
Blaine Davis 5/24/94	District 1	Mayor	12/15
James Sauer 9/9/08	District 3	Mayor	10/16
Tricia Homer 3/12/13	District 1	Mayor	03/16
Normand Bernache 09/23/14	District 4	Mayor	09/17
City Code Chapter 15 Article III: Composed of four Commissioners plus a voting Chairperson, appointed by the Mayor with the approval of the Council, three year terms. This is a compensated committee. Liaison: City Manager's Office.			

College Park City-University Partnership			
Appointee	Represents	Appointed by	Term Expires
Carlo Colella	Class A Director	UMD President	03/17
Edward Maginnis	Class A Director	UMD President	03/17
Michael King	Class A Director	UMD President	03/17
Brian Darmody	Class A Director	UMD President	03/17
Andrew Fellows	Class B Director	M&C	01/17
Maxine Gross	Class B Director	M&C	01/15
Senator James Rosapepe	Class B Director	M&C	02/16
Stephen Brayman	Class B Director	M&C	01/17
David Iannucci (07/15/14)	Class C Director	City and University	09/17
Dr. Richard Wagner	Class C Director	City and University	09/16
The CPCUP is a 501(c)(3) corporation whose mission is to promote and support commercial revitalization, economic development and quality housing opportunities consistent with the interests of the City of College Park and the University of Maryland. The CPCUP is not a City committee but the City makes appointments to the Partnership. Class B Directors are appointed by the Mayor and City Council; Class C Directors are jointly appointed by the Mayor and City Council and the President of the University of Maryland.			

Citizens Corps Council			
Appointee	Represents	Appointed by	Term Expires
Sprio Dimakas		M&C	10/17
Jonathan Plyman 10/14/14		M&C	10/17
VACANT	Neighborhood Watch	M&C	
Dan Blasberg 3/27/12		M&C	03/15
David L. Milligan (Chair) 12/11/07		M&C	02/17
Resolution 05-R-15. Membership shall be composed as follows: A Citizen Corps Coordinator for each neighborhood shall be nominated and appointed by the Mayor and Council and serve as a potential member of the CPCCC for the term of their respective office in the neighborhood group. Mayor and Council shall nominate and appoint 5 to 7 residents to serve as community coordinators and to serve on the CPCCC. At least one member of the CPCCC shall be the Neighborhood Watch			

Coordinator, and at least one member shall represent each of the other Citizen Corps programs such as CERT, Fire Corps, Volunteers In Police Service, etc. Each member of the CPCCC shall serve for a term of 3 years, and may be reappointed for an unlimited number of terms. The Mayor, with the approval of the City Council, shall appoint the Chair and Co-Chair of the CPCCC from among the members of the committee. The Director of Public Services shall serve as an ex officio member. Not a compensated committee. Liaison: Public Services.

Committee For A Better Environment

Appointee	Resides in	Appointed by	Term Expires
Janis Oppelt 8/8/06	District 1	M&C	09/15
Suchitra Balachandran 10/9/07	District 4	M&C	01/17
Donna Weene 9/8/09	District 1	M&C	12/15
Gemma Evans 1/25/11	District 1	M&C	01/17
Kennis Termini 01/14/14	District 1	M&C	01/17

City Code Chapter 15 Article VIII: No more than 25 members, appointed by the Mayor and Council, three year terms, members shall elect the chair. Not a compensated committee. Liaison: Planning.

Education Advisory Committee

Appointee	Represents	Appointed by	Term Expires
Brian Bertges 06/18/13	District 1	M&C	06/15
Cory Sanders 09/24/13	District 1	M&C	09/15
Charlene Mahoney	District 2	M&C	12/14
Maia Sheppard 07/15/14	District 2	M&C	07/16
VACANT	District 3	M&C	
Melissa Day 9/15/10	District 3	M&C	11/14
Carolyn Bernache 2/9/10	District 4	M&C	02/14
Doris Ellis 9/28/10	District 4	M&C	09/13
Tricia Homer	District 1	M&C	04/16
Peggy Wilson 6/8/10	UMCP	UMCP	05/16

Resolutions 97-R-17, 99-R-4 and 10-R-13: At least 9 members who shall be appointed by the Mayor and Council: at least two from each Council District and one nominated by the University of Maryland. Two year terms. The Committee shall appoint the Chair and Vice-Chair of the Committee from among the members of the Committee. Not a compensated committee. Liaison: Youth and Family Services.

Ethics Commission			
Appointee	Represents	Appointed by	Term Expires
Edward Maginnis 09/13/11	District 1	Mayor	08/15
VACANT	District 2	Mayor	
VACANT	District 3	Mayor	
Gail Kushner 09/13/11	District 4	Mayor	01/16
Robert Thurston 9/13/05	At Large	Mayor	02/16
Alan C. Bradford 1/23/96	At-Large	Mayor	07/15
Frank Rose 05/08/12	At-Large	Mayor	05/14
City Code Chapter 38 Article II: Composed of seven members appointed by the Mayor and approved by the Council. Of the seven members, one shall be appointed from each of the City's four election districts and three from the City at large. 2 year terms. Commission members shall elect one member as Chair for a renewable one-year term. Commission members sign an Oath of Office. Not a compensated committee. Liaison: City Clerk's office.			

Farmers Market Committee			
Appointee	Represents	Appointed by	Term Expires
Margaret Kane 05/08/12	District 1	M&C	05/15
Robert Boone 07/10/12	District 1	M&C	07/15
Leo Shapiro 07/10/12	District 3	M&C	07/15
Julie Forker 07/10/12	District 3	M&C	07/15
Kimberly Schumann 09/11/12	District 1	M&C	09/15
VACANT			
VACANT		M&C	
VACANT	Student	M&C	
Established April 10, 2012 by 12-R-07. Up to 7 members. Quorum = 3. Three year terms. Not a compensated committee. Liaison: Planning Department. Agreement reached during July 3, 2012 Worksession to fill the seven positions as outlined above. Effective September 11, 2012 by 12-R-17: Membership increased to 8.			

Housing Authority of the City of College Park			
Bob Catlin 05/13/14		Mayor	05/01/19
Betty Rodenhausen 04/09/13		Mayor	05/01/18
John Moore 9/10/96		Mayor	05/01/19
Thelma Lomax 7/10/90		Mayor	05/01/15
Carl Patterson 12/11/12	Attick Towers resident	Mayor	05/01/16
The College Park Housing Authority was established in City Code Chapter 11 Article I, but it operates independently under Article 44A Title I of the Annotated Code of Maryland. The Housing Authority administers low income housing at Attick Towers. The Mayor appoints five commissioners to the Authority; each serves a five year term; appointments expire May 1. Mayor administers oath of office. One member is a resident of Attick Towers. The Authority selects a chairman from among its commissioners. The Housing Authority is funded through HUD and rent collection, administers their own budget, and has their own employees. The City supplements some of their services.			

Neighborhood Quality of Life Committee			
Name:	Represents:	Appointed By:	Term Ends:
Mayor and City Council of the City of College Park			Term in office
Chief David Mitchell	UMD DPS (UMD Police)	University	02/16
Dr. Andrea Goodwin	UMD Administration – Rep 1	University	02/16
Marsha Guenzler-Stevens (Stamp Student Union)	UMD Administration – Rep 2	University	04/16
Matthew Supple (Fraternity-Sorority Life)	UMD Administration – Rep 3	University	04/16
Gloria Aparicio- Blackwell (Office of Community Engagement)	UMD Administration – Rep 4	University	04/16
Jackie Pearce Garrett	City Resident 1	City Council	10/15
Aaron Springer	City Resident 2	City Council	10/15
Bonnie McClellan	City Resident 3	City Council	04/16
Christine Nagle	City Resident 4	City Council	04/16
Richard Morrison	City Resident 5	City Council	04/16
Douglas Shontz	City Resident 6	City Council	05/16
Cole Holocker	UMD Student 1	City Council	11/16
Catherine McGrath	UMD Student 2	City Council	11/16
Chris Frye	UMD Student 3	IFC	03/16
VACANT	UMD Student 4		
VACANT	UMD Student 5	Nat'l Pan-Hell. Council, Inc. / United Greek Council	
VACANT	Graduate Student	GSG Representative	
Todd Waters	Student Co-Operative Housing	City Council	03/16
Maj. Dan Weishaar	PG County Police Dept.	PG County Police	
Bob Ryan	Director of Public Services	City Council	10/15
Jeannie Ripley	Manager of Code Enforcement	City Council	
Lisa Miller	Rental Property Owner	City Council	02/16
Richard Biff	Rental Property Owner	City Council	02/16
Paul Carlson	Rental Property Owner	City Council	03/16
Established by Resolution 13-R-20 adopted September 24, 2013 to replace the Neighborhood Stabilization and Quality of Life Workgroup. Amended October 8, 2013 (13-R-20.Amended). Amended February 11, 2014 (14-R-03). Amended July 15, 2014 to change the name (14-R-23). City Liaison: City Manager's Office. Two year terms. Main Committee to meet four times per year. This is not a compensated committee.			

Neighborhood Watch Steering Committee			
	Resident of:	Appointed By:	Term Expires:
Robert Boone 04/12/11	District 1	M&C	04/15
Aaron Springer 02/14/12	District 3	M&C	05/16
Nick Brennan	District 2	M&C	04/16

Created on April 12, 2011 by Resolution 11-R-06 as a three-person Steering Committee whose members shall be residents. Coordinators of individual NW programs in the City shall be ex-officio members. Terms are for two years. Annually, the members of the Steering Committee shall appoint a Chairperson to serve for a one-year term. Meetings shall be held on a quarterly basis. This Resolution dissolved the Neighborhood Watch Coordinators Committee that was established by 97-R-15. This is not a compensated committee. Liaison: Public Services.

Noise Control Board			
Appointee	Represents	Appointed by	Term Expires
Mark Shroder 11/23/10	District 1	Council, for District 1	11/14
Harry Pitt, Jr. 9/26/95	District 2	Council, for District 2	03/16
Alan Stillwell 6/10/97	District 3	Council, for District 3	09/16
Suzie Bellamy	District 4	Council, for District 4	12/16
Adele Ellis 04/24/12	Mayoral Appt	Mayor	04/16
Bobbie P. Solomon 3/14/95	Alternate	Council - At large	05/18
Larry Wenzel 3/9/99	Alternate	Council - At large	02/18

City Code Chapter 138-3: The Noise Control Board shall consist of five members, four of whom shall be appointed by the Council members, one from each of the four election districts, and one of whom shall be appointed by the Mayor. In addition, there shall be two alternate members appointed at large by the City Council. The members of the Noise Control Board shall select from among themselves a Chairperson. Four year terms. This is a compensated committee. Liaison: Public Services.

Recreation Board			
Appointee	Represents	Appointed by	Term Expires
Eric Grims 08/12/14	District 1	M&C	08/17
Sarah Araghi 7/14/09	District 1	M&C	07/15
Alan C. Bradford 1/23/96	District 2*	M&C	02/17
VACANT	District 2	M&C	
Adele Ellis 9/13/88	District 3	M&C	02/17
VACANT	District 3	M&C	
Barbara Pianowski 3/23/10	District 4	M&C	05/17
Judith Oarr 05/14/13	District 4	M&C	05/16
Bettina McCloud 1/11/11	Mayoral	Mayor	02/17
Solonne Privett	Mayoral	Mayor	04/16

City Code Chapter 15 Article II: 10 members: two from each Council district appointed by the Mayor and Council and two members nominated by the Mayor and confirmed by the Mayor and Council. The Chairperson will be chosen from among and by the district appointees, 3 year terms. Not a compensated committee. Liaison: Public Services.

*Although Mr. Bradford lives in what is now considered District 1, his residence was part of District 2 when he was appointed. The designation of his residence was changed to District 1 during the last redistricting. He is still considered an appointment from District 2.

** Effective April 2012: Jay Gilchrist, Director of UMD Campus Recreation Services, changed his status from Rec Board member (Mayoral Appointment) to UM liaison to the Rec Board, similar to the M-NCPPC representative.

Sustainable Maryland Certified Green Team		
Appointee	Represents	Term Expires
Denise Mitchell 04/10/12	City Elected Official	04/14
Patrick Wojahn 04/10/12	City Elected Official	04/14
VACANT	City Staff	
Loree Talley 05/08/12	City Staff	05/14
VACANT	CBE Representative	
VACANT	A City School	
Annie Rice	UMD Student	10/16
VACANT	UMD Faculty or Staff	
VACANT	City Business Community	
Ben Bassett - Proteus Bicycles 09/25/12	City Business Community	09/14
Douglas Shontz	Resident	05/16
Christine Nagle 04/10/12	Resident	04/14
VACANT	Resident	
VACANT	Resident	
<p>Established March 13, 2012 by Resolution 12-R-06. Up to 14 people with the following representation: 2 elected officials from the City of College Park, 2 City staff, 1 representative from the CBE, 1 representative of a City school, 1 student representative from the University of Maryland, 1 faculty or staff representative from the University of Maryland, 2 representatives of the City business community, up to 4 City residents. Two year terms. Not a compensated committee. A quorum shall be 6 people. The SMCGT shall select a Chair and a Co-Chair from among the membership on an annual basis. The SMCGT should meet at least bi-monthly. The liaison shall be the Planning Department.</p>		

Tree and Landscape Board			
Member	Represents	Appointed by	Term Expires
VACANT	Citizen	M&C	
John Krouse	Citizen	M&C	10/16
VACANT	Citizen	M&C	
Mark Wimer 7/12/05	Citizen	M&C	10/16
Joseph M. Smith 09/23/14	Citizen	M&C	09/16
Janis Oppelt	CBE Chair Liaison		
John Lea-Cox 1/13/98	City Forester	M&C	12/14
Steve Beavers	Planning Director		
Brenda Alexander	Public Works Director		
<p>City Code Chapter 179-5: The Board shall have 9 voting members: 5 citizens appointed by M&C, plus the CBE Chair, the City Forester, the Planning Director and the Public Works Director. Two year terms. Members choose their own officers. Not a compensated committee. Liaison: City Clerk's office.</p>			

Veterans Memorial Improvement Committee			
Appointee	Represents	Appointed by	Term Expires
Deloris Cass 11/7/01		M&C	12/15
Joseph Ruth 11/7/01	VFW	M&C	12/15
Blaine Davis 10/28/03	American Legion	M&C	12/15
Rita Zito 11/7/01		M&C	02/15
Doris Davis 10/28/03		M&C	12/15
Mary Cook 3/23/10		M&C	11/17
Arthur Eaton		M&C	11/16
Seth Gomoljak 11/6/14		M&C	11/17
VACANT			
Resolution 01-G-57: Board comprised of 9 to 13 members including at least one member from American Legion College Park Post 217 and one member from Veterans of Foreign Wars Phillips-Kleiner Post 5627. Appointed by Mayor and Council. Three year terms. Chair shall be elected each year by the members of the Committee. Not a compensated committee. Liaison: Public Works.			

10
2015
Council
Meeting
Schedule

MEMORANDUM

TO: Mayor and Council
Joe Nagro, City Manager

FROM: Janeen S. Miller, City Clerk *JSM*

DATE: November 13, 2014

RE: 2015 Council Meeting Schedule

Council will need to approve the 2015 Meeting Schedule at the December 9 meeting. Attached is a calendar showing the proposed dates.

Council typically meets on the first four Tuesday nights of the month, except in June, July, August and December, when meetings are scheduled the first two weeks only. The attached schedule also shows the Saturday budget Worksessions. National Night Out and the municipal election are both on Tuesdays, so the Council meetings will be moved to Wednesday nights those weeks.

If you see any problems with the schedule as proposed, please let me know.

Thank you.

2015 Mayor & Council Meeting Schedule

Draft 11/4/14

JANUARY						
S	M	T	W	Th	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				Good Neighbor Day

APRIL						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		Maryland Day

MAY						
S	M	T	W	Th	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE						
S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST						
S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTEMBER						
S	M	T	W	Th	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER						
S	M	T	W	Th	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER						
S	M	T	W	Th	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

○ M&C Meeting ◻ Four Cities \ City Holidays ▲ MML

Holidays and Observances 2015:			
Thursday, January 1, 2015	New Year's Day	Monday, September 7, 2015	Labor Day
Monday, January 19, 2015	Martin Luther King, Jr. Day	Wednesday, November 11, 2015	Veteran's Day
Monday, February 16, 2015	President's Day	Thursday, November 26, 2015	Thanksgiving Day
Friday, April 3, 2015	Good Friday	Friday, November 27, 2015	Day After Thanksgiving
Monday, May 25, 2015	Memorial Day	Friday, December 25, 2015	Christmas Day
Friday, July 3, 2015	Independence Day		

**MAYOR AND COUNCIL SCHEDULED MEETINGS
FOR THE YEAR 2015**
(Draft October 28, 2014)

WORKSESSIONS

Tuesday, January 6
Tuesday, January 20

Tuesday, February 3
Tuesday, February 17

Tuesday, March 3
Tuesday, March 17

Tuesday, April 7
Saturday, April 11 – Budget Worksession
Saturday, April 18 – Budget Worksession (if needed)
Tuesday, April 21

Tuesday, May 5
Tuesday, May 19

Tuesday, June 2

Tuesday, July 7

WEDNESDAY, August 5¹

Tuesday, September 1
Tuesday, September 15

Tuesday, October 6
Tuesday, October 20

WEDNESDAY, November 4²
Tuesday, November 17

Tuesday, December 1

REGULAR BUSINESS MEETINGS

Tuesday, January 13
Tuesday, January 27

Tuesday, February 10
Tuesday, February 24

Tuesday, March 10
Tuesday, March 24

Tuesday, April 14

Tuesday, April 28

Tuesday, May 12
Tuesday, May 26

Tuesday, June 9

Tuesday, July 14

Tuesday, August 11

Tuesday, September 8
Tuesday, September 22

Tuesday, October 13
Tuesday, October 27

Tuesday, November 10
Tuesday, November 24

Tuesday, December 8³

¹ Tuesday, August 4 is National Night Out, so the Worksession will be held on Wednesday

² City Elections are on Tuesday, November 3, so the Worksession will be on Wednesday

³ Inauguration of the 2015-2017 Mayor and Council