

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2010 Legislative Session

Resolution No. CR-58-2010
Proposed by The Chairman (by request – Planning Board)
Introduced by Council Member Dernoga
Co-Sponsors _____
Date of Introduction June 23, 2010

RESOLUTION

1 A RESOLUTION concerning

2 The Master Plan and Sectional Map Amendment for Subregion I (Planning Areas, 60, 61,
3 62, and 64) for the purpose of approving with amendments, as an Act of the County Council of
4 Prince George's County, Maryland, sitting as the District Council, the Master Plan and Sectional
5 Map Amendment (SMA) for Subregion I (Planning Areas, 60, 61, 62, and 64), thereby defining
6 long-range land use and development policies for guiding future development and setting forth
7 the zoning to implement the land use policies within the Subregion I area bounded by the border
8 of Montgomery County on the west; Howard County and City of Laurel on the north; Anne
9 Arundel County, the Baltimore-Washington Parkway and MD 201 on the east; and Powder Mill
10 Road and the Capital Beltway on the south.

11 WHEREAS, on November 16, 2004, in Council Resolution CR-75-2004, the County
12 Council of Prince George’s County, Maryland, sitting as the District Council, directed The
13 Maryland-National Capital Park and Planning Commission to prepare a new master plan and
14 sectional map amendment for the Subregion I area, in order to develop a comprehensive
15 approach to implementing the recommendations of the 2002 General Plan and to ensure that
16 future development is consistent with County policies; and

17 WHEREAS, on March 15, 2005, the Prince George’s County Planning Board published
18 an informational brochure and held a public forum to inform the public of the intent and
19 procedures for preparing a new master plan and sectional map amendment, and to identify the
20 issues and concerns of the community; and

1 WHEREAS, on May 19, 2005, the District Council endorsed the goals, concepts,
2 guidelines, and the public participation program prepared by the Planning Board, pursuant to
3 Section 27-643 of the Zoning Ordinance; and

4 WHEREAS, on June 2, 2005 and October 6, 2005, the planning staff held two
5 community planning workshops for public input on vision, goals, and challenges for the
6 Subregion I planning area. On September 13 to 16 and 19, 2006, a five-day planning and design
7 charrette was held to develop concepts and implementation strategies. On October 19, 21, and
8 26, 2006, three living area workshops were held to evaluate and analyze all existing residential
9 communities within the Subregion I area; and

10 WHEREAS, on July 23, 2009, the Planning Board granted permission to print the
11 *Preliminary Master Plan and Proposed Sectional Map Amendment for Subregion I (Planning*
12 *Areas 60, 61, 62, and 64)*; and

13 WHEREAS, pursuant to Section 27-645 of the Zoning Ordinance, the County Executive
14 and the District Council reviewed the public facilities element of the preliminary plan and
15 endorsed the inclusion of the proposed public facilities in the preliminary plan for the purpose of
16 holding a public hearing; and

17 WHEREAS, on September 22, 2009, the District Council and the Planning Board held a
18 duly advertised joint public hearing on the *Preliminary Master Plan and Proposed Sectional*
19 *Map Amendment for Subregion I (Planning Areas 60, 61, 62, and 64)*; and

20 WHEREAS, on November 19, 2009, the Planning Board held a worksession to consider
21 the public hearings testimony; and

22 WHEREAS, on December 17, 2009, the Planning Board, in response to the public
23 hearing testimony, adopted the master plan and endorsed the SMA, with revisions, as described
24 in Prince George's County Planning Board Resolution PGCPB No. 09-164; and

25 WHEREAS, on January 28, 2010, the Planning Board transmitted the master plan and
26 SMA to the District Council; and

27 WHEREAS, on **February 23, 2010**, the District Council held a worksession, considered
28 hearing testimony, and proposed amendments to the adopted master plan and endorsed SMA;
29 and
30

1 WHEREAS, on March 25, 2010, the District Council decided to propose amendments to
2 the adopted Sector Plan and endorsed Sectional Map Amendment and to hold a second joint
3 public hearing to allow public comment; and

4 WHEREAS, on May 10, 2010, the District Council and the Planning Board held a duly
5 advertised joint public hearing on the proposed amendments contained in CR-28-2010, and
6 received comments on the proposed amendments and other elements of the adopted sector plan
7 and endorsed sectional map amendment; and

8 WHEREAS, on May 27, 2010, the Planning Board reviewed the digest of testimony from
9 the May 10, 2010 public hearing and transmitted written comments on the proposed amendments
10 to the District Council on June 1, 2010 in accordance with Section 27-646(a)(3) of the Zoning
11 Ordinance; and

12 WHEREAS, on June 8, 2010, the District Council reviewed the digest of testimony from
13 the May 10, 2010 public hearing and directed Technical Staff to prepare a resolution of approval
14 incorporating amendments.

15 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George’s
16 County, sitting as the District Council for that part of the Maryland-Washington Regional
17 District in Prince George’s County, Maryland, that Subregion 1 Master Plan and Sectional Map
18 Amendment as adopted and endorsed by the Maryland-National Capital Park and Planning
19 Commission on December 17, 2009, by PGCPB No. 09-164 are hereby approved with the
20 following revisions and amendments:

21
22 **AMENDMENTS TO THE ADOPTED SUBREGION 1 MASTER PLAN AND**
23 **ENDORSED SECTIONAL MAP AMENDMENT**

24
25 **AMENDMENT 1**

26 Introduction Chapter, *Relationship to Other Plans and Policies* section

27 Page 5

28 Add a new paragraph to read:

29 **2007 City of Laurel Master Plan**

30 The 2007 City of Laurel Master Plan amends the 1989 Master Plan and the 1997 Update. It
31 stands alone as a total replacement for the goals, objectives and recommendations of the plan and

1 update, providing a vision for the City of Laurel. It retains the overall concepts and all other
 2 aspects of both the plan and the update. The purpose of the plan is to set forth a long-range
 3 guide, which will shape the form of new development/ redevelopment and also provide a
 4 framework for providing a cohesive, well-balanced community. The Plan documents a number
 5 of goals and objectives that will serve to direct the various aspects of land use and
 6 development/redevelopment. Among the various segments addressed are the subdivision and
 7 zoning of land, provisions for public facilities, transportation issues, housing components,
 8 economic analyses and recommendations regarding parks and recreation facilities.

10 **AMENDMENT 2**

11 Development Pattern Element Chapter, *Konterra Town Center section*

12 Page 14-15

13 Replace the last paragraph on page 14 with the following:

14 In the 1990 Subregion 1 Master Plan and Sectional Map Amendment, the Konterra Town
 15 Center concept consisted of a regional mall, office, retail, and residential uses west of I-95, with
 16 the town center on the east. Approved zoning for the 488 acres east of I-95 for the town center
 17 (M-X-T Zone granted in 1985), and 253 acres west of I-95 for an upscale regional mall (C-R-C
 18 Zone granted in 1990) reflect the revised Konterra Town Center vision. The 1990 Subregion I
 19 Master Plan pulled the mall component out of the Town Center East and moved it to the west
 20 side of I-95 as a stand-alone mall with the C-R-C Zoning (which had to be renewed every seven
 21 years). In addition, to offset the additional commercial zoning, much of the land along Old
 22 Gunpowder Road was downzoned to R-R with the intent of providing high-end residential
 23 communities along the corridor. At the same time, Old Gunpowder Road was down-sized from
 24 six lanes to four lanes.

25 The C-R-C Zone is no longer appropriate for the 253 acres on the west side of I-95 for two
 26 reasons. First, the zone requires an upscale regional mall meeting specific criteria. And second,
 27 Konterra has decided to move the principal retail core back into the Town Center East
 28 development and convert much of the Town Center East's office space planned in the 1990
 29 master plan to residential space. As a result, Konterra Town Center West should be redefined
 30 with a new vision, especially considering its significant frontage along I-95.

31 ~~The C-R-C Zone is no longer appropriate for the 253 acres on the west side of I-95 because~~

1 the zone requires an upscale regional mall meeting specific criteria and Konterra has decided to
 2 move the principal retail core back into the Town Center East development. Konterra Town
 3 Center West now has to be redefined, especially considering its significant frontage along I-95.
 4 With the retail component moved back to the east side of I-95 and a change of Konterra Town
 5 Center East development mix that converts much of the office space planned in the 1990 Master
 6 Plan to residential space, the Konterra Town Center West needs a new vision.

7 Excavation operations continue on the west side of I-95, while the east side is a vacant and
 8 undeveloped area with a moonscape-like appearance. In the last several years, development of
 9 holdings outside of Konterra Town Center have moved forward with over 500,000 square feet of
 10 commercial development in Konterra Business Park Campus and over 600 dwelling units
 11 (approved and constructed) in the Wilshire community and in the Wellington community in the
 12 City of Laurel.

13 14 **AMENDMENT 3**

15 Development Pattern Element Chapter

16 Page 32

17 Add a new section titled “Amendments to the General Plan” with text clarifying how the plan
 18 amends the centers and corridor of the 2002 General Plan with the designation of Konterra Town
 19 Center as a Regional Center **transitioning to a Metropolitan Center. This transition would**
 20 **occur in the longer time frame if expansion of regional transportation facilities warranted**
 21 **it.** This new section will also revise the policy Tier boundaries to extend the Developing Tier by
 22 approximately 109 acres for the Howard University Property south of Muirkirk Road.

23 24 **AMENDMENT 4**

25 Infrastructure Elements Chapter, *Environmental Infrastructure section*

26 Page 40

27 Revise Strategy 2 of Policy 3:

28 Require the use of green building techniques in designated centers and corridors, and strongly
 29 encourage it in all on office, retail, multi-family, and industrial buildings in the Subregion..

30 Require the use of “white roofs” on office, retail, multi-family, and industrial buildings in the
 31 Subregion.

AMENDMENT 5

Infrastructure Elements Chapter, *Transportation section*

Page 44

Modify the recommendation for F-12 to read as follows:

F-12—Intercounty Connector to be constructed consistent with Maryland Transportation Authority plans west of US 1 to the Montgomery County line. ~~This recommendation includes ramps to and from the west at the proposed MC-105 facility to serve the Konterra Town Center site and a full interchange at A-56.~~ East of US 1, the Intercounty Connector has been removed from the County transportation plans, development has occurred in the former right-of-way, and no eastern extension shall occur. In addition, this master plan recommends the future addition of ramps to and from the west at the proposed MC-105 facility to serve the Konterra Town Center site and a full interchange at A-56.

AMENDMENT 6

Infrastructure Elements Chapter, *Transportation section*

Page 46

Modify the recommendation for MC-103, Montpelier Drive between Muirkirk Road and MD 197, to read as follows:

This roadway is recommended to remain at two lanes, with the extension to Muirkirk Road to be implemented only after a community outreach effort, within which a range of traffic calming, traffic safety, and pedestrian safety improvements are recommended for concurrent implementation. ~~upon consideration of appropriate traffic calming strategies.~~ The extension to Muirkirk Road has been long-planned, but the failure to make the extension over four decades has established patterns for traffic flow that have created different expectations. The consequence of the long-standing state of affairs needs to be addressed in any extension proposal.

An extension shall not be considered a high priority. In addition, with respect to both the existing roadway and any future extension, there should be an evaluation of the center turn lane configuration and its utility. For traffic calming, creating a median island with left-turn lanes at appropriate intersections should be evaluated. In addition, the roadway should be striped for bike lanes.

AMENDMENT 7

Infrastructure Elements Chapter, *Transportation section*

Pages 50-51

Revise the following items on Table 2:

a. Page 50, “Proposed Right-of-Way” cell under identification number A-1 to read:
120 feet

b. Page 50, “Proposed No. of Lanes” cell under identification number A-6 to read:
Montgomery County Line to Van Dusen Road 4
Van Dusen Road to Anne Arundel County Line 4-6

c. Page 50, “Proposed No. of Lanes” cell under identification number A-56 to read:
4-6

d. Page 50, “Proposed No. of Lanes” cell under identification number A-59 to read:
4-6

e. Page 50, add the following item to Table 2:

Identificati on	Name	Status	Limits (W to E and or N to S)	Proposed Right-of Way Proposed No. of Lanes	Proposed No. of Lanes
C-106	Muirkirk Road	Minor Widening	MC-103 to MD 197	80-100 feet	4

f. Page 51, “Proposed No. of Lanes” cell under identification number C-112 to read:
2-4

g. Page 51, “Proposed Right-of-Way” cell under identification number C-112 to read:
80-100 feet

AMENDMENT 8

Infrastructure Elements Chapter, *Transportation section*

Page 45

Modify the third bullet of the recommendation for MC-106, Muirkirk Road, to read as follows:

Within the longer term, widen to a four-lane facility with left-turn lanes at public streets and other major intersections, or introduce a median where appropriate, within a 90-foot right-of-way. The provision of a four-lane roadway along Muirkirk Road would eliminate the safety problems that are present where the roadway transitions from two lanes to four lanes at the Montpelier Elementary School and at Longwood Drive. New development should help address these longer term improvements. In addition to widening the roadway, consideration should be given to placement of one or more roundabouts. Any improvements should include the provision of dedicated bike lanes. The design of the long-term road improvements will address the low density and rural-like characteristics of the area traversed by the roadway.

AMENDMENT 9

Infrastructure Elements Chapter, *Transportation section*

On pages 53-54

Add a bullet under Transit Policy 1 to read as follows:

Locate a future multimodal transit center within the Konterra East Town Center. This multimodal transit center would be an integral part of the town center featuring bicycle amenities and a local and regional bus transfer stop. It should become a facility to link Konterra by bus to other employment centers such as Fort Meade, the Brick Yard and MARC station, the University of Maryland, and centers within Montgomery County. Consideration should be given for this transit center to ultimately become a transit station as part of an east-west transitway connecting to the CSX railroad alignment, or become a terminus for a transit extension from Greenbelt. Future site plans and permit plans for Konterra Town Center East core should preserve a station location along with the needed alignment to connect the station with other regional transit services and amenities.

AMENDMENT 10

Infrastructure Elements Chapter, *Transportation section*

Page 54

Add new strategy to Policy 1 to read:

Coordinate with Howard County, Anne Arundel County, WMATA, CSX and the State of Maryland to study [Study] the feasibility of constructing an additional set of tracks [to] for the MARC (Camden Line) and of extending the Metrorail Green Line to provide added train service to Subregion 1 [(Penn Line) to provide added MARC train service].

AMENDMENT 11

Infrastructure Elements Chapter, *Parks and Recreation section*

Page 59

Modify the first strategy of Policy 3 to read:

Acquire undeveloped property for recreation from ~~Howard University,~~ the University of the District of Columbia, farm property along Old Gunpowder Road, and undeveloped land adjacent to the South Laurel Neighborhood Park. Also, consider acquisition of properties in West Laurel along Bond Mill Road, the Board of Education property at Snowden Oaks in South Laurel and the former Board of Education property on Van Dusen Road.

AMENDMENT 12

Economic Development & Urban Design Elements Chapter, *Economic Development section*

Page 73

Add new language to the Background section to read:

The Subregion 1 area is in a unique position to take advantage of its geographic location in the Baltimore/Washington corridor as well as its proximity to major laboratories and research centers to create a biotechnology presence in the county while providing employment opportunities for area residents and diversifying its economic base. This biotechnology presence could include bioscience campuses with private/public partnerships. Bioscience campuses are master planned properties with buildings designed primarily for private/public research and development facilities, high technology and science based companies, and services to support their research and development missions.

1 The 2009 Prince George’s County Biotechnology Research and Development Center Study
2 (prepared for the M-NCPPC) identified six sites within the county as suitable locations for near-
3 term bioscience research and development and one location for longer-term consideration. Five
4 of the near-term sites are located inside the Capital Beltway and near the US 1 Corridor, but not
5 within the Subregion 1 plan area. The other near-term site is Konterra Business Campus, located
6 within Subregion 1, near the intersection of US 1 and Muirkirk Road. The only site identified as
7 a long-term consideration is the University of the District of Columbia (approximately 143 acres)
8 and Howard University (North Campus)(approximately 109 acres) site; also located within
9 Subregion 1 on Muirkirk Road, approximately ½ mile east of its intersection with US 1. While
10 not referenced in the Study, consideration should be given to the Konterra owned land south of
11 the Intercounty Connector (ICC).

12 All seven of the sites identified in the study are located within close proximity to the US 1
13 Corridor and as a result, the study recognized the US 1 Corridor as a potential innovation
14 corridor. The US 1 Corridor is located near several prominent laboratories and research centers.
15 These laboratories and centers include: the US Department of Agriculture-Beltsville Agricultural
16 Research Center (USDA-BARC), National Aeronautics and Space Administration’s Goddard
17 Spaceflight Center (NASA Goddard), Army Research Laboratory (ARL), Howard University
18 (North Campus), University of Maryland-College Park (UMCP), and Johns Hopkins University
19 Applied Physics Lab (APL).

20 The Subregion 1 area is also home to several private bioscience firms, with half of Prince
21 George’s County’s bioscience firms (according to the study) located in the Beltsville area. To
22 date, however, this presence and proximity has not translated into a greater concentration of
23 bioscience firms in the county. The presence of the ICC will link northern Prince George’s
24 County directly with Montgomery County, making new commercial interactions between the
25 business, research, and technology communities easier. Prince George’s County may also offer
26 lower business costs to place the subregion in a better competitive market to attract companies.

27
28 **AMENDMENT 13**

29 Economic Development & Urban Design Elements Chapter, *Economic Development section*

30 Page 75

31 Deleted the fourth strategy of Policy 5:

1 ~~Establish appropriate zoning districts along the ICC to allow for moderate to high density~~
 2 ~~commercial.~~

3
 4 **AMENDMENT 14**

5 Economic Development & Urban Design Elements Chapter, *Economic Development section*

6 Page 75 Add new section to read:

7 **Future Howard University Research and Development Park Campus**

8 The undeveloped area south of Muirkirk Road, east of Old Baltimore Pike, and west of
 9 Ellington Drive, referred to as the Howard University North Campus property, presents potential
 10 for a unique type of research and development campus within the subregion and the county. The
 11 plan envisions a technology based university research and development park campus that would
 12 complement the County's efforts to attract and retain new and emerging technology-based firms
 13 in fields such as biotechnology, bioscience, information technology, green technology,
 14 aeronautics, agriscience and similar fields, and other new, emergent firms, as well as established
 15 companies. The proposed campus should be a mix of educational, office, light industrial,
 16 ancillary commercial, private, public, quasi-public, institutional and recreational uses designed in
 17 a setting to attract technology-based employment and research activities.

18 The focus of the campus should be to promote a synergistic relationship between
 19 investment by a major research university and affiliated business and research partners both
 20 within the property and within the adjacent employment community (such as Konterra and the
 21 Brickyard). Various research projects conducted on the campus may result in new technologies
 22 with commercial potential. The campus environment will aspire to consist of a network of
 23 private industry, non-profit, educational, and institutional organizations focused on a unique
 24 commercial market opportunity of the regional economy. It should encourage mutual efforts
 25 among public research institutions, medical research facilities, and other types of research and
 26 technology firms.

27 • The Howard University Research and Development Park Campus should take maximum
 28 advantage of the region's institutional and industrial strengths.

29 • The development should be an appropriate mix of research and development uses including
 30 education, office, light industrial, ancillary commercial, recreational, institutional, university-
 31 related residential or public and quasi-public uses to serve the needs of the employees and

1 researchers located in the research park campus and in the employment areas to the west of the
2 research park campus.

3 • At the time of site plan approval, consideration shall be given to a substantial buffer for
4 sight, sound, odor and safety between the proposed research campus and the existing residential
5 uses along Ellington Drive and the Indian Creek and Oak Lodge Farms subdivisions to the south.

6 • The size and intensity of the Howard University Research and Development Park Campus
7 are dependent upon the capacity of Muirkirk Road and Old Baltimore Pike. The development of
8 the campus will be subject to the application of all required adequate public facility evaluations,
9 including analysis of the surrounding transportation network. The Planning Board and District
10 Council should ensure coordination of the development with necessary improvements to the
11 surrounding transportation network. In evaluating the appropriate intensity of the research park
12 campus, the Planning Board and District Council should consider the existing low-density
13 residential communities around it and the low-intensity research activities presently in the area
14 off of Muirkirk Road and Odell Road. It is the intention of this Plan that any access problems be
15 resolved as part of the required subdivision, site plan and permit review process prior to
16 construction.

17 • The research park campus development should be planned and staged so as not to exceed
18 an acceptable level of service on surrounding roads and public facilities.

19 • Traffic studies should be prepared by the applicants as prerequisites for the development of
20 the campus.

21 • The adjacent Muirkirk South Community Park is an important recreational element to the
22 community and should be evaluated in connection with the design and the campus.

23 Consideration should be given to expanding the Community Park and/or incorporating it into the
24 campus design. Discussions on this issue could include a potential swap of land to relocate the
25 Community Park site closer to the existing neighborhood on Ellington Drive and rezoning the
26 present Community Park site to incorporate it into the research park campus development.

27 • At the time of site plan approval, consideration shall be given to incorporating into the
28 research park campus a public open space trail and pathway system with multiple connections to
29 adjacent parks, open space, and neighborhoods.

30 • Work with DPW&T to improve transportation facilities in a manner that minimizes land
31 use conflicts but provides adequate pedestrian and vehicular access.

1 • Prior to the submission of a conceptual site plan, the applicant shall conduct community
2 outreach meetings in an effort to collaborate with area residents and business owners.

3 The campus and the traffic it generates should not have a negative impact on the surrounding
4 neighborhoods. Consideration should be given to the following transportation improvements to
5 accommodate the development of the research park campus property:

6 • Muirkirk Road: With the recommendation in the master plan to raise this roadway to a
7 major collector, the Planning Board should consider the following:

8 • Dedication of 45 feet from centerline along Muirkirk Road.

9 • Extension of the four-lane section of Muirkirk Road eastward from Longwood
10 Drive to a point within the frontage of the Howard University site. Many people that use
11 Muirkirk Road regularly consider the existing eastbound lane drop at Longwood Drive as a
12 safety issue.

13 • Train Service: The majority of the site is not within a one-half mile radius of the current
14 MARC station or a planned Metrorail station along an extended Green Line. Shuttle service will
15 be needed in the future to improve the interface between this site and mass transit. A
16 Transportation Demand Management Plan should be included with the conceptual site plan
17 application.

18 • Financing and Infrastructure: In order to encourage and facilitate the proposed research and
19 development park campus, the County and/or State should consider available economic
20 development incentives and grants, and should initiate the creation of a tax increment finance
21 (TIF) district or other funding, bond finance, and/or tax incentives to help facilitate the Howard
22 University Research and Development Park Campus and assist in the funding of the required
23 road improvements and other public infrastructure and utilities. This provision should not be
24 interpreted to suggest the creation of any special taxing district or fee obligation on existing
25 neighborhoods in the vicinity of the campus.

26 • As provided in the *Comprehensive Rezoning Policies* section, the Howard University North
27 Campus property should be rezoned from the O-S Zone to the I-3 Zone. While the purposes of
28 the I-3 Zone include providing for research facilities and offices in a park-like setting (along with
29 compatible institutional, recreational, and service uses), the current “use list” in the Zoning
30 Ordinance lacks clarity about the nature of the type of research and development park uses that
31 are permitted. The Howard University Research and Development Park Campus should be

1 encouraged to develop as a state of the art university research and development technology
 2 campus. Accordingly, proposed uses that are consistent with such a campus should be provided
 3 substantial latitude when interpreting the “use list”. University and private sector research and
 4 development activities shall be allowed uses under the category of “Laboratory: Research,
 5 development or testing”, “Office”, “School, Private: Private college or university” or other
 6 categories recommended following the described review of the I-3 Zone.

7 • The District Council should review and consider revising the I-3 Zone uses and regulations
 8 to allow and encourage proposed uses that are consistent with evolving design concepts for
 9 similar research and development technology campuses associated with major universities,
 10 including the establishment of a “university research and development park” use through
 11 legislative amendment to the zoning table of uses and regulations. In addition, District Council
 12 should review and consider revising the I-3 Zone uses and regulations to clarify that Research,
 13 Development, Testing and Laboratory operations are permitted uses in the I-3 Zone. Should the
 14 District Council be unable to revise and clarify the I-3 Zone uses, impeding development of the
 15 Howard University Research and Development Park Campus as a state of the art university
 16 research and development technology campus, Howard University may seek a rezoning to an
 17 appropriate zone that may better accomplish this purpose.

19 **AMENDMENT 15**

20 Economic Development & Urban Design Elements Chapter, *Urban Design section*

21 Page 82

- 22 • Add new bullet to Policy 2 to read:

23 Regional office uses often require large surface parking areas. Due to concerns with
 24 sustainability and water quality, these situations should be limited. Breaking large lots into
 25 smaller blocks or punctuating by planting will visually enhance them.

27 **AMENDMENT 16**

28 Economic Development & Urban Design Elements Chapter, *Urban Design section*

29 Page 83

30 Revise the first paragraph to read:

31 These architectural guidelines ~~standards~~ serve to identify principles to be used by architects in

1 developing specific architectural designs and are intended to advise how design principles should
2 be implemented where practical. This is the base for planning and evaluating the design solutions
3 proposed by multiple design teams. Through this inclusive design approach, an authentic sense
4 of place can be achieved and Konterra will become the focal point and gateway to northwestern
5 Prince George’s County.

6
7 **AMENDMENT 17**

8 Economic Development & Urban Design Elements Chapter, *Urban Design section*
9 Page 88

10 Revise the first bullet to read:

11 Principal Orientation. The primary facades of all buildings in commercial, employment, mixed-
12 use centers, and activity nodes should contain the main entry and face a [public] street....

13
14 **AMENDMENT 18**

15 Economic Development & Urban Design Elements Chapter, *Urban Design section*
16 Page 89

17 Revise the fourth bullet of Guidelines on page 89 to read:

18 *Approximate Densities*

- 19 - Multifamily residential over commercial buildings should maintain [between 15-30] a
20 minimum of 15 dwelling units per acre with attached ground floor retail.
- 21 - Multifamily residential buildings attached over or adjacent to structured parking should
22 maintain [between 30-70] a minimum of 30 dwelling units per acre.
- 23 - All other multifamily residential buildings with attached surface level parking should
24 maintain [15-35] a minimum of 15 dwelling units per acre.
- 25 - Townhouse building clusters should be [limited to densities between 15-20] a minimum
26 of 15 dwelling units per acre with no maximum number of attached units within a block and
27 building group.

AMENDMENT 19

Economic Development & Urban Design Elements Chapter, *Urban Design section*

Page 93

Add a new bullet to include:

These ratios for uses or overall parking may be reduced upon submission of information by the applicant justifying a reduction.

AMENDMENT 20

Economic Development & Urban Design Elements Chapter, *Urban Design section*

Page 94

Revise the 12th bullet (Parking Space Size) to read:

The extent of paving, including [reduction of standard] the size of parking spaces should be minimized whenever possible to reduce the overall amount of pavement and to enhance the streetscape by providing more opportunity for plantings and street trees and the creation of a more pedestrian friendly environment.

AMENDMENT 21

Economic Development & Urban Design Elements Chapter, *Urban Design section*

Page 95

Revise the first bullet to read:

Bicycle parking areas should be convenient to the entrances of all businesses, multifamily dwellings, and public and quasi-public buildings. Bicycle parking areas should be located [within 50 feet of the] near a main entrance to the building or parking structure and have direct access to [the public right-of-way] street.

AMENDMENT 22

Economic Development & Urban Design Elements Chapter, *Urban Design section*

Page 96

Revise the first bullet (Street Trees) to read:

Parking Areas. Landscaped parking islands, on average eight feet in width, should be provided as a break in parking areas for every 50 contiguous cars [dimensioned at minimum of eight feet

1 in width and planted with a minimum 3-inch caliper shade]. The parking islands should be
 2 planted with a minimum three-inch caliper shade tree. [Internal green space requirements
 3 specified in the *Prince George's County Landscape Manual* should be provided]
 4

5 **AMENDMENT 23**

6 Implementation Chapter, *Comprehensive Rezoning Policies section*

7 Add new zoning change (V-1): 7501 Muirkirk Road: Change the O-S Zone to the I-3 Zone.
 8 Proposed uses that are consistent with such a campus should be provided substantial latitude
 9 when interpreting the "use list". University and private sector research and development
 10 activities shall be allowed uses under the category of "Laboratory: Research, development or
 11 testing", "Office", "School, Private: Private college or university" or other categories
 12 recommended following the described review of the I-3 Zone.
 13

14 **AMENDMENT 24**

15 Implementation Chapter, *Comprehensive Rezoning Policies section*

16 Add new zoning change: The property located at 11710 Baltimore Avenue is to be split zoned.
 17 The southeastern portion of the property totaling approximately 1.9 acres is to be rezoned from
 18 the I-1 Zone to the C-S-C Zone. The northwestern portion of the property totaling approximately
 19 1.5 acres will be retained in the I-1 Zone.
 20

21 **AMENDMENT 25**

22 Implementation Chapter, *Comprehensive Rezoning Policies section*

23 Add new zoning change: The property located at 11704 Baltimore Avenue is to be split zoned.
 24 The southeastern portion of the property totaling approximately 1.5 acres is to be rezoned from
 25 the I-1 Zone to the O-S Zone. The northwestern portion of the property totaling approximately
 26 0.5 acres will be retained in the I-1 Zone.
 27

28 **AMENDMENT 26**

29 Implementation Chapter, *Comprehensive Rezoning Policies section*

30 Add (11810 Old Gunpowder Road) parcel 20 to zoning change Beltsville-5 (B-5). Rezone
 31 Beltsville-5 (B-5), Beltsville-6 (B-6) and Beltsville-7 (B-7) to the M-X-T Zone. Add language

1 identifying the adjoining properties already zoned C-O for consideration of future rezoning to
2 M-X-T Zone as part of an office and technology park development. To be considered for future
3 rezoning to M-X-T- Zone, an assemblage of at least 7 acres would have to be included in the
4 rezoning application. The instant properties to be zoned M-X-T cannot file a Conceptual Site
5 Plan application unless such application contains an assemblage of at least 7 acres. The M-X-T
6 is to be targeted for an office and technology mix of uses with allowance for a modest amount of
7 retail and multi-family residential (not exceeding 50% of the square footage of the development)
8 with a high quality of design. Residential density shall be limited to 12 units to the acre;
9 however, if an assemblage of more than 10 acres is joined in an application, the residential
10 density limitation may be increased to 16 units to the acre.

11
12 **AMENDMENT 27**

13 Implementation Chapter, *Comprehensive Rezoning Policies section*

14 Modify the zone change within change number North Beltsville-5 to read:

15 R-R to R-18C M-X-T. If either property owner enters into a land swap with the County and/or
16 MNCPPC to acquire the former Board of Education parcel on Van Dusen Road in exchange for
17 other parkland, then the property owner may seek to rezone the former Board of Education
18 parcel to the M-X-T zone as part of a coordinated development project. Otherwise, the former
19 Board of Education parcel should be retained in the R-O-S zone and used for active recreation.

20
21 **AMENDMENT 28**

22 Implementation Chapter, *Comprehensive Rezoning Policies section*

23 Add new zoning change: Parcel 39 Tax Map 9: Change the R-R Zone to the C-M Zone.

24
25 **AMENDMENT 29**

26 Implementation Chapter, *Comprehensive Rezoning Policies section*

27 Retain 11350 Edmonston Road (Lots 1&2, Block 58) in the R-R Zone.
28
29
30
31

AMENDMENT 30

Development Pattern Element Chapter

Page 10

Add a new strategy:

Emphasize tree cover in the Rural Tier to protect large amounts of woodland, which is critical to the environment because it acts as a purifier of water and air.

AMENDMENT 31

Development Pattern Element Chapter

Page 11

Replace picture caption to read:

[Sunrise Plaza] Chestnut Hills Shopping Center

AMENDMENT 32

Development Pattern Element Chapter

Page 11

Revise the second sentence of the retail paragraph to read:

“The larger-scale retail developments are IKEA, the Circuit City Shopping Center, and [Sunrise Plaza] Chestnut Hills Shopping Center in Beltsville; the Marlo Home Shopping Center at US 1 and Contee Road; and the Calverton Shopping Center, off Powder Mill Road in the Calverton area.”

AMENDMENT 33

Infrastructure Element Chapter, *Bicycle, Pedestrian and Equestrian facilities*

Page 54

Add new strategy to Policy 2 to read:

Provide standard sidewalks along both sides of Bowie Road from MD 197 to US 1.

1 **AMENDMENT 34**

2 Infrastructure Element Chapter, *Bicycle, Pedestrian and Equestrian facilities*

3 Page 54

4 Add new strategy to Policy 2 to read:

5 Provide an eight-foot-wide side path along Old Baltimore Pike from Muirkirk Road to Odell
6 Road. This trail will provide access to Vansville Community Center, Muirkirk South Community
7 Park, and the programmed elementary school in the Vansville area.

8
9 **AMENDMENT 35**

10 Economic Development and Urban Design Elements, *Konterra Town Center East*

11 Page 85

12 Add footnote to read:

13 Guidelines are expressions of intent to help achieve the vision for Konterra Town Center East
14 and Konterra Town Center West and are not mandates required by the policies established in this
15 plan.

16
17 **AMENDMENT 36**

18 Economic Development and Urban Design Elements, *Konterra Town Center East*

19 Page 81

20 Modify strategy in Policy 1 to read:

21 Establish arterial streets as one-way couplets at the edges of the town center, where applicable to
22 promote pedestrian improvements and ensure ease of traffic movement within the town center.

23
24 **AMENDMENT 37**

25 Economic Development and Urban Design Elements, *Konterra Town Center East*

26 Page 82

27 Modify strategies in Policy 2 to read:

- 28 • Ensure that land use boundaries and density changes in the town center occur [within mid-
29 block locations, whenever possible] where practical, so that buildings facing each other are
30 compatible and transitions between uses are gradual.
- 31 • Promote the use of greens and plazas as prominent civic components [to core commercial

1 areas] in appropriate areas throughout the town center core.

2
3 **AMENDMENT 38**

4 Economic Development and Urban Design Elements, *Konterra Town Center East*
5 Page 85

6 Modify Architectural Guideline in the Konterra Town Center East Mixed-Use Core and
7 Commercial Buildings portion of the Economic Development and Urban Design Elements
8 Chapter to read:

9 *Primary Entries and Façades.* The primary entry(s) of both business establishments and
10 residential uses in commercial, employment, and mixed-use centers should be visible and
11 accessible directly from [a public] the street. Primary façades that front onto a street should be
12 built parallel or nearly parallel to the public right-of-way.

13
14 **AMENDMENT 39**

15 Economic Development and Urban Design Elements, *Konterra Town Center East*
16 Page 86

17 Modify Architectural Guideline in the Konterra Town Center East Residential Buildings portion
18 of the Economic Development and Urban Design Elements Chapter to read:

- 19 • *Approximate Densities*
- 20 - Multifamily residential over commercial buildings should maintain [between 15-30] a
21 minimum of 15 dwelling units per acre with attached ground-floor retail.
- 22 - Multifamily residential buildings attached over or adjacent to structured parking
23 should maintain [between 30-70] a minimum of 30 dwelling units per acre.
- 24 - All other multifamily residential buildings with attached surface level parking should
25 maintain [15-35] a minimum of 15 dwelling units per acre.
- 26 - Townhouse building clusters should be [limited to densities between 15-20] a
27 minimum of 12 dwelling units per acre with no maximum number of attached units within a
28 block and building group.

29
30 **AMENDMENT 40**

31 Economic Development and Urban Design Elements, *Parking (Konterra Town center East and*
32 *West)*

1 Page 94

2 Modify Architectural Guideline in the Konterra Town Center East and West Automobile Parking
3 portion of the Economic Development and Urban Design Elements Chapter to read:
4 Parking Space Size. The extent of paving should be minimized, whenever possible, to reduce the
5 overall amount of pavement and to enhance the streetscape by providing more opportunity for
6 plantings and street trees and the creation of a more pedestrian friendly environment.

7
8 **AMENDMENT 41**

9 Economic Development and Urban Design Elements, *Circulation*

10 Page 92

11 Replace street cross section drawing caption to read:

12 Typical Section: Main Street

13
14 **AMENDMENT 42**

15 Economic Development and Urban Design Elements, *Bikeways and Bicycle Parking*

16 Page 95

17 Modify Architectural Guideline in the Konterra Town Center East and West Bikeways and
18 Bicycle Parking portion of the Economic Development and Urban Design Elements Chapter to
19 read:

- 20 • Bicycle parking areas should be convenient to the entrances of all businesses, multifamily
21 dwellings, and public and quasi-public buildings. Bicycle parking areas should be located [within
22 50 feet of the] near a main entrance and have direct access to the [public right-of-way] street.

23
24 **AMENDMENT 43**

25 Living Areas Chapter, *Gunpowder*

26 Page 119

27 Under Circulation, add a new third sentence to read:

28 A potential east-west connection may occur between Maryland Corporate Park or Konterra at
29 Sweitzer Lane through Gould owned properties to Gunpowder Road to improve circulation as
30 those properties are further developed.

AMENDMENT 44

Living Areas Chapter, *Gunpowder*

Page 117

Under the *Residential* section, add two new sentences to read:

The residentially zoned Gould properties west of Konterra Town Center West may include different single family product type with a density yield comparable to the adopted R-R zoning. Residential density lost as a result of land conveyed or dedicated for public use may be incorporated so as to allow higher residential density at Konterra Town Center West should Konterra enter into a parks agreement with MNCPPC.

AMENDMENT 45

Economic Development & Urban Design Elements Chapter, *Urban Design section*

- Page 82

Revise the Vision of Konterra Town Center West as follows

Konterra Town Center West

Vision

Konterra Town Center West is distinguished by a lower density than Konterra Town Center East, with a carefully cultivated diversity of uses. The unique mix of uses in close proximity creates a synergistic, sustainable urban community. The network of pedestrian-friendly streets linked with multimodal transportation systems forms the connective tissue of the community and creates an environment that encourages walking and bicycling.

Background

Town Center West provides a transition from the higher density of Town Center East ultimately to the lower density residential, recreational, and potential institutional uses proposed along Old Gunpowder Road. The siting of buildings and uses will enhance the transition through incorporation of public space, landscaping, roadways, parking and natural features. [Town Center West will be developed as a office and technology park with a moderate amount of retail (excluding large-scale or “big-box” anchor stores), ancillary shops, hotels and restaurants. Large expanses of parking lots shall be prohibited.] Konterra Town Center West is proposed for mixed use development at intensity, density, character and height that is generally less urban than Konterra Town Center East except along I-95 where intensity, density and height is encouraged.

1 The intent is to create the presence of arriving at a “specific place” as this area of the I-95
2 corridor is approached from north or south. Generally, buildings fronting along I-95 should be
3 consistent with the height ranges that have been established by the WSSC and Konterra
4 (formerly Sun Trust) buildings. The uses may be commercial, residential or hospitality
5 inasmuch as it is the character and location of the buildings, and not the use, along I-95 that helps
6 create the larger Konterra Town Center as a distinct and identifiable place in the region. Konterra
7 Town Center West’s mixed-use will be less vertically integrated than Town Center East, but still
8 allow for a variety of office, residential, hotel, civic and commercial components. Larger
9 retailers, including non-traditional department stores, whose size and/or surface parking
10 requirements are inconsistent with Town Center East’s character, can be integrated into a more
11 linear design character within Town Center West by implementing elements that limit or buffer
12 parking field visibility from I-95. Large expanses of parking lots shall be avoided, unless broken
13 into smaller fields with appropriate bio-retention. A mix of mid-rise and high-rise office will be
14 appropriately located for visibility along arterial and interstate highways further adding to the
15 gateway concept for Prince George’s County. The reference to larger retailers is a recognition
16 that some upscale retail may involve larger buildings; however, it is not an invitation for
17 traditional discount “big box” retailers that focus on high volume, low margin sales. The retail
18 component of Konterra Town Center West should not overwhelm the development, nor shall it
19 be permitted to be a typical “power center” seen in other retail centers. The quality of uses and
20 the variety of uses are necessary to create the sense of place desired. A power center with
21 discount retailers consuming large expanses of parking will not enhance the sense of place.

22
23 Housing should focus on upscale townhouses, multi-family senior housing, or in taller buildings
24 visible from I-95. [Other multi-family housing...from this limitation] Diversity of land use is
25 encouraged so as to help optimize the completeness of the larger Konterra Town Center over
26 time. A significant element of the design will be to create an entranceway to Konterra Town
27 Center East that extends from the east, over I-95 and carries through Konterra Town Center West
28 to the low-density residential development along Old Gunpowder Road. The design needs to
29 place a high premium on pedestrian and bicycle connectivity. As build out of the complete
30 Town Center occurs, the creation of substantial density on both sides of I-95 makes the potential
31 for a direct vehicular/pedestrian/bicycle linkage from the center of the East and West Town

1 Centers more plausible.

2
3 **AMENDMENT 46**

4 Living Areas Chapter, *North Beltsville*

5 Page 122

6 Revise paragraph under the *Commercial/Industrial* heading to read:

7 Industrial land use in the living area includes the Virginia Manor Industrial Park. The Marlo
8 Home Shopping Center is the main commercial district in the living area with future commercial
9 districts planned within the Konterra development. [Industrial areas will also be constructed
10 within the Konterra development in the Gunpowder living area.] Future development of Konterra
11 will serve as a promising catalyst for increased residential, commercial and [industrial]
12 employment sectors in this area of Subregion I.

13 South of the ICC and Konterra Town Center East, the Plan proposes to retain the existing R-R
14 zoning for the approximately 301 acres that is part of the larger 2,200 acre Konterra holdings.
15 Various portions of the property are designated as options for potential future parkland and/or
16 school site dedication or acquisition. This property was not studied as part of the Konterra
17 Charrette, but remains one of the last large assemblages of property with potential access from I-
18 95 and/or the ICC that could be developed as an institutional, industrial or commercial
19 “campus”.

20
21 While presently zoned and planned from high-quality, single-family detached dwelling unit
22 development, due to its location, this area may be considered for rezoning to accommodate a
23 major institutional or corporate use. However, rezoning should only be allowed for a signature
24 development project that maximizes the proximity to I-95 and the ICC. For example, such a
25 project would be a major institutional use, government facility, office park campus of a major
26 corporation, etc. The preferred zone for such a rezoning likely would be the I-3 Zone. Any future
27 rezoning to allow development of such a use should take into consideration the capacity of the
28 transportation network, access and the appropriateness of locating such uses outside of the
29 Konterra Town Center East. To the extent practicable, any campus should incorporate sufficient
30 amounts of the existing tree cover into its design and provide for a pedestrian friendly, but less
31 urban character as that featured by Konterra Town Center East. As noted, this area has been

1 considered as a potential option for parkland and/or school site dedication or acquisition. In
 2 particular, such site or sites should be near Ammendale Road to be accessible to the surrounding
 3 Beltsville community. A high school site should be considered north of Martin Luther King, Jr.
 4 Middle School.

5
 6 **AMENDMENT 47**

7 Living Areas Chapter, *North Beltsville*

8 Page 122

9 Revise last sentence of *Residential* paragraph under the Major Land Uses heading to
 10 read:

11 Konterra Town Center West will provide horizontal mixed-use development [and include big
 12 box retailers] surrounded by lower-density, single-family homes and open space.

13
 14 **AMENDMENT 48**

15 Living Areas Chapter, *North Beltsville*

16 Page 122

17 Add the following discussion to the end of the *Residential* section under the Major Land Uses
 18 heading to read:

19 The Konterra properties totaling approximately 344 acres, situated west of the PEPCO right of
 20 way and east of Old Gunpowder Road contain parcels of residentially zoned land. This area
 21 includes land situated south of Route 198, on the east side of Old Gunpowder Road up to the
 22 borders of Greencastle and the ICC. The Conceptual Plan produced by the 2006 Konterra
 23 Charrette, proposed mixed residential and low density residential for this area. As a part of
 24 Konterra Town Center East subdivision approval (Preliminary Plan 4-07108), approximately 41
 25 acres of this R-R land will be dedicated for parkland. The MNCPPC Capital Budget contains
 26 funding for a park development project on this site. The parkland is strategically situated
 27 adjacent to the existing Fairland Regional Park south of Van Dusen and east of Old Gunpowder
 28 Road. A mixed, low density residential development pattern has been established for the area as
 29 a result of the recent approval of the Fairland Park Residential community situated north of the
 30 Regional Park and Gunpowder Golf Course on the west side of Old Gunpowder Road. The
 31 Fairland Park Residential community, while maintaining an R-R density, included single-family

1 attached and detached lots through the use of the conservation subdivision process. The parcels
 2 on the east side of Old Gunpowder Road should have a similar mixed, low density residential
 3 development pattern that could include a mixture of single-family lots (attached and detached)
 4 while providing a density consistent with an R-R yield (the density yield could be consistent with
 5 to R-80 development if inclusive of any parkland/school dedication or acquisition pursuant to an
 6 agreement with MNCPPC on dedication and acquisition). This development pattern could be
 7 achieved pursuant to comprehensive design zone or as the result of changes to the Zoning
 8 Ordinance.

9 The Transportation Infrastructure for the northern part of the Subregion I, proximate to Konterra,
 10 as shown on the transportation system map, denotes the potential realignment of Old Gunpowder
 11 Road to the east away from the I-2 industrial properties north of Minnick Road. The potential
 12 realignment (also shown on the 2006 Konterra Conceptual Plan) directs thru traffic away from
 13 the existing industrial properties (potentially creating a cul-de-sac at those properties) and moves
 14 the alignment southeasterly through the existing Konterra properties. If this is realignment
 15 occurs, the potential exists to create a neighborhood shopping center and including public safety
 16 facilities on the western side of the realigned Old Gunpowder Road as shown on the Konterra
 17 Conceptual Plan. Such amenities could serve much of the existing and future residential
 18 communities along Old Gunpowder Road, reduce convenience/household shopping trips onto
 19 Route 198, and concurrently create an enhanced road character away from the industrial
 20 development.

21
 22 **AMENDMENT 49**

23 Living Areas Chapter, *North Beltsville*

24 Page 123

25 Add new issues and concern to North Beltsville living area section to read:

26 **Issue: Annexation**

27 **Concern**

28 There is a potential for the City of Laurel to annex portions of the living area and upzone
 29 properties.

1 **AMENDMENT 50**

2 Living Areas Chapter, *North Beltsville*

3 Page 124

4 Add a new language in the last paragraph under the Commercial/Industrial section to read:

5 The Balla Development, LLC property containing 3.5 acres of undeveloped land located on the

6 south side of MD 197, approximately 2,100 feet east of its interchange with the Baltimore-

7 Washington Parkway (I-295) is recommended for a hotel, office building and/or restaurant.

8 These uses are permitted in the existing C-O Zone by right and/or special exception.

9 Development of this site should be subject to a Detailed Site Plan review because it abuts

10 residential uses.

11
12 **AMENDMENT 51**

13 Living Areas Chapter, *South Laurel*

14 Page 127

15 Add the following sentence to the fourth paragraph to read:

16 The commuter parking lot located at the northeast quadrant of the intersection of MD 197 and

17 Briarcroft Lane is recommended for redevelopment for high-quality, medium-density density

18 single-family detached dwelling units, preferably, a senior housing development in order not to

19 generate a lot of peak-hour traffic and school needs.

20
21 **AMENDMENT 52**

22 Living Areas Chapter, *West Laurel*

23 Page 137

24 Add new strategy to Repair and Maintain Roads Policy to read:

25 Explore opportunities for MD 198 between the Montgomery County line and Sweitzer Lane to

26 become a “Livable Communities Landscape Project.”

27
28 **AMENDMENT 53**

29 Living Areas Chapter, *West Laurel*

30 Page 136

31 Add a new language after the last paragraph under the *Residential* section to read:

1 The West Laurel Community has long been concerned with development along the Route 198
 2 frontage from I-95 west to the Montgomery County line. Over the years, there have been
 3 numerous proposals or suggestions for commercial development on the north side of Route 198.
 4 Apart from the existing gas station and adjoining property, no new commercial rezonings should
 5 occur, nor any special exceptions for commercial uses. The property at the corner of Sweitzer
 6 Lane should remain residential. It may be appropriate for development of a day care or similar
 7 type of use that would benefit community residents. The properties between Bond Mill Road and
 8 Bauer Lane should also remain zoned residential. These properties may be appropriate for
 9 institutional uses such as a church, day care, adult care, school or similar types of uses.

10
 11 The southwest corner of Old Gunpowder Road and Route 198 has been zoned I-3 and has an
 12 approved plan for office and warehouse. There have been infrequent efforts to obtain permission
 13 for retail development on this site. It should remain in the office or warehouse use, be limited to
 14 2 to 3 story construction and any construction should use LEED strategies.

15
 16 **AMENDMENT 54**

17 Living Areas Chapter, *West Laurel*

18 Page 137

19 Add new issues and concern to West Laurel living area section to read:

20 **Issue: Annexation**

21 **Concern**

22 There is a potential for the City of Laurel to annex portions of the living area and up-zone
 23 properties.

24
 25 **AMENDMENT 55**

26 Development Pattern Element Chapter, *Rural Tier Section*

27 Add a new bullet to Strategy, Policy 1

28 The Spicknall Farm and Turkey Flight LLP properties on Old Gunpowder Road shall be
 29 identified as being eligible to participate in the Purchase of Development Rights (PDR) or
 30 HARPP programs for agricultural preservation, and in any future Transfer of Development
 31 Rights program adopted by the County.

AMENDMENT 56

Development Pattern Element Chapter, *Konterra Town Center section*

Page 16

Revise the Policy 5 as follows:

Policy 5: Create a vibrant 24-hour sustainable environment.

Strategy

- Establish a mixture of uses in a variety of distinctive settings and forms, all within easy walking distance of each other to create a synergistic, sustainable urban community.

- Develop with a mix of land use in Konterra Town Center East within parameters that will generate transit ridership throughout the day and promote walking trips within the center.

Although the precise mix of uses will respond to market conditions, the plan recommends the following land use percentages of floor area.

--Residential/Hotel 15 to 60 percent

--Retail/Service 10 to 50 percent

--Employment 20 to 60 percent

- Residential, except as situated in taller buildings visible from I-95 or within age-restricted communities, shall be predominately single family attached and detached. Diversity of land use is encouraged so as to help optimize the completeness of the larger Konterra Town Center over time. The master plan recognizes the needs of the overall Town Center and provides design guidelines applicable to Town Center West while referencing the design standards of the approvals for Town Center East. Collectively, this will allow Konterra to establish its distinctive "Sense of Place", provide optimum visibility and accessibility and evolve into one of the great towns of the Baltimore-Washington region. Larger retailers, including non-traditional department stores, whose size and/or surface parking requirements are inconsistent with Town Center East's character, can be integrated into a more linear design character within Town Center West by implementing elements that limit or buffer parking field visibility from I-95.

AMENDMENT 57

Infrastructure Elements Chapter, *Environmental Infrastructure section*

Page 38 after the Section on Noise.

Add a new section on transportation demand management (TDM) that incorporates the TDM

1 discussion in the Sustainability Chapter of Konterra’s Detailed Site Plan Design Guidelines for
 2 all major mixed-use, commercial, office or technology developments in Subregion I.

3
 4 **AMENDMENT 58**

5 Infrastructure Elements Chapter, *Environmental Infrastructure section*

6 Page 40

7 Add a New Policy 3 to Environmental Infrastructure and renumber the remaining Policies.

8 *Policy 3: Implement the State Storm Water Management Act of 2007 in Subregion I as of the*
 9 *adoption of this Plan to enhance the water quality and control flooding in the Anacostia and*
 10 *Patuxent River watersheds.*

11
 12 Strategy: During the review of site plans, zoning and special exceptions in the Subregion I area,
 13 the principles behind the Storm Water Management Act of 2007 have been implemented on a
 14 case-by-case basis since its adoption. Specific cases include Konterra and the Sun Services’
 15 construction waste recycling facility. The ultimate implementation of the Act through regulation
 16 has been delayed beyond the original 2008 date. [With uncertainty surrounding the ultimate
 17 effective date of any regulations and possible extension of effective dates, adhere to the
 18 principles of the Act and apply them to all storm water management plan applications in
 19 Subregion I as of the date of adoption of this Plan.] New storm water regulations have now been
 20 adopted and after May 4, 2010 new plans must comply with the new regulations. To be
 21 consistent with the early application of the principles of the Storm Water Management Act of
 22 2007 to projects in Subregion I, if any grandfathering rules are adopted in the Count Code, they
 23 should not apply in Subregion I.

24
 25 **AMENDMENT 59**

26 Infrastructure Elements Chapter, *Transportation section*

27 Page 42

28 Add the following paragraph before the discussion on “Transit”:

29 Notwithstanding that the recommendations in the plan add considerable capacity to the
 30 transportation network, it has been determined that 46 roadway links (out of 134 studied) operate
 31 worse than the policy level-of-service. Of these links, nine are along state or federally operated

1 limited access facilities serving primarily interregional travel, six are along facilities within
 2 federally owned land, and five are within the City of Laurel. Therefore, only the remaining 26
 3 links can be directly affected by land use and infrastructure policies contained within this master
 4 plan, and these links are summarized in Table 1. Given that a large portion of the congestion on
 5 these roadways is caused by traffic that does not originate or end in the Subregion 1 vicinity,
 6 local land use changes would do little to alleviate future traffic congestion. In most cases,
 7 congestion can be reduced through major investment in trip reduction measures involving the use
 8 of alternative modes of travel, such as transit, walking, and bicycling in this master plan area and
 9 beyond.

10 The issues raised by the information in Table 1 should be considered in concert with the policies
 11 and strategies in Chapter VII of the adopted update to the Master Plan of Transportation. These
 12 policies and strategies are written primarily to address issues of implementation in the
 13 transportation system. These issues, while important within the Subregion 1 area, are countywide
 14 issues and require more comprehensive solutions.

15 **AMENDMENT 60**

16 Infrastructure Elements Chapter, *Transportation section*

17 Page 44

18 Add the following discussion on the recommendation for MC-101, Old Gunpowder Road
 19 between MD 198 and Ammedale Road , to read as follows:

20 Within the nearer term, left-turn lanes should be provided at public street intersections along the
 21 existing two-lane facility, and major pedestrian crossings should utilize curbed medians within
 22 the two-lane roadway as described below. Property access onto Old Gunpowder Road should
 23 utilize streets and shared easements to the extent possible.

- 24 • Within the longer term, north of the MD 200 facility, widen to a four-lane divided facility
 25 with median within a 100-foot right-of-way. The facility will include a relocated section to the
 26 east of the area of existing industrial uses.
- 27 • Within the longer term, south of the MD 200 facility, widen to a four-lane facility with left-
 28 turn lanes at public street and other major intersections within a 90-foot right-of-way.
- 29 • Include the following traffic control elements:

30 --A roundabout at the intersection of Old Gunpowder Road, proposed A-59, and the entrance to
 31

1 the Fairland Park Community.

2 --A roundabout or a signal (when warranted) at the entrance to Fairland Regional Park adjacent
3 to The Gardens Ice House. This would include a relocation of existing Van Dusen Road to the
4 south to become the fourth leg of this intersection.

5 -- A roundabout or a signal (when warranted) at Greencastle Road. An entrance to the proposed
6 Konterra park/school site would potential become a fourth leg of this intersection.

7 --At least two protected pedestrian crossings within the Cross Creek development, incorporating
8 curbed medians, painted crosswalks, and other signage and markings as deemed appropriate. The
9 initial installation should occur north of the more northerly intersection with Bay Hill Drive to
10 serve the existing Parks and Recreation facility.

11 --Add a trail that connects the existing and planned routes through the Fairland Park and the
12 Fairland Community development north to Route 198 on the west side of Old Gunpowder Road.
13 Coordination should occur with the owners of the industrial properties to obtain an easement.

14 --As Konterra is developed on the east side of Old Gunpowder Road, a trail should connect the
15 Fairland Park east north to Route 198, with connections to the trail on the west side of Old
16 Gunpowder Road. In addition, there should be a trail network that connects Old Gunpowder
17 Road and the recreational facilities to Konterra Town Center West and continue on to Konterra
18 Town Center East.

19
20 **AMENDMENT 61**

21 Infrastructure Elements Chapter, *Transportation section*

22 Page 45

23 Add the following discussion on the recommendation for MC-101, Muirkirk Road between MD
24 197 and A-56 , to read as follows:

25 6. MC-106-Muirkirk Road to be widened to a four-lane facility as follows:

26 • The following improvements to existing intersections will be constructed by Brick Yard as
27 that site develops:

28 --At Cedarhurst Drive, provision of an eastbound exclusive left-turn lane along Muirkirk Road
29 (in addition to the two lanes eastbound which exist).

30 --At the Conway Road/MARC entrance intersection, provision of signalization when warranted.

31 • Within the nearer term, left-turn lanes should be provided at public street intersections

1 along the existing two-lane facility. This would include the following:

2 --Old Muirkirk Road

3 --Ellington Road

4 --Meadowfield Way

5 --Westlock Place

6 --Cedarbrook Lane

7 --Mount Pleasant Drive

8 --Orvis Way

9 --Montpelier Elementary School

10
 11 Muirkirk Road from Virginia Manor Road west to A-3, which road will run north from
 12 Ammendale Road thru Konterra Town Center East, shall minimally provide for a 90 foot right of
 13 way and be constructed as properties develop along the right-of-way. This provides for future
 14 bus connections from Konterra Town Center East employment areas to the MARC.

15
 16 Lane markings along Muirkirk Road from Lanner Drive to the Montpelier Elementary School
 17 should be revised to a single lane eastbound and westbound through this section, with a left-turn
 18 lane eastbound into the school. The existing rumble strips within this section should be replaced,
 19 the existing crosswalk should be relocated to the east side of Tuscan Drive, and speed
 20 monitoring devices should be installed at each end of this section. At Virginia Manor Road, the
 21 signal timing should be checked and optimized. Improved signage and marking is needed
 22 eastbound between Cedarhurst Drive and Longwood Drive to improve traffic safety as the
 23 roadway narrows.

24 • Within the longer term, widen to a four-lane facility with left-turn lanes at public streets and
 25 other major intersections within a 90-foot right-of-way.

26 • Include the following traffic control and geometric elements:

27 --Relocate the Odell Road intersection slightly west onto federal property to form a four-way
 28 intersection with Cedarbrook Lane. Install a signal when warranted.

29 --Provide an increase of the existing curb radius at the northwest corner of Muirkirk Road and
 30 MD 197.

31 -- Muirkirk Road from Virginia Manor Road west to A-3, which road will run north from

1 Ammendale Road through Konterra Town Center East, shall minimally provide for a 90 foot
 2 right of way and be constructed as properties develop along the right-of-way. This will provide
 3 for future bus connections from Konterra Town Center East employment areas to the MARC.
 4 Collectors are two-, four- or five-lane (four lanes plus center turn lane) roadways with minimal
 5 control of access providing movement between developed areas and the arterial system. Rights-
 6 of-way are generally a minimum of 70 feet for two- and four-lane collectors, and 80 feet for five-
 7 lane collectors where underground drainage is provided.

8
 9 **AMENDMENT 62**

10 Infrastructure Elements Chapter, *Parks and Recreation section*

11 Page 54

12 Revise the second strategy, Policy 1 to reflect the trail requirements in Konterra Town Center
 13 East.

14
 15 **AMENDMENT 63**

16 Infrastructure Elements Chapter, *Parks and Recreation section*

17 Page 58

18 Add a new paragraph to the Ballfields section to read as follows:

19 As part of the approval of the preliminary plan of subdivision of Konterra Town Center East,
 20 approximately 41 acres along Old Gunpowder Road across from the skating center is to be
 21 dedicated to M-NCPPC. A group of citizens is to work with M-NCPPC staff to help design a
 22 new playing field complex to maximize the usage of the 42 acres. In addition, within the eastern
 23 portion of this parkland, the new Pre-K to 8 school is to be constructed. The intent is to have the
 24 school incorporate some of the 41 acres into its design so that it shares the necessary facilities. A
 25 project has been added to the M-NCPPC CIP Budget as the “Konterra Sports Park”, also known
 26 as the Fairland East Park. The sports park must have strong connectivity to the Fairland
 27 Regional Park on the west side of Old Gunpowder Road, and it is very important that, through
 28 trails, sidewalks, and bike lanes, it have strong connectivity to Konterra Town Center East. A
 29 centerpiece of the Fairland East Park will be an artificial surface, multi-purpose field with
 30 substantial seating to serve as a premier home field for area youth football and soccer teams. The
 31 Fairland East Park is located near the center of Subregion I and is intended to be shared by

1 schools, recreation councils and boys and girls clubs from Laurel, Calverton and Beltsville.
 2 Konterra has also recognized the subregion’s need for additional parkland, and/or park/school
 3 sites. The initial Konterra Town Center East dedication of 41 acres—adjacent to the Fairland
 4 Regional Park—provided for a more efficient and useful assemblage of parkland. Additionally,
 5 the land was sized to allow for a transition to a park/school location should such a decision be
 6 made by MNCPPC and the County in the future. Konterra has identified and MNCPPC has
 7 reviewed other approximate locations within the northern area of the subregion in which parcels
 8 or assemblages could be acquired as parkland and/or park/school sites as deemed necessary.
 9 Konterra has designated these areas, inclusive of the potential parkland parcels, for future
 10 development. At such time as development of the lands proceed, the parcels or some portion
 11 thereof could be proffered for dedication. Additionally, Konterra and MNCPPC have explored
 12 the potential for the advanced acquisition or advanced dedication of some of the parcels which
 13 may satisfy dedication requirements imposed at the time development proceeds. Such a process
 14 would allow the subregion to benefit from the acquisition long before any density associated
 15 with the parkland need exists and concurrently address some of the parkland deficiency that
 16 currently exists. Assuming such an agreement can be entered into by the parties or can be
 17 implemented pursuant to legislation, the exhibit showing the Transportation Network for the
 18 Northern Area of Subregion I shows the approximate locations where properties could be
 19 acquired in exchange for future dedication credits. These areas include: the Bond Property near
 20 Old Gunpowder Road, the Sandy Spring Road property near Route198, the Fleister tract on
 21 Contee Road, several parcels in the area south of the ICC near Ammendale Road and the
 22 property on Virginia Manor Road near the east entranceway to Konterra Town Center East.

23 **AMENDMENT 64**

24 Development Pattern Element Chapter, *Konterra Town Center section*

25 Pages 81-97

26
 27 Due to the approval of the Konterra Conceptual Site Plan, Preliminary Plan of Subdivision,
 28 Detailed Site Plan and Design Standards Manual, the discussion of Konterra Town Center East
 29 [and West], including Vision, Architectural Guidelines, Mixed-Use Core and Commercial
 30 Buildings, Residential Buildings and Civic and Quasi-Public Facilities [(East and West)],
 31 Circulation, Parking, Bikeways and Bicycle Parking and Landscape, are out of date and should

1 be replaced with appropriate references to findings and conditions in these approved Plans and
 2 the Design Standards Manual. The Konterra Town Center East approvals and Design Standards
 3 provide a level of design quality and sustainable design, that will be modified during Konterra
 4 Town Center West plan approval processes to adequately address the less intense, more linear
 5 mixed-use orientation envisioned for this area by Konterra Charrette Conceptual Plan.

6
 7 The Sustainability Chapter in the Design Standards Manual shall be incorporated into the
 8 [M]master [P]plan text. The Sustainability Chapter provisions of the Design Standards Manual
 9 shall be applicable to all of Konterra East and West, not just those portions of the property
 10 subject to the approved Detailed Site Plan.

11 The discussions on parking and circulation shall make clear that bioretention should be
 12 incorporated into all parking areas, and also into roadway medians or right-of-way areas (unless
 13 infeasible), including in Konterra Town Center West. Other storm water management options
 14 identified in the Sustainability Chapter in the Design Standards Manual.

15
 16 **AMENDMENT 65**

17 Economic Development & Urban Design Elements Chapter, *Urban Design section*

18 Page 81

19 Revise the Vision of Konterra Town Center East adding the following to the end of the Vision
 20 Section on Page 81 and deleting the Background Section:

21 Konterra conducted a multi-meeting Charrette process that involved representation of major
 22 civic associations proximate to the Konterra Subregion I land area. The Charrette was an issues
 23 identification, visioning and planning exercise for the 488 acres of MXT parcels that make up
 24 Konterra Town Center East; the proposed Konterra Town Center West (253 acres of land
 25 formerly identified as the CRC zoned Konterra Mall); and the North Beltsville Konterra lands,
 26 zoned R-R, situated west of the Pepco right-of-way and east of Gunpowder Road. The Charrette
 27 culminated in a Conceptual Plan that Konterra believes fairly represents the discussion among
 28 the participants. Konterra Town Center East follows the attributes of the Conceptual Plan and its
 29 subsequent applications were approved by the Planning Board and the District Council (CSP
 30 07003, Preliminary Plan 4-07108 and SP 08011).

1 Consistent with the Conceptual Plan, the development was proposed as a distinct and identifiable
2 place in the region. Konterra Town Center East creates a mixed-use center containing a variety
3 of office types, residential, hotel, civic, retail and commercial components with various
4 supporting and accessory uses that will be important regional destinations for living, working,
5 shopping and entertainment. Konterra Town Center East has been designed in accordance with
6 prevailing urban design best practices with a 132-acre “downtown core area” and a 356-acre
7 pedestrian friendly “environs” area scaled and designed to support and supplement the
8 downtown core. The downtown core area is dense with areas of vertically integrated uses. The
9 environs area consists of office, residential and open space borders and surrounds the downtown
10 core. The diversity of land uses helps create and define physical elements and optimizes the
11 individual, the built and natural environments integral to Konterra Town Center East. The
12 approved plans provide opportunities to achieve density sufficient to sustain a fully realized town
13 center program, establish a distinctive “Sense of Place;” provide optimum visibility and
14 accessibility while allowing some restoration of the natural features of the site. Moreover, the
15 approved plans allow the creation of a vibrant 24-hour sustainable environment with high-quality
16 pedestrian and bicycle-oriented network to compliment automotive and public transit access.

17
18 Design Standard approved by the District Council accompany the SP 08011 approval and
19 provide a further refinement of the downtown core area’s design policies. These Design
20 Standards provide the specific character for the downtown’s primary activity centers, pattern of
21 streets and buildings, land use transitions, housing, placement of commercial activity, public
22 space and pedestrian and multi-modal design, arterial streets as edges, civic and quasi-public
23 space and facilities, and potential connections of the regional transit system. The Design
24 Standards include ranges and/or restrictions for different uses and their combinations including
25 office over retail, residential over retail/commercial, retail, office, flex office/research and
26 development, multifamily with structured parking, multifamily and townhouse residential uses.
27 Architectural aspects of the Design Standards provide specific design principles for different
28 typologies of the buildings, façades, plane articulation, awnings and other overhead features for
29 the store front, placement of parking, location of main entrance, visual character, site frontage
30 improvement, etc.
31

1 Integral to the Design Standards are its approaches and strategies to be employed which
 2 demonstrate commitment to sustainable urban development. Within the Design Standards, this is
 3 characterized by an integrated design process, establishment of compact, complete, and
 4 connected neighborhoods, protection of local watersheds, implementation of Transportation
 5 Demand Management strategies and minimization of carbon dioxide emissions. The Design
 6 Standards provide criteria for future permit plan review and assure permits conform to the design
 7 parameters contained therein while concurrently providing sufficient flexibility to accommodate
 8 the changing market. Essentially, the Design Standards provide a minimum quality level for all
 9 development and ensure the character and vision of the Conceptual Plan is realized and most
 10 likely exceeded. The Konterra Town Center East approvals allow for multiple uses with
 11 flexibility to be responsive to market forces in a variety of sectors. Phasing development in a
 12 realistic and orderly way will establish the design quality and character of the Konterra Town
 13 Center East at its inception and will provide a framework that will build market demand and
 14 credibility necessary to fulfill the ultimate vision. The approvals provide appropriate flexibility
 15 to respond to the changing needs of the public and private market sectors, while establishing an
 16 attractive, harmonious physical framework for development. In sum, the approved Plans, the
 17 conditions applicable to the approved Plans and the Design Standards provide and embody the
 18 planning considerations for Konterra Town Center East.

19
 20 **AMENDMENT 66**

21 Economic Development & Urban Design Elements Chapter, *Urban Design section*

22 Page 82

23 Revise the Vision of Konterra Town Center West as follows

24 Konterra Town Center West

25 Vision

26 Konterra Town Center West is distinguished by a lower density than Konterra Town Center East,
 27 with a carefully cultivated diversity of uses. The unique mix of uses in close proximity creates a
 28 synergistic, sustainable urban community. The network of pedestrian-friendly streets linked with
 29 multimodal transportation systems forms the connective tissue of the community and creates an
 30 environment that encourages walking and bicycling.

31 Background

1 Town Center West provides a transition from the higher density of Town Center East ultimately
2 to the lower density residential, recreational, and potential institutional uses proposed along Old
3 Gunpowder Road. The siting of buildings and uses will enhance the transition through
4 incorporation of public space, landscaping, roadways, parking and natural features. [Town
5 Center West will be developed as a office and technology park with a moderate amount of retail
6 (excluding large-scale or “big-box” anchor stores), ancillary shops, hotels and restaurants.]
7 Konterra Town Center West is proposed for mixed use development at intensity, density,
8 character and height that is generally less urban than Konterra Town Center East except along I-
9 95 where intensity, density and height is encouraged by the consensus plan and this master plan.
10 The intent is to create the presence of arriving at a “specific place” as this area of the I-95
11 corridor is approached from north or south. Generally, buildings fronting along I-95 should be
12 consistent with the height ranges that have been established by the WSSC and Konterra
13 (formerly Sun Trust) buildings. The uses may be commercial, residential or hospitality
14 inasmuch as it is the character and location of the buildings, and not the use, along I-95 that helps
15 create the larger Konterra Town Center as a distinct and identifiable place in the region. Konterra
16 Town Center West’s mixed-use will be less vertically integrated than Town Center East, but still
17 allows for a variety of office, residential, hotel, civic, retail and commercial components. Larger
18 retailers, including non-traditional department stores, whose size and/or surface parking
19 requirements are inconsistent with Town Center East’s character, can be integrated into a more
20 linear design character within Town Center West by implementing elements that limit or buffer
21 parking field visibility from I-95. Large expanses of parking lots shall be prohibited. A mix of
22 mid-rise and high-rise office will be appropriately located for visibility along arterial and
23 interstate highways further adding to the gateway concept for Prince George’s County. Housing
24 should focus on upscale townhouses, and multi-family senior housing. [Other multi-family
25 housing should be very limited (and directed toward Konterra Town Center East); however,
26 high-rise multi-family housing shall be excepted from this limitation.] Residential, except as
27 situated in taller buildings visible from I-95 or within age-restricted communities, shall be
28 predominately single family attached and detached. Diversity of land use is encouraged so as to
29 help optimize the completeness of the larger Konterra Town Center over time. A significant
30 element of the design will be to create an entranceway to Konterra Town Center East that
31 extends from the east, over I-95 and carries through Konterra Town Center West to the low-

1 density residential development along Old Gunpowder Road. The design needs to place a high
2 premium on pedestrian and bicycle connectivity.

3
4 **AMENDMENT 67**

5 Development Pattern Element Chapter, *Konterra Town Center section*

6 Page 16

7 Revise the Policy 5 as follows:

8 Policy 5: Create a vibrant 24-hour sustainable environment.

9 Strategy

10 • Establish a mixture of uses in a variety of distinctive settings and forms, all within easy
11 walking distance of each other to create a synergistic, sustainable urban community.

12 • Develop with a mix of land use in Konterra Town Center East within parameters that will
13 generate transit ridership throughout the day and promote walking trips within the center.

14 Although the precise mix of uses will respond to market conditions, the plan recommends the
15 following land use percentages of floor area.

16 --Residential/Hotel 15 to 60 percent

17 --Retail/Service 10 to 50 percent

18 --Employment 20 to 60 percent

19 • Develop with a mix of land use in Konterra Town Center West that steps down the intensity
20 toward the single-family development along Old Gunpowder Road. [Multi-family residential
21 should be limited (except for senior housing) and big box retail is precluded.] Large expanses of
22 parking lots should be avoided. Housing should focus on upscale townhouses, multi-family
23 senior housing, or in taller buildings visible from I-95. Diversity of land use is encouraged so as
24 to help optimize the completeness of the larger Konterra Town Center over time. The Master
25 Plan recognizes the needs of the overall Town Center and applies the design guidelines
26 applicable to Town Center East. Collectively, this will allow Konterra to establish its distinctive
27 “Sense of Place”, provide optimum visibility and accessibility and evolve to one of the great
28 towns of the Baltimore-Washington region. Larger retailers, including non-traditional
29 department stores, whose size and/or surface parking requirements are inconsistent with Town
30 Center East’s character, can be integrated into a more linear design character within Town
31 Center West by implementing elements that limit or buffer parking field visibility from I-95.

1 **AMENDMENT 68**

2 Development Pattern Element Chapter, *Konterra Town Center section*

3 Page 87

4 After the Civic and Quasi-Public Facilities Section, a new Section shall be added incorporating
5 the transportation system conditions of approval provided in the Konterra Town Center
6 preliminary plan of subdivision, including a discussion of phasing.

7
8 **AMENDMENT 69**

9 Implementation Chapter, *Comprehensive Rezoning Policies section*

10 Add a statement on page 155 to the discussion on Mixed-Use Zoning to make clear that Subtitle
11 27A (the new mixed-use zone) of the County Code shall not be permitted to be utilized in
12 Subregion I.

13
14 **AMENDMENT 70**

15 Implementation Chapter, *Comprehensive Rezoning Policies section*

16 South Laurel-1

17 Retain C-S-C Zoning.

18
19 **AMENDMENT 71**

20 Implementation Chapter, *Comprehensive Rezoning Policies section*

21 Calverton-1

22 Rezone the 4.58 acre parcel from the C-O Zone to C-S-C Zone.

23 Revise the Discussion section to read:

24 Discussion: The C-S-C Zone will substantially increase flexibility in accommodating changing
25 market conditions, unlike the narrow range of uses permitted in the C-O Zone to resulting
26 development envisioned by the General Plan and this Master Plan. In providing for this enhanced
27 flexibility, the owner has acknowledged the long-term need for quality hotel or Class “A” office
28 development in this area, with ancillary retail/service uses or restaurants. Retail uses shall be
29 limited to no more than 30% of the total square footage. If the property is developed as other
30 than a quality hotel, restaurant or Class “A” office building, such development shall be
31 aesthetically and architecturally comparable with the adjacent uses and shall not be an addition to

1 the existing shopping center. Detailed Site Plan approval shall be required prior to issuance of
2 any building permits.

3
4 **AMENDMENT 72**

5 Implementation Chapter, *Comprehensive Rezoning Policies section*
6 Rezone the 9.93 acre R-80 property at 13701 Laurel Bowie Road, identified by the Planning
7 Board as being recommended from R-80 to R-18C to be rezoned to the R-55 zone.

8
9 **AMENDMENT 73**

10 Implementation Chapter, *Comprehensive Rezoning Policies section*
11 Retain Parcel 89 and Parcel 93 on Sweitzer Lane in the R-80 zone.

12
13 **AMENDMENT 74**

14 Implementation Chapter, *Comprehensive Rezoning Policies section*
15 8307 Holly Street, Lot 20, rezone to the C-M zone for use by the auto sales use on US 1, but with
16 the condition that it be used solely as a buffer area for the residential properties to the east, thus,
17 allowing for no development of this parcel for the auto sales use, and along with additional
18 conditions proffered by the owner.

19
20 **AMENDMENT 75**

21 Living Areas Chapter, *South Laurel*

22 Page 127

23 Add the following discussion after the paragraph under the Commercial/Industrial section to
24 read:

25 Auto Showcase (14107 Baltimore Ave in Laurel) wants to have the adjoining property, 8307
26 Holly Street in Laurel, rezoned from R-55 to C-M so the business will meet the 25,000 sq. ft.
27 requirement for a used car lot. The Auto Showcase property has been a source of problems with
28 numerous code violations and enforcement actions. However, the current owner has recently
29 made significant improvements to the operations and has addressed concerns of the neighboring
30 residents. Because the Auto Showcase property is slightly under the legal minimum lot size, the
31 property owner sought a rezoning of Lot 20 to the C-M Zone with specific commitments. The

1 property owner has committed to the following conditions to improve the compatibility of its
2 operations with the adjacent residences, and thus, to justify the rezoning of Lot 20 to the C-M
3 Zone. Auto Showcase:

4 (1) will park cars only on its property and will not park cars on neighboring residential
5 streets or on other commercial properties;

6 (2) will not have an excessive number of vehicles on their property so as to ensure that
7 traffic into, out of, and within the property will not be obstructed;

8 (3) Auto Showcase will not test drive vehicles in neighboring residential areas;

9 (4) Auto Showcase will not block any line of sight;

10 (5) Auto Showcase will not suspend vehicles or any other items over US 1 or over any
11 other roads;

12 (6) Auto Showcase will provide a 50' tree buffer along the southeastern boundary of Lot 18
13 (abutting Lot 17), and it will provide a 50' tree buffer along the southwestern boundary of
14 Lots 18, 19, and 20 (abutting Lots 7, 8, and 9) (These buffers will conform to the Prince
15 George's County Landscape Manual); and

16 (7) will place a conservation easement on 8307 Holly Street.

17
18 **AMENDMENT 76**

19 Implementation Chapter, *Comprehensive Rezoning Policies section*
20 North Beltsville-2

21 Place all of the properties in the I-1 Zone.

22 Revise the Discussion section add the following provision:

23 Any future development shall require elimination of the existing auto auction use and a transition
24 to light industrial consistent with the Gazette and Central Wholesalers uses to the east and
25 compatible with the adjoining Victoria Falls community. These properties may seek future
26 rezoning to the I-3 zone or the M-X-T zone in the future as long as the proposed development is
27 consistent with Victoria Falls and the Konterra Town Center East development across Virginia
28 Manor Road. The transition from the I-1 to the I-3 or M-X-T zone shall take place within ten
29 years from the adoption of CR-28-2010.

AMENDMENT 77

Living Areas Chapter, *North Beltsville*

Page 122

Add the following paragraph under the *Commercial/Industrial* section to read:

The Auto Auction properties, owned by the Brandywine Corporation (North Beltsville-2), are becoming out of character with the neighborhood as it transitions to residential uses (Victoria Falls) and higher quality non-residential uses (the Gazette, Central Wholesalers and Konterra Town Center East). The auto auction should transition out in the near term and these se properties should develop in more compatible, higher quality uses. As an incentive to such transition, the North Beltsville-2 properties have been placed in the I-1 zone in the interim, but the property own has agreed to develop quality, compatible uses within ten years. If the property owner seeks to develop such uses, it can seek to develop light industrial uses in the I-1 zone, seek rezoning to the I-3 zone to develop office and technology uses, or with a high quality mixed-use proposal of density compatible with Victoria Falls, seek rezoning to the M-X-T zone. If the property owner fails to transition from the auto auction use within 10 years of the adoption of CR-28-2010, future rezoning should be to the R-R zone, and any existing special exceptions that authorize the auto auction use shall expire or be revoked.

AMENDMENT 78

Implementation Chapter, *Comprehensive Rezoning Policies section*

Gunpowder-2

Retain the properties in the I-2 Zone.

Revise the Discussion section to read:

Discussion:

These properties will be retained in the I-2 Zone based on efforts to address compatibility concerns arising from the desired transition of the area toward quality, single-family detached residential communities. Based on the success of these efforts, the question of whether downzoning is necessary to resolve the compatibility issue can addressed in the future.

AMENDMENT 79

Implementation Chapter, *Comprehensive Rezoning Policies section*

Gunpowder-1

Retain the properties in the I-2 Zone.

Revise the Discussion section to read:

Discussion:

These properties will be retained in the I-2 Zone based on efforts to address compatibility concerns arising from the desired transition of the area toward quality, single-family detached residential communities. Based on the success of these efforts, the question of whether downzoning is necessary to resolve the compatibility issue can addressed in the future.

AMENDMENT 80

Living Areas Chapter, *Gunpowder section*

Page 117

Add the following paragraph under the *Commercial/Industrial* section to read:

The industrial properties along Old Gunpowder Road have been a source of concern for years as the area has transitioned away from industrial and sand and gravel operations to residential uses. Although initially proposed for downzoning to a less intense use at this time, this downzoning may be deferred or possibly not occur in the future, due to efforts to address compatibility issues. The downzoning may become a less significant issue if the longer term development of Konterra realigns Old Gunpowder Road to the east and places this area in a cul-du-sac. In the interim, to reduce conflicts with the increasing residential nature of the area, most of the property owners adjoining Old Gunpowder Road have agreed to the following:

- (1) To cooperate with each other to install a site tight wood screen fence along the full frontage of the industrial park with associated landscaping along the right of way side of the fence. The landscaping will be comparable to the number of plant units found in an A Buffer under the County’s Landscape Manual. The owners will establish a maintenance agreement to provide for the long-term care and repair of the fence and upkeep of the frontage along Old Gunpowder Road. The owners will coordinate with the surrounding civic associations.

(2) To allow a 10-foot easement (or dedication) to MNCPPC to provide for the connection of the trail being planned along Old Gunpowder Road. This easement will allow for the connection of the planned trail between the two portions of the adjoining Fairland Community.

(3) The concrete recycling facility located at 14852 Old Gunpowder Road, owned by Laney Recycling, LLC, has committed to installing full scale truck washing equipment within its property to cut down on the ever-present dust and mud in the vicinity of its entrance. The owner has made improvements in the regular operation of the business and the maintenance of the property that are intended to further reduce the tracking of dust and dirt from the property into the roadway.

AMENDMENT 81

Living Areas Chapter, *Vansville section*

Page 134

Add a new strategy to Preserve and Maintain Natural Environment Policy:

Conduct aggressive enforcement of Federal and County government codes and policies for water quality compliance in the industrial area of the Bel Mar subdivision.

AMENDMENT 82

Implementation Chapter, *Comprehensive Rezoning Policies section*

Add a new zoning change for the following properties in the Bel Mar subdivision, also known as the Beltsville Industrial Park:

The following properties shall be rezoned from the I-2 Zone to I-1 Zone.

Plat: A01-0289 Block: C Lots 21-41.

Beech - Plat: A01-0289 Block: B Lots 1-3.

Odell - Plat: A01-0289 Block: K Lots: 46-57

Walnut Ave - Plat: A01-0289 Block: C Lots 5-20

Plat: A01-0289 Block: D Lots: 19-31

Spruce – Plat: A01-0289 Block: D Lots 9-18; Block E Lots 13-22

Linden & Maryland - – Plat: A01-0289 Block: H Lots 22-25

Odell & Maryland - – Plat: A01-0289 Block: N Lots 70-75 & 1-4,

1 East Maple -- Plat: A01-0289 Block: M Lots 19-28

2 Cypress -- Plat: A01-0289 Block: M Lots 15-18

3
4 The rationale for this zoning change is that many properties in Bel Mar subdivision have ceased
5 being legitimate I-2 properties. Most of these properties claim to be engaging in outdoor storage,
6 but in reality they have become junk yards or other illegal business operations that either do not
7 have a Use & Occupancy Permit or are operating in violation of their Use & Occupancy Permit.
8 There are properties storing vehicles that have been in accidents, dumping of general junk parts
9 (including fuel tanks), non-permitted trash transfer operations, non-permitted automobile repair
10 operations and other dangerous activities. There is no storm water management on these
11 properties and many of them abut tributaries of the Indian Creek. Pollutants of various types,
12 including PCBs, have been identified in the Indian Creek water downstream. Some of the
13 properties have junk spilling over into the Indian Creek. The Department of Environmental
14 Resources has issued numerous notices of violation, but enforcement has been difficult.

15
16 The properties shall be rezoned from I-2 to I-1 and any non-conforming uses will have a one
17 year amortization period before the new I-1 zoning is full effective. No non-conforming use may
18 extend beyond one year from the effective date of the zoning change. While this amortization
19 period is short, the following facts are noted: The uses on these properties do not have valid Use
20 & Occupancy Permits or are operating in violation of their Use & Occupancy Permits; therefore,
21 they do not have a legitimate non-conforming use to carry over. Virtually all of these properties
22 are leased to tenants who have minimal capital investment in the land. That is, there are not
23 buildings or permitted, permanent structures on these properties for which the owners or lessees
24 need to recoup a capital investment. Repeated efforts to bring these properties into compliance
25 with the zoning ordinance and property standards have been unsuccessful. The owners and
26 tenants have been resistant, thus continued efforts and expenditure of limited resources are
27 unwarranted for activities or marginal (or even negative) value to the County. The properties
28 listed above have been recently reviewed to ascertain their compliance with Code requirements
29 and they continue to exist and operate in violation of the County Code.

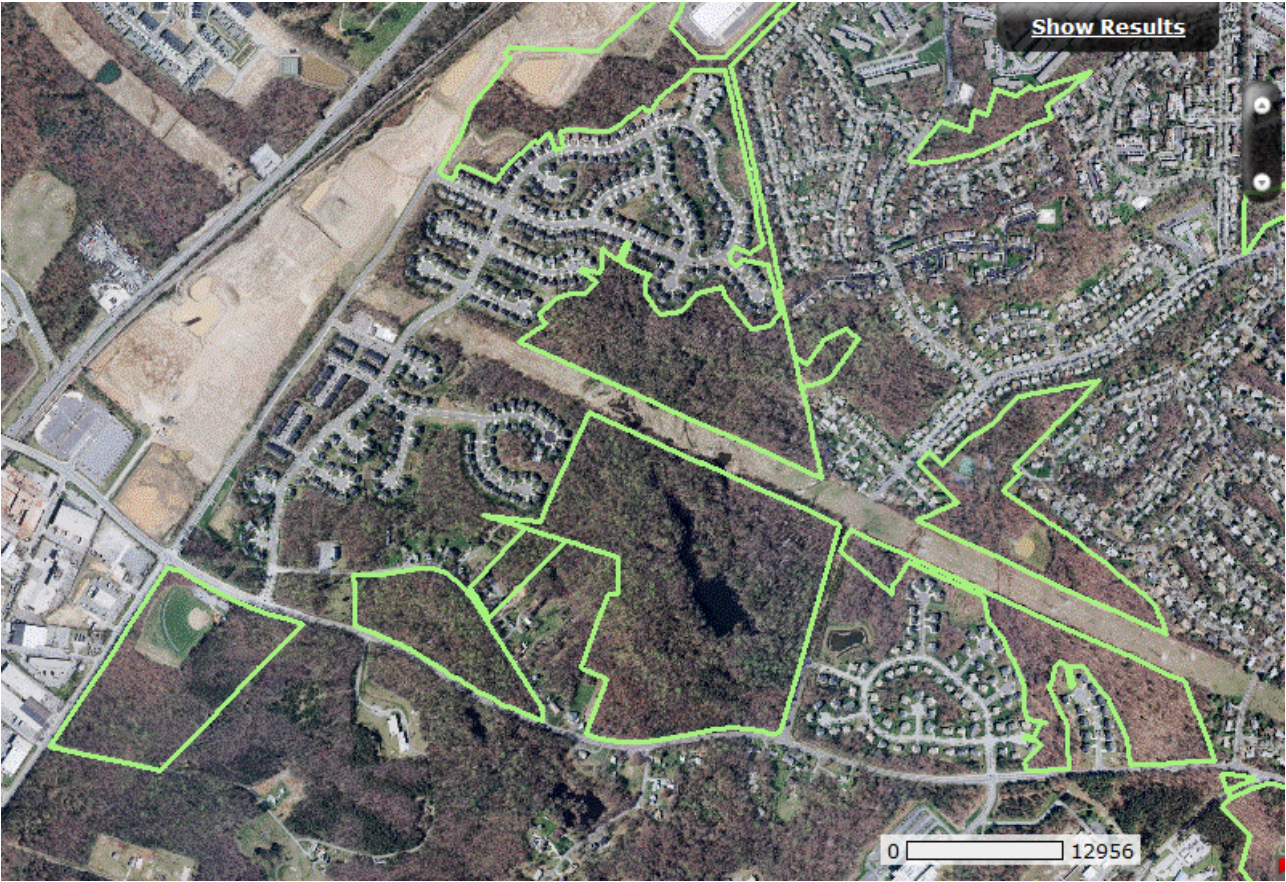
AMENDMENT 83

Infrastructure Elements Chapter, *Bicycle, Pedestrian and Equestrian Facilities Section*

Page 55

Add a new strategy to Policy 2 of the Bicycle, Pedestrian and Equestrian Facilities Section to evaluate the feasibility of a trail connection between the Montpelier Community and the Muirkirk MARC utilizing existing M-NCPPC parkland (see aerial photo) to read:

- Evaluate the feasibility of a trail connection utilizing existing M-NCPPC parkland linking the Montpelier community with the Muirkirk MARC. This connection will provide a more direct pedestrian and bicycle connection to the existing MARC station from a large residential community.



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BE IT FURTHER RESOLVED that the staff, in consultation with the District Council, is authorized to make appropriate text and map revisions to correct identified errors, reflect updated information, and incorporate the Zoning Map changes reflected in this Resolution.

BE IT FURTHER RESOLVED that this Sectional Map Amendment is an amendment to the Zoning Ordinance and to the official Zoning Map for the Maryland-Washington Regional District in Prince George’s County. The zoning changes approved by this Resolution shall be depicted on the official Zoning Map of the County; and

BE IT FURTHER RESOLVED that the approval of this Sectional Map Amendment shall repeal and readopt with amendments that portion of the Zoning Map encompassed by the Amendment, and that the conditions and findings attached to previously approved zoning applications are considered part of this Sectional Map Amendment where the previous zoning category has been maintained and noted on the Zoning Map; and

BE IT FURTHER RESOLVED that the provisions of this Resolution are severable. If any provision, sentence, clause, section, zone, zoning map, or part thereof is held illegal, invalid, unconstitutional, or unenforceable, such illegality, invalidity, unconstitutionality, or unenforceability shall not affect or impair any of the remaining provisions, sentences, clauses, sections, zones, zoning maps, or parts hereof or their application to other zones, persons, or circumstances. It is hereby declared to be the legislative intent that this Resolution would have been adopted as if such illegal, invalid, unconstitutional, or unenforceable provision, sentence, clause, section, zone, zoning map, or part had not been included therein.

1
2

BE IT FURTHER RESOLVED that this Resolution shall take effect on the date of its adoption.

Adopted this 23rd day of June, 2010.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY: _____
Thomas E. Dernoga
Chair

ATTEST:

Redis C. Floyd
Clerk of the Council