



The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530

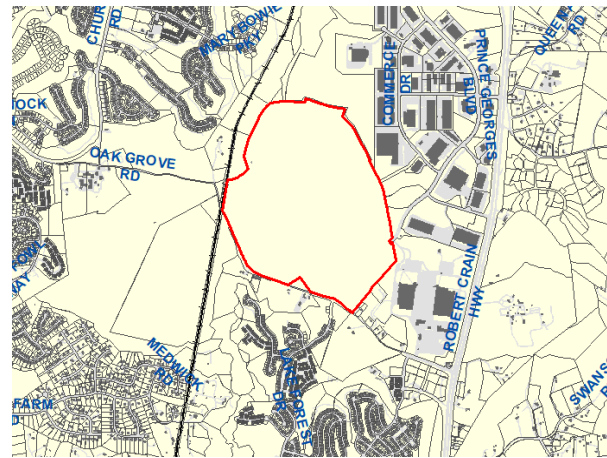
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## Comprehensive Design Plan National Capital Business Park

**CDP-0505-01**

REQUEST	STAFF RECOMMENDATION
Remove all previously approved residential uses and replace with up to 3.5 million square feet of permitted employment and institutional uses as authorized pursuant to Section 27-515(b) of the Zoning Ordinance.	APPROVAL with conditions

<b>Location:</b> On the north side of Leeland Road, approximately 3,178 feet west of its intersection with US 301 (Robert Crain Highway).	
Gross Acreage:	426.52
Zone:	R-S
Dwelling Units:	N/A
Gross Floor Area:	3.5 million sq. ft.
Planning Area:	74A
Council District:	04
Election District:	07
Municipality:	N/A
200-Scale Base Map:	202SE13
<b>Applicant/Address:</b> NCBP Property, LLC C/O Manekin, LLC 5850 Waterloo Road, Suite 200 Columbia, MD 21045	
<b>Staff Reviewer:</b> Henry Zhang, AICP LEED AP <b>Phone Number:</b> 301-952-4151 <b>Email:</b> Henry.Zhang@ppd.mncppc.org	



Planning Board Date:	04/15/2021
Planning Board Action Limit:	04/15/2021
Staff Report Date:	03/30/2021
Date Accepted:	01/05/2021
Informational Mailing:	10/14/2020
Acceptance Mailing:	12/15/2020
Sign Posting Deadline:	03/16/2021

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Comprehensive Design Plan CDP-0505-01  
Type 1 Tree Conservation Plan TCP1-004-2021  
National Capital Business Park (formerly known as Willowbrook)

The Urban Design Section has completed its review of the subject application and agency referral comments concerning the plan and recommends APPROVAL as stated in the Recommendation section of this report.

**EVALUATION CRITERIA**

- a. The requirements of Zoning Map Amendment (Basic Plan) A-9968-02.
- b. The requirements of the Prince George's County Zoning Ordinance governing development in the Residential Suburban Development (R-S) Zone.
- c. The requirements of Comprehensive Design Plan CDP-0505.
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- e. Referral comments.

**FINDINGS**

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

1. **Request:** The subject comprehensive design plan (CDP) application is to amend the previously approved plan to remove all residential uses and replace them with up to 3.5 million square feet of employment and institutional uses, as permitted in the Employment and Institutional Area (E-I-A) Zone, as authorized pursuant to Section 27-515(b), Footnote 38, of the Prince George's County Zoning Ordinance.

**2. Development Data Summary:**

	<b>PREVIOUSLY APPROVED</b>	<b>PROPOSED</b>
Zone(s)	R-S	R-S
Use(s)	Residential	Employment and Institutional
Gross Acreage	426.52	426.52
Employment and Institutional Uses (Gross Floor Area)	0	3.5 million sq. ft.

**3. Location:** The subject property is a large tract of land that consists of wooded and undeveloped land, located on the north side of Leeland Road, approximately 3,178 feet west of the intersection of Leeland Road and US 301 (Robert Crain Highway). The site is also in Planning Area 74A and Council District 4.

**4. Surrounding Uses:** The site is bounded to the north by undeveloped properties in the Reserved Open Space and Open Space (O-S) Zones; to the west by a CSX railroad right-of-way and undeveloped properties in the Residential Low Development, Residential-Agricultural (R-A) and O-S Zones, including the Collington Branch Stream Valley; to the south by Leeland Road and beyond by Beech Tree, a residential subdivision in the R-S (Residential Suburban Development) Zone and undeveloped property in the R-A Zone; and to the east by the existing Collington Center, an employment center, in the E-I-A Zone.

**5. Previous Approvals:** The site was rezoned from the R-A Zone to the E-I-A Zone during the 1991 *Approved Master Plan and Adopted Sectional Map Amendment (SMA) for Bowie-Collington-Mitchellville and Vicinity, Planning Areas 71A, 71B, 74A, and 74B* (The Bowie-Collington-Mitchellville and Vicinity Master Plan and SMA). The rezoning was contained in Zoning Map Amendment (Basic Plan) A-9829. In 2005, A-9968 was filed to request a rezoning of the property from the E-I-A Zone to the R-S Zone. At that time, the approval of a new Bowie and Vicinity Master Plan and Sectional Map Amendment was underway. A-9968 was recommended for approval by the Prince George’s County Planning Board (PGCPB Resolution No. 05-178) and was transmitted to the Prince George’s County District Council for incorporation into the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* (Bowie and Vicinity Master Plan and SMA).

The Bowie and Vicinity Sectional Map Amendment was approved by Prince George’s County Council Resolution (CR-90-2005), which was reconsidered by CR-11-2006. The District Council then adopted CR-11-2006 on February 7, 2006, which rezoned the subject property from the E-I-A and R-A Zones to the R-S Zone, (CR-11-2006, Amendment 7, pages 18 and 31-34) subject to 13 conditions and 3 considerations.

On January 4, 2007, CDP-0505 was approved by the Planning Board (PGCPB Resolution No. 06-273) and Type I Tree Conservation Plan (TCPI-010-06) was approved for a total of 818 residential dwelling units, of which 602 were market rate (97 townhouses and 505 single-family detached units) and 216 units were in a mixed-retirement component (50 single-family detached, 56 townhomes, and 110 multifamily units), on approximately

427 acres of land with 34 conditions. The Planning Board's decision with conditions was affirmed by the District Council on April 9, 2007.

On March 15, 2007, PPS-4-06066 and TCPI-010-06-01 was approved by the Planning Board (PGCPB Resolution No. 07-43) subject to 31 conditions. Subsequently, a number of extensions, waivers, and reconsiderations were approved by the Planning Board. The last of which the Planning Board approved on March 8, 2018 (PGCPB Resolution No. 07-43(A)), a reconsideration of the conditions to construct a roundabout at the intersection of Oak Grove Road and Church Road, and convert the roundabout to a four-way, signal-controlled intersection. The PPS conditions are not applicable to the review of the current application, but the modification of the intersection is noted for informational purposes.

On March 30, 2017, Specific Design Plan SDP-1603 and associated TCPII-028-2016, (PGCPB Resolution No. 17-144), for Phase One of the residential development, which proposed 183 single-family detached and 93 single-family attached market-rate lots, 43 single-family detached and 52 single-family attached mixed-retirement residential lots, and single-family attached architecture, was approved subject to 15 conditions. No construction has been started on the property.

On May 13, 2019, the District Council (Zoning Ordinance No. 5-2019) approved a revision to A-9968 to add 313 dwelling units, with 23 conditions and 5 considerations. The originally approved dwelling unit range was 627-826 total dwelling units. The approved dwelling unit range of A-9968-01 increased to 624-1,139 dwelling units.

On March 23, 2021, the Zoning Hearing Examiner approved A-9968-02, which is a revision to A-9968 and A-9968-01, to replace the previously approved residential land use patterns on the subject site, with employment and institutional uses permitted in the E-I-A Zone, as authorized, pursuant to Section 27-515(b), in the R-S Zone, with 16 conditions and 2 considerations. A-9968-02 supersedes the approvals of both A-9968 and A-9968-01 and governs the future development of the subject site for employment and institutional uses, as generally permitted in the E-I-A Zone, without any residential component. However, as of the preparation of this technical staff report, the District Council approval of A-9968-02 has not been finalized yet.

6. **Design Features:** This CDP amendment is to remove all residential components in the future development of the 426.52-acre property, known as National Capital Business Park (NCBP). The entire tract of land is in three different zones, including approximately 15 acres of land in the Light Industrial (I-1) Zone, 0.78 acre of land in the R-A Zone, and 426.52 acres of land in the R-S Zone, but this CDP is only applicable to the R-S Zone. The proposed development of up to 3.5 million square feet of employment uses such as warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses will be mainly on the R-S-zoned section in the middle of the larger property. Only a small portion of the above uses will be on the I-1-zoned property in the southeast portion of the site, of which many are permitted by-right. Proposed open space will occupy most of the I-1-zoned section of the subject site. In addition, approximately one third of the entire site, surrounding the Collington Branch Stream Valley in the west, will be preserved in open space, with a potential public park identified adjacent to the CSX railroad track in the west.

Vehicular access to the subject site will be provided via an extension of the existing Queens Court within the adjacent Collington Center. Queens Court intersects with Prince George's

Boulevard, which is a spine road running through Collington Center, and then connects beyond to US 301 in the east. The Queens Court extension intersects in a “T shape” with a proposed internal spine road in the middle of the subject site. The internal spine road is in a north-south orientation with cul-de-sacs on both ends. The proposed development will be located on both sides of the spine road and Queens Court extension. The proposed building blocks of this development includes interconnecting streets and complimentary conceptual building and parking envelopes. In addition, a significant green area network, which substantially surrounds the proposed development, has been proposed that accounts for more than one third of the entire site. This includes utilization of the adjacent stream valley to define the western edge of the proposed development area and additional proposed open space on the I-1-zoned property, along with numerous on-site stormwater facilities throughout the site. The project has been designed to be a compact development that will minimize impacts to sensitive environmental features and preserve priority woodland area along the stream valley corridor and other sensitive environmental areas.

The CDP phase of the three-phase Comprehensive Design Zone (CDZ) process requires the submission of a plan that establishes the general location, distribution, and sizes of buildings and roadways. The plan includes several drawings, the schedule for development of all or portions of the proposal, and standards for height, open space, public improvements, and other design features. The regulations for any of the CDZs are at the same time more flexible and more rigid than those of other zones in Prince George’s County. The zones are more flexible in terms of permitted uses, residential densities, and building intensities. They are more rigid because some of the commitments made by a developer carry the force and effect of zoning law once approved by the Planning Board and the District Council. This application, however, does not have any residential components and only proposes employment and institutional uses permitted in the E-I-A Zone. Given the R-S Zone was envisioned for residential development only, there are not any standards that are applicable to the proposed development. All development standards including the density (which is in total gross floor area (GFA) in this application) will be established through the approval of this CDP.

Comprehensive design guidelines (entitled *National Capital Business Park-Design Guidelines*, as included in Exhibit A, incorporated herein by reference) have been submitted with this CDP. The design guidelines are organized into nine sections, including structure, general architecture design, building design, views, vehicular access and parking, landscape concept, signage design guidelines, internal and external compatibility, and lighting guidelines. Those design guidelines will be the basis for future review and approval of SDPs for this development project. However, the applicant can request amendments to those design guidelines/development standards and the Planning Board can approve alternative design options at the time of SDPs, if the Planning Board can find that the alternative designs are beneficial to the development project and will not be detrimental to the approved CDP.

## COMPLIANCE WITH EVALUATION CRITERIA

- 7. Zoning Map Amendment (Basic Plan) Application A-9968 and amendments:** A-9968 was approved by the Planning Board and was included in the approval of the Bowie and Vicinity Master Plan and SMA by District Council’s Resolution CR-11-2006, which has 13 conditions and 3 considerations, for a residential development up to 826 dwelling units,

including both a market-rate and mixed-retirement components. All conditions and considerations are related to residential development and not applicable to the current CDP amendment.

The District Council approved a revision to A-9968 on May 13, 2019, with 23 conditions and 5 considerations. A-9968-01 was to increase the number of dwelling units, to increase the percentage of single-family attached dwelling units, to change the size and location of dwelling units, and to revise conditions and considerations of A-9968, pursuant to Section 27-197(c) of the Zoning Ordinance. Once again, all conditions and considerations are related to residential development and not applicable to this CDP amendment.

A-9968-02 proposes to remove all previously approved residential uses in both A-9968 and A-9968-01, and to allow up to 3.5 million square feet of employment and institutional uses, generally permitted in the E-I-A Zone. A-9968-02 was heard by the Zoning Hearing Examiner on March 10, 2021, and they issued an approval with 17 conditions and 2 considerations that supersedes both A-9968 and A-9968-01. Even though A-9968-02 has not been finally approved by the District Council at time of writing of this staff report, conditions and considerations attached to the approval of A-9968-02 that are relevant to the review of this CDP warrant the discussion, as follows:

**1. Proposed Land Use Types and Quantities**

**Total Area: 442.30 acres**

**Total in (I-1 Zone): 15± acres (not included in density calculation)**

**Total area (R-A Zone): 0.78± acres (not included in density calculation)**

**Total area (R-S Zone): 426.52 acres per approved natural resource inventory**

**Land in the 100-year floodplain: 92.49 acres**

**Adjusted gross area (426 less half of the floodplain): 380.27 acres**

**Proposed use: Warehouse/distribution, office, light industrial/ manufacturing, and/or institutional uses up to 3.5 million square feet \***

**Open Space**

**Public active open space: 20± acres**

**Passive open space: 220± acres**

**\*100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted above**

This CDP proposes up to 3.5 million square feet of employment uses including warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses that are generally permitted in the E-I-A Zone and meets this condition.

**2. At the time of the submission of a comprehensive design plan or preliminary plan of subdivision, the applicant shall provide a traffic study that analyzes the following intersections:**

- a. US 301/MD 725
- b. US 301/Village Drive
- c. US 301/Leeland Road
- d. US 301/Trade Zone Avenue
- e. Oak Grove Road/Church Road
- f. Oak Grove Road/MD 193

A traffic impact analysis study has been submitted that includes all relevant/appropriate intersections as part of this application.

**5. The land to be conveyed to Maryland-National Capital Park and Planning Commission shall be subject to the conditions of Exhibit B, attached to the June 21, 2005, memorandum from the Prince George's County Department of Parks and Recreation. (Bates Stamped 63 of 63, Exhibit 28, A-9968/01).**

In accordance with the statement of justification (SOJ), the applicant is committed to dedicating 20 acres of suitable land for active recreation purposes, as required by the relevant provisions of Section 27-515(b), Footnote 38. The specific details about the dedication will be worked out at the time of preliminary plan of subdivision (PPS) review.

**6. The applicant, the applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.**

The general locations of the two trails have been shown on the submitted Circulation and Utility Plan, which is a component of the CDP application. Detailed alignment and the design details will be determined at the time of either PPS or SDP.

**7. A revised plan showing parkland dedication and master plan trail shall be reviewed and approved by the Prince George's County Department of Parks and Recreation staff at the time of comprehensive design plan.**

The conceptual locations for the 10-foot-wide master plan hiker/biker trail along the Collington Branch Steam Valley, and the 10-foot-wide feeder trail to the employment uses are properly reflected on the CDP. Prince George's County Department of Parks and Recreation (DPR) staff met with the applicant in the field and are in the process of determining a final alignment.



9. **The submission package of the comprehensive design plan shall contain a signed natural resources inventory (NRI) plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.**

A signed Natural Resources Inventory plan, NRI-098-05-03, has been submitted with this CDP, and a revision to NRI-098-05-04 was approved on March 3, 2021, during the review period of CDP-0505-01, satisfying this condition.

10. **A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the comprehensive design plan application.**

A draft geotechnical report, in conformance with this condition, dated September 17, 2020 and prepared by Geo-Technology Associates, Inc. was included with this application and has been forwarded to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) for review. The approximate locations of the unmitigated 1.5 safety factor lines are shown on the TCP1. Additional information, as determined by DPIE in their review, may be required, prior to certification of the CDP. A finalized report is required with the PPS submission, as conditioned herein.

11. **A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the comprehensive design plan, and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any application for preliminary plans.**

The subject site contains five identified species of rare, threatened, or endangered (RTE) plants and three state-listed threatened or endangered fish species with the Collington Branch and/or Black Branch watersheds. An RTE Species Habitat Protection and Management Program was conceptually approved with the prior PPS 4-06066, and the details of the program were approved with the prior SDP-1603. Original Habitat Protection and Management Program reports were prepared individually in 2007 for the subject site (then referred to as Willowbrook) and another development referred to as Locust Hill. In 2016, the two reports were combined because the two projects were under a single ownership and were anticipated to move along similar timeframes for construction. The Locust Hill project has been under development, in accordance with the 2016 report; however, the subject site is now proposed for a significantly different development pattern from what was last evaluated. The 2016 Management Program was resubmitted with this application and forwarded to the Maryland Department of Natural Resources (DNR), Wildlife and Heritage Service for review. An updated Habitat Protection and Management Program must be prepared for the current project.

The timeline presented by the applicant for the construction of the current project anticipates issuance of the first building permit in the fall of 2021. In accordance with the existing Habitat Protection and Management Program report, hydrologic monitoring for a minimum of one year prior to issuance of the first grading permit was required to establish a baseline of data. The updated report must include not only the data regarding the on-site monitoring required by the 2016 report, but must also meet all current requirements of DNR, Wildlife and Heritage Service regarding the presence and protection of RTE species including, but not limited to, timing of the analysis of RTE population counts and condition, habitat characterization and condition, and the details of the habitat management program for RTE fish species: water quality monitoring, pollution prevention measures, and corrective measures. This requirement has been conditioned herein.

13. **At the time of comprehensive design plan review, specific acreage of parkland dedications shall be determined. This area may include a 1.7± acre parcel of land which was not previously committed for parkland dedication. The conditions of conveyance shall be determined by appropriate staff of the Maryland-National Capital Park and Planning Commission.**

The 1.7± acre parcel is an isolated section of the property on the west side of the railroad right-of-way and is not currently included as part of the parkland dedication. The CDP shows the 20-acre community park consistent with requirements of Section 27-515(b), Footnote 38.

14. **At the time of comprehensive design plan, the applicant shall address its plan to grade a 10-acre developable portion of the dedicated parkland (including a 1.7± acre parcel of land from the Willowbrook project area which was not previously committed for parkland dedication) on the western side of the property, east of the Pennsylvania Railroad right-of-way to accommodate ball fields and a parking lot.**

The applicant and DPR staff have participated in public meetings with two area community homeowners' associations (Beech Tree and Oak Creek) to obtain input on specific park facility needs for local residents. DPR staff are currently evaluating this input and the needs for this section of the County. Further details on this plan will be reviewed with the future PPS and SDPs.

16. **The conceptual location of the Collington Branch Stream Valley Trail, its feeder trail connecting to the proposed employment uses, and the Leeland Road shared-use path shall be shown on the comprehensive design plan.**

The submitted CDP includes a Circulation and Utility Plan that includes the conceptual locations of the shared-use path along Leeland Road, the Collington Branch Stream Valley Hiker/Biker trail, and the feeder trail connecting the employment use with the Collington Branch Stream Valley Trail. Details of those facilities will be further reviewed at the time of either PPS or SDP.

17. **In the event the Applicant elects to pursue an alternative access point(s) to the adjacent Collington Center vis Popes Creek Drive and/or Prince George's Blvd., the transportation and environmental impacts of any additional access point(s) shall be evaluated at time of Comprehensive Design Plan or Preliminary Plan.**

The submitted CDP includes a Circulation and Utility Plan that shows access to a development area in the I-1-zoned portion of the property via Prince George's Boulevard. Transportation and environmental impacts for this access point were evaluated with this application and will be further reviewed with the PPS.

**Comprehensive Design Plan Considerations:**

1. **The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.**

The development proposed with CDP-0505-01 has been determined in part by the environmental constraints of the site, including the regulated environmental features and the soils. Minimal impacts to the environmental features are proposed and they will be further analyzed with the PPS.

2. **All proposed internal streets and developments should follow complete streets principles and support multimodal transportation as well as facilities to encourage walking, bicycling, and transit use, such as short- and long-term bicycle parking, including shower facilities and changing facilities, covered transit stops, crosswalks, etc.**

The submitted application neither follows complete streets principles, nor encourages multimodal transportation. Staff disagrees with the assertion that facilities to encourage multimodal transportation are inappropriate for an employment use. Walking, bicycling, and transit use are important modes for residents and employees in the County, particularly for people who do not have ready access to a private automobile or may not be able to operate a motor vehicle. In these instances, safe access to these modes is often the determinant in whether someone can work or visit an area in the County, and the onus of owning and operating a vehicle should not prevent future employment within this subject area. A condition has been included in the Recommendation section of this report to require the applicant to provide additional development standards related to pedestrian and bicycle facilities under the Vehicular Access and Parking Section in the *National Capital Business Park-Design Guidelines*.

8. **Prince George's County Zoning Ordinance:** This application has been reviewed for conformance with the requirements of the Zoning Ordinance governing development in the R-S Zone, as follows:

- a. **Uses:** The R-S Zone, which is one of the nine comprehensive design zones, is envisioned as a moderate density suburban residential zone that will provide flexibility and imaginative utilization of the land to achieve a balance and high-quality residential development that cannot be achieved through conventional

zoning designation. The general principle for land uses in this zone is that uses should be either residential in nature, or necessary to serve the dominant residential uses. These latter uses shall be integrated with the residential environment without disrupting the residential character or residential activities. All prior approvals under the project name of Willowbrook were obtained to fulfill the residential vision of the zone.

Through the adoption of Prince George's County Council Bill CB-22-2020, the District Council expanded the uses permitted in the R-S Zone to allow nonresidential uses that are generally permitted in the E-I-A Zone, specifically in accordance with the following:

**Section 27-511 (a)**

**(7) Allow qualifying properties in the R-S Zone to develop with uses in the E-I-A Zone pursuant to Section 27-515(b) of this Code.**

The subject CDP was filed in accordance with this provision to introduce up to 3.5 million square feet of employment and institutional uses generally permitted in the E-I-A Zone, as listed on the use table of Section 27-515 (b), and in accordance with Footnote 38, which reads as follows:

**Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:**

- (a) The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:**
  - (i) was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;**
  - (ii) contains at least 400 acres and adjoins a railroad right-of-way; and**
  - (iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.**

The subject property is more than 400 acres, is adjacent to the Collington Trade Center, which was developed pursuant to the E-I-A Zone, and was rezoned by the Bowie and Vicinity Master Plan and SMA.

- (b) Regulations regarding green area set forth in Section 27-501(a)(2) shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.**

The subject CDP notes it will provide 10 percent green area and shows conformance to all E-I-A Zone regulations.

**(c) Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.**

The subject CDP does not adhere to the R-S Zone regulations, as allowed.

**(d) Additional requirements for uses developed pursuant to this footnote shall include the following:**

**(i) Street connectivity shall be through an adjacent employment park; and**

**(ii) A public park of at least 20 acres shall be provided.**

The subject CDP shows a public park dedication in excess of 20 acres and shows street connectivity through the adjacent Collington Trade Center.

- b. **Density Increments:** Since no nonresidential uses were previously envisioned in the R-S Zone, there are no density increment factors for any nonresidential uses. This CDP does not request any density increments and is consistent with A-9968-02, in terms of the total GFA of the proposed development, which is up to 3.5 million square feet.
- c. **Development Standards:** A comprehensive set of development standards has been included in this CDP for the entire development, as discussed in above Finding 6. The proposed development standards are acceptable and will guide the future development of the NCBP if approved with this CDP.

The applicant indicates in the SOJ that green building and development techniques will be utilized in the development and gave a few examples of green techniques, such as using “Tilt Wall” design in future buildings and instituting the use of low impact development techniques and environmental site design in the handling of stormwater runoff, to the maximum extent practicable. However, no guidelines on green building or sustainable site development have been included in the *National Capital Business Park-Design Guidelines*. Given the scale of the proposed development and its long-lasting impacts on the environment, staff believes that detailed green building and sustainable site development guidelines are warranted. Staff recommends that the applicant provide a separate guidelines section on the green building and sustainable site design techniques to specifically require those techniques be provided at the site, building, and equipment levels, as conditioned herein.

In addition, the CDP also includes design guidelines on landscaping that are not sufficient to guide all possible development scenarios. Staff recommends that the landscaping standards in the 2010 *Prince George’s County Landscape Manual* (Landscape Manual) be utilized as reference when dealing with similar situations as

encompassed in the manual. Specific text to this extent should be added under the Landscaping Section in the *National Capital Business Park-Design Guidelines*, as conditioned herein.

- d. Section 27-521, Required Findings for Approval in Comprehensive Design Zones, of the Zoning Ordinance requires the Planning Board to find conformance with the following findings for approval of a CDP:

- (1) The plan is in conformance with the Basic Plan approved by application per Section 27-195; or when the property was placed in a Comprehensive Design Zone through a Sectional Map Amendment per Section 27-223, was approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The proposed CDP amendment is in general conformance with A-9968-02, which was heard by the Zoning Hearing Examiner on March 10, 2021 and is pending final approval. The proposed development seeks approval of employment and institutional uses permitted in the E-I-A Zone, as authorized, pursuant to Section 27-515(b).

The E-I-A Zone is intended for a concentration of nonretail employment and institutional uses such as medical, manufacturing, office, religious, educational, and warehousing. The property was previously placed in the E-I-A Zone as part of the Bowie-Collington-Mitchellville and Vicinity Master Plan and SMA, which referred to this land area as the "Willowbrook Business Center." The basic plan for this previously planned center (A-9829) was approved as part of the Master Plan and allowed for an FAR between 0.3 and 0.38 for a total of 3,900,000–5,000,000 square feet of "light manufacturing, warehouse/distribution, ancillary office and retail commercial" uses. This application includes up to 3.5 million square feet of GFA and meets this finding.

- (2) The proposed plan would result in a development with a better environment than could be achieved under other regulations;**

The proposed CDP will provide for a balanced land development that will respect existing environmental conditions on the site, while creating an employment area adjacent to the Collington Center immediately to the north and east of the property. The proposed up to 3.5 million square feet of employment and institutional uses will create additional vitality to the existing employment center that cannot be achieved under other regulations of the Zoning Ordinance.

- (3) Approval is warranted by the way in which the Comprehensive Design Plan includes design elements, facilities, and amenities, and satisfies the needs of the residents, employees, or guests of the project;**

The CDP application contains comprehensive design guidelines consisting of nine sections that provide guidance to the design of all facilities, buildings, and amenities on the larger employment campus. The CDP proposes a land use pattern that will include all the necessary facilities to meet the needs of employees and guests of the NCBP project. Given the scale of the proposed development and its long-lasting impacts on the environment, staff also recommends that additional guidelines on green building and sustainable site development techniques be added and those landscaping standards included in the Landscape Manual be referenced in the *National Capital Business Park-Design Guidelines* to provide sufficient design guidance to the proposed development.

**(4) The proposed development will be compatible with existing land uses, zoning, and facilities in the immediate surroundings;**

The proposed development is an organic extension of the existing uses in the Collington Center, which is located to the east of the proposed NCBP site. The proposed uses are compatible with existing land uses, zoning, and facilities in the immediate surroundings. The development of the site with such uses as permitted in the E-I-A Zone will also create additional synergy with the existing Collington Center. Since the NCBP will not be utilizing Leeland Road as an access point for any of its vehicular trips, the balance of the Leeland Road corridor will remain appropriate for low-density residential development.

**(5) Land uses and facilities covered by the Comprehensive Design Plan will be compatible with each other in relation to:**

- (A) Amounts of building coverage and open space;**
- (B) Building setbacks from streets and abutting land uses; and**
- (C) Circulation access points;**

The land uses and facilities covered by the CDP will be guided by the proposed comprehensive design standards known as *National Capital Business Park-Design Guidelines* in Exhibit A. With the implementation of the comprehensive guidelines in each stage of the development, the land uses and facilities in this application will be compatible with each other in relation to the amount of building coverage, open space, building setbacks from streets, abutting land uses, and circulation access points. The proposed CDP amendment shows planned building and parking envelopes to support the creation of a maximum of 3.5 million square feet of employment and institutional uses. These uses will potentially include warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses, and will be a natural extension of the existing adjacent Collington Center. The NCBP will be accessed by the extension of Queens Court from the adjacent Collington Center. The proposed internal street network, and the design guidelines set forth in Exhibit A, will allow for the forthcoming uses within the NCBP to be compatible with one another both in scale and appearance.

- (6) Each staged unit of the development (as well as the total development) can exist as a unit capable of sustaining an environment of continuing quality and stability;**

The proposed NCBP is planned to include up to three phases ranging in size from approximately 500,000 square feet to approximately 1.5 million square feet each. The actual phasing will be determined by market demand. Each phase will potentially include the following amount of employment and institutional uses:

**Phase 1:** 942,000 square feet  
**Phase 2:** 1,607,000 square feet  
**Phase 3:** 547,000 square feet

According to the SOJ provided by the applicant, it is estimated that these phases in totality will create at least 5,000 new jobs within the County. The aforementioned phasing program is subject to change at the time of SDP when specific uses and site information are available.

- (7) The staging of development will not be an unreasonable burden on available public facilities;**

The CDP application will not be an unreasonable burden on public facilities because the applicant will construct the extension of Queens Court leading directly into the adjacent Collington Center, in order to start the development. This CDP amendment will also result in a significant reduction of vehicular trips using Leeland Road. Moreover, the conversion of the predominant uses on this site from residential to employment and institutional uses will eliminate impacts to the public school system, while at the same time significantly increasing the County's commercial tax base. The applicant will also be required to contribute financially to the improvements of the US 301/Queens Court intersection.

- (8) Where a Comprehensive Design Plan proposal includes an adaptive use of a Historic Site, the Planning Board shall find that:**

- (A) The proposed adaptive use will not adversely affect distinguishing exterior architectural features or important historic landscape features in the established environmental setting;**
- (B) Parking lot layout, materials, and landscaping are designed to preserve the integrity and character of the Historic Site;**
- (C) The design, materials, height, proportion, and scale of a proposed enlargement or extension of a Historic Site, or of a new structure within the environmental setting, are in keeping with the character of the Historic Site;**



This project does not include an adaptive reuse of any historic site. Therefore, this criterion does not apply.

- (9) The Plan incorporates the applicable design guidelines set forth in Section 27-274 of Part 3, Division 9, of this Subtitle, and where townhouses are proposed in the Plan, with the exception of the V-L and V-M Zones, the requirements set forth in Section 27-433(d); and**

This CDP includes comprehensive design standards known as *National Capital Business Park-Design Guidelines* in Exhibit A that incorporates the applicable design guidelines set forth in Section 27-274. There is no residential use included in this application.

- (10) The Plan is in conformance with an approved Type 1 Tree Conservation Plan;**

The CDP also includes TCP1-004-2021. In accordance with the review by the Environmental Planning Section (Nickle to Zhang, March 18, 2021), this CDP is in conformance with the applicable requirements of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO), if revised as conditioned herein.

- (11) The Plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130-(b)(5);**

The CDP is consistent with the approved land use quantities as included in A-9968-02 to preserve more than half of the entire site in the natural state. As such, this CDP meets this finding at this time. However, with more detail information regarding the development of this site at the time of PPS and SDP, conformance with this finding will be further evaluated.

- (12) Notwithstanding Section 27-521(a)(9), property placed in a Comprehensive Design Zone pursuant to Section 27-226(f)(4), shall follow the guidelines set forth in Section 27-480(g)(1) and (2); and**

Section 27-226(f)(4) of the Zoning Ordinance is the District Council procedure for approving a comprehensive design zone application as part of an SMA. This provision is not applicable to the subject application because the property was rezoned through Zoning Map Amendment (basic plan) application, not through the SMA process.

- (13) For a Regional Urban Community, the plan conforms to the requirements stated in the definition of the use and satisfies the requirements for the use in Section 27-508(a)(1) and Section 27-508(a)(2) of this Code.**

This provision is not applicable to the subject application because NCBP is not a regional urban community.

9. **Comprehensive Design Plan CDP-0505:** The District Council approved the original CDP-0505 for 818 residential dwelling units, of which 602 were market rate (97 townhouses and 505 single-family detached units) and 216 units were in a mixed-retirement component (50 single-family detached, 56 townhomes, and 110 multifamily units), in the R-S Zone, on property known as Willowbrook, on April 9, 2007, with 34 conditions. Since no nonresidential uses were included in the original approval, most of the conditions are not applicable to the review of this CDP. Only a few of the conditions related to this site are relevant to the review of this CDP amendment, as follows:

2. **Applicant and the applicant's heirs, successors, and/or assignees shall construct the master plan trail along the subject site's portion of Collington Branch. Park dedication and alignment of the trail shall be coordinated with the Department of Parks and Recreation.**

The applicant is fully aware of this condition and the said trail has been shown conceptually on the CDP plan. Specific alignment and design details of the trail will be decided at the time of future review of either PPS or SDP.

4. **Standard sidewalks shall be provided along both sides of all internal roads, unless modified by DPW&T.**

This condition has been included in the condition of approval for this CDP that requires the applicant to add new development standards related to pedestrian and bicycle facilities under the Vehicular Access and Parking Section in the *National Capital Business Park-Design Guidelines*.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is subject to the provisions of the WCO because the subject property is more than 40,000 square feet in size, has more than 10,000 square feet of woodland on-site, and has previously approved TCPs for the overall property. TCP1-004-2021 was submitted with the CDP application.

The requested change in use will not result in a change to the woodland conservation threshold, which is currently 15 percent for the R-S and I-1-zoned portions of the site, and is 50 percent for the R-A Zone. There is an approved TCP1 and TCP2 on the overall development related to the prior residential subdivision, which are grandfathered under the 1991 Woodland Conservation Ordinance. The prior TCP approvals are not applicable to the new development proposal for the NCBP.

The TCP1 describes the site with 339.73 acres of existing woodland in the net tract area and 82.93 acres in the floodplain. The woodland conservation threshold shown on the TCP1 as submitted is 15 percent; however, staff's calculation of the threshold is 15.08 percent, or 52.40 acres. The threshold is calculated based on the acreage within each zone. The woodland conservation worksheet shows the removal of 267.24 acres of woodland on the net tract area, and 1.09 acres in the floodplain, which based on staff's calculations results in a woodland conservation requirement of 120.30 acres. This requirement is proposed to be met with 71.40 acres of on-site woodland preservation, 18.30 acres of reforestation, and 30.60 acres of off-site woodland conservation credits.

On October 26, 2020, the Office of the Attorney General issued an Opinion regarding forest mitigation banking under the Maryland Forest Conservation Act (FCA – 105 Md. Op. Attorney General. 66). Under the FCA, which is codified in Sections 5-1601 to 5-1613 of the Natural Resources Article of the Maryland Code, forest mitigation banking is defined as “the intentional restoration or creation of forests undertaken expressly for the purpose of providing credits for afforestation or reforestation requirements with enhanced environmental benefits from future activities.” The Opinion addressed whether an off-site existing forest that was not intentionally created or restored but was, nevertheless, encumbered with a protective easement could qualify as a forest mitigation bank. The Office of the Attorney General determined that it could not.

As a result of this Opinion and the lack of any valid credits at the time of this referral, off-site woodland conservation credits are not available for purchase at any established woodland conservation bank within the County. The woodland conservation banking program is a private market in the County and M-NCPPC does not guarantee that credits will be available for purchase. Prior to issuance of any permits for this project, the off-site woodland conservation requirements shown on the TCP shall be met in accordance with the Conservation Method Priorities established in Section 25-122(c) of the Prince George’s County Code.

Because of this site’s prominent location on a designated primary and secondary corridor of the Bowie and Vicinity Master Plan, the use of Collington Branch as a significant flyway linking the Belt Woods, located to the north, to the Patuxent River and the high quality of woodland present on the site, additional effort should be made to provide the woodland conservation requirements on-site, particularly along the Collington Branch Stream Valley.

Overall, the plan addresses the spirit of the WCO and the 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George’s County Resource Conservation Plan: A Countywide Functional Master Plan* by providing for the conservation of large contiguous woodlands along the stream valleys and in priority conservation areas. In addition, woodland conservation is proposed on lands to be dedicated to DPR. Woodland conservation cannot be shown on land to be dedicated to DPR without prior written permission. The TCP1 must be revised to remove woodland conservation from land to be dedicated to DPR. Should DPR provide written permission during the review process, the TCP under review at that time should reflect the update.

The location of the RTE habitat sites for the plants is shown on the plans. In review of the Habitat Protection and Management Program for the RTE species that are located on the property, a revision to this report is required, prior to acceptance of the PPS. The current management program is for both the former Willowbrook and Locust Hill projects. The NCBP shall separate out its property into its own management program and update the information on timing and evaluation of the RTE habitat as conditioned herein.

11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
  - a. **Community Planning**—In a memorandum dated March 15, 2021 (McCray to Zhang), included herein by reference, the Community Planning Division provided that pursuant to Section 27-521(a)(4), the proposed development will be compatible with existing land use, zoning, and facilities in the immediate

surrounding because the District Council approved CB-22-2020 for the purpose of permitting certain employment and institutional uses permitted by right in the E-I-A Zone to be permitted in the R-S Zone, under certain specified circumstances.

- b. **Historic Preservation**—In a memorandum dated January 15, 2021 (Stabler and Smith to Zhang), included herein by reference, the Historic Preservation Section found that the subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources. All archeological investigations have been completed and no additional work was previously recommended.
- c. **Environmental Planning**—In a memorandum dated March 15, 2021 (Nickle to Zhang), included herein by reference, the Environmental Planning Section provided a comprehensive review of this CDP application’s conformance with applicable environmental planning regulations and governing plans. Some comments have been included in the findings above and additional summarized findings are as follows:

**Specimen Trees**

Section 25-122(b)(1)(G) requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Technical Manual.”

There are 224 specimen trees identified on the property. The proposed development shown on the TCP1 proposes the conceptual removal of specimen trees; however, no variance application was submitted with the CDP. Prior to certification of the CDP, revise the TCP1 to show all specimen trees on the plan and in the specimen tree table to remain. A variance request for the removal of specimen trees shall be submitted with the acceptance of the PPS or SDP, as appropriate.

**Stormwater Management**

An approved site development concept was submitted, which reflects the prior development proposal. An update to this site development concept will need to be submitted to DPIE to reflect the current development proposal. The updated stormwater concept plan shall be submitted for review with the acceptance of the PPS.

**Scenic and Historic Roads**

Leeland Road is designated as a scenic road in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and has the functional classification of a major collector. The MPOT includes a section on special roadways, which includes designated scenic and historic roads, and provides specific policies and strategies which are applicable to this roadway, including to conserve and enhance the viewsheds along designated roadways. Any improvements within the right-of-way of an historic road are subject to approval by the County under the Design Guidelines and Standards for Scenic and Historic Roads.

The Landscape Manual addresses the requirements regarding buffers on scenic and historic roads in Section 4.6. These provisions will be evaluated at the time of the review of the applicable SDP. Landscaping is a cost-effective treatment, which provides a significant visual enhancement to the appearance of an historic road. The scenic road buffer must be located outside of the right-of-way and public utility easements, and preferably by the retention of existing good quality woodlands, when possible.

### **Soils**

According to the Prince George's County Soil Survey, the principal soils on the site are in the Adelphia, Bibb, Collington, Colemantown Elkton, Howel, Marr, Monmouth, Sandy Land, Shrewsbury, and Westphalia series. Adelphi, Collington and Marr soils are in hydrologic class B and are not highly erodible. Bibb and Shrewsbury soils are in hydrologic class D and pose various difficulties for development, due to high water table, impeded drainage, and flood hazard. Colemantown and Elkton soils are in hydrologic class D and have a K factor of 0.43 making them highly erodible. Howell and Westphalia soils are in hydrologic class B and are highly erodible. Monmouth soils are in hydrologic class C and have a K factor of 0.43, making them highly erodible. Sandy land soils are in hydrologic class A and pose few difficulties to development. Marlboro clay is found to occur extensively in the vicinity of and on this property. The TCP1 shows the approximate location of the unmitigated 1.5 safety factor line, in accordance with a geotechnical report dated September 17, 2020 and prepared by Geo-Technology Associates, Inc. Additional information, as determined by DPIE in their review, may be required, prior to certification of the CDP and acceptance of the PPS.

- d. **Subdivision**—In a memorandum dated March 15, 2021 (Heath to Zhang), included herein by reference, the Subdivision Section noted that this proposed amendment to CDP-0505 will require a new PPS. All bearings and distances must be clearly shown on the CDP and must be consistent with the record plats or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.
- e. **Transportation Planning**—In a memorandum dated March 19, 2021 (Burton to Zhang), included herein by reference, the Transportation Planning Section provided a review of the background and prior approvals and plans governing this application, as well as the traffic impact study (TIS) based on the predetermined scope that includes previously identified intersections, with the following summarized comments:

### **Analysis of Traffic Impacts**

The subject property is currently unimproved and is located within Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's 2035 Approved General Plan*.

Based on the District Council's prior approvals, the maximum density allowed was a range of 625–1,139 dwelling units. That density had the potential of generating 741 AM peak-hour trips, and 889 PM peak-hour trips. The current application proposes a change in land use to approximately 3.5 million square feet of

employment and institutional development, generating 1,400 trips during each peak hour. Pursuant to Section 27-195(b)(1)(C) of the Zoning Ordinance, the criteria for approval of a basic plan, as they relate to transportation, are as follows:

**Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program (CIP), within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;**

To meet the legal threshold cited above, the applicant has provided staff, with an October 2020 TIS. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the “2012 Transportation Review Guidelines, Part 1” (Guidelines). The table below shows the intersections deemed to be critical, as well as the levels of service, representing existing conditions. It is worth noting that one of the provisions of recent CB-22-2020 is that no traffic from this proposed development should be oriented to and from Leeland Road to the south of the subject property. As a result of this mandate by the council, the TIS did not consider any intersections along Leeland Road. The following represents the intersections deemed critical for the proposed development:

EXISTING CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 @ Trade Zone Avenue	A/895	B/1022
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	No delay	No delay
US 301 @ Median Crossover Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road	A/668	A/818
US 301 @ Beechtree Parkway-Swanson Road	B/1012	D/1351
US 301 @ Village Drive	A/766	B/1021
US 301 @ MD 725	A/961	D/1312
US 301 @ Chrysler Drive	A/823	D/1357
Prince George’s Boulevard @ Trade Zone Avenue *	<50 seconds	<50 seconds
Prince George’s Boulevard @ Commerce Drive *	<50 seconds	<50 seconds
Prince George’s Boulevard @ Queens Court *	<50 seconds	<50 seconds
*Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

The traffic study identified 13 background developments whose impact would affect some or all of the study intersections. In addition, a growth of one percent over six years was also applied to the traffic volumes. A second analysis depicting background traffic conditions was done, yielding the following results:

BACKGROUND CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 @ Trade Zone Avenue	C/1164	<b>E/1511</b>
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	No delay	No delay
US 301 @ Median Crossover Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road	A/891	D/1357
US 301 @ Beechtree Parkway-Swanson Road	C/1222	<b>F/1677</b>
US 301 @ Village Drive	A/965	D/1347
US 301 @ MD 725	C/1196	<b>F/1658</b>
US 301 @ Chrysler Drive	B/1020	<b>F/1659</b>
Prince George's Boulevard @ Trade Zone Avenue *	<50 seconds	<50 seconds
Prince George's Boulevard @ Commerce Drive *	<50 seconds	<50 seconds
Prince George's Boulevard @ Queens Court *	<50 seconds	<50 seconds
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

Using the trip rates from the Guidelines, the study indicated that the subject application represents the following trip generation:

Table 1 - Trip Generation							
		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Warehouse (FAR 0.3, County rates)	3.5 million sq. ft.	1,120	280	1,400	280	1,120	1,400
<b>Total new trips</b>		<b>1,120</b>	<b>280</b>	<b>1,400</b>	<b>280</b>	<b>1,120</b>	<b>1,400</b>

The table above indicates that the proposed development will be adding 1,400 trips during both peak hours. The analysis under existing conditions assumes several unsignalized intersections. Under future conditions, the intersection of US 301 at Queens Court is assumed to be signalized. A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS <i>with CIP improvements</i>		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 @ Trade Zone Avenue	A/984	D/1308
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	B/1132	C/1280
US 301 @ Median Crossover Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road <i>With additional improvement</i>	C/1212 B/1145	<b>E/1577</b> D/1427
US 301 @ Beechtree Parkway-Swanson Road	B/1070	D/1423
US 301 @ Village Drive	A/859	B/1069
US 301 @ MD 725	A/987	D/1359
US 301 @ Chrysler Drive	A/776	D/1331
Prince George's Boulevard @ Trade Zone Avenue *	<50 seconds	<50 seconds
Prince George's Boulevard @ Commerce Drive *	<50 seconds	<50 seconds
Prince George's Boulevard @ Queens Court *		
Tier 1: HCS Delay test	>50 seconds	>50 seconds
Tier 2: Minor Street Volume	>100 vehicles	>100 vehicles
Tier 3: CLV	A/833	A/755
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

The results under total traffic conditions show that the intersections will all operate adequately, with the exception of US 301 at Leeland Road. To that end, the applicant has agreed to provide an additional left turn lane (for a total of three lefts) on the eastbound approach, resulting in an acceptable level of service (LOS) for that intersection.

The TIS assumed improvements involving the upgrade to US 301 between MD 214 in the north and MD 4 to the south. Specifically, the improvements would involve a widening of US 301 from 4 to 6 through lanes. This improvement appears in the current (FY 2021–2026) County Capital Improvement Program (CIP) with full funding within six years. There is a provision in the CIP (4.66.0047) that the overall cost of \$32,000,000.00 (1989 dollars) will be borne by developer contribution. The TIS provides a tabular representation of the applicant's pro-rata share of the CIP-funded improvements. For each intersection, a determination is made of the overall excess capacity that is created by CIP improvements. The amount of that excess capacity that is needed to get to LOS D is then calculated and expressed as a percentage. The average percentage for both peak hours for all critical intersections along US 301 is then determined. The result of these analyses show that an average of 14.5 percent of the total capacity created by CIP improvements will be required by this development to meet the department's adequacy threshold. Staff supports this methodology and its conclusion. Because the projected price tag in the current CIP is set at \$32,000,000, the applicant's pro-rata share will be  $32,000,000 \times 0.145 = \$4,640,00.00$ . Based on a proposed development of 3.5 million square feet of GFA,



the fee would be  $\$4,640,000/3,500,000 = \$1.33$  per square foot of GFA. This amount does not include the cost of an additional improvement at the intersection of Leeland Road and US 301. The applicant will be required to provide a triple left turn lane on Leeland Road to achieve LOS D.

The Transportation Section staff concurs with the TIS's findings and conclusions. In addition, the TIS was referred out to County and State agencies for review and comment; however, as of this writing, no comments have been received from the County agencies. Staff did receive from the Maryland State Highway Administration (SHA), a February 25, 2021 letter (Rigby to Lenhart), in which SHA concurred with the study findings. It is worth noting that the most recent basic plan approval for this development showed that the site could be generating 741 AM peak-hour trips, and 889 PM peak-hour trips. That proposal was predicated on the mostly residential development having two access points on Leeland Road. The pending application, if approved, would generate 1,400 trips in each peak hour, with only a single point of access. While this development would increase the trip generation by over 70 percent over both peak hours, the single point of access is projected to operate adequately. And while a second point of access would have been highly desirable to enhance the circulation on-site, the single-entry road (future Queens Court extended) will be dualized for its entire length. This will have some mitigating value in the event that the sole entry point is blocked in an emergency. These analyses were all predicated on the limited-movement intersection of Queens Court at US 301 be upgraded to a full-movement intersection (open median) and signalized. SHA, in its response letter, has agreed to signalization.

#### **Master Plan**

The subject property is located on the north side of Leeland Road, a master-planned road that functions as a dividing line between two planning areas: The Bowie and Vicinity Master Plan and SMA and the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*. The subject property is also governed by MPOT. All plans recommend Oak Grove Road-Leeland Road be upgraded to a major collector (MC-600) standard. The proposed application shows the planned facility in a location that is generally consistent with both plans. I-300 is a planned industrial road recommended in all three existing master plans. This future road is planned as Prince George's Boulevard extended south to Leeland Road. Approximately two-thirds of this future road lies within the southeast section of the site. At the time of PPS for the subject property, the applicant will be required to dedicated right-of-way for the portion that occupies the site. Dedication along Leeland Road will be required.

The Transportation Planning Section concludes that the development will not be an unreasonable burden on available public facilities, as required by Section 27-521, if the application is approved with three conditions that have been included in the Recommendation section of this report.

- f. **Pedestrian and Bicycle Facilities**—In a memorandum dated March 16, 2021 (Jackson to Zhang), included herein by reference, the Pedestrian and Bicycle Facilities planner provided a review of this CDP's conformance with prior approvals, requirements of Zoning Ordinance, and the MPOT. Relevant comments have been included in the findings of the report with additional summary, as follows:

The proposed CDP amendment includes a master plan trail connection to a potential public park site, as well as a pedestrian and bicycle connection from the proposed shared-use path along Leeland Road to proposed Road "A" and the employment use. The interior of the subject site includes three proposed roadways: Road "A," Road "B," and an extension of Queen's Court, which will connect to the rest of the Collington Center.

The submitted application includes a proposed design guidelines document that will dictate the details of the future development applications within the subject property. While there is no specific section dedicated to pedestrian, bicycle, or transit transportation, page 6 of the document introduces vehicular access and parking. The architectural section includes mention of "pedestrian friendly buffers with sidewalk planting strips." However, the document includes a cross section for the Queen's Court extension with a 5-foot-wide sidewalk along the north side of the roadway, and a proposed cross section for the internal roadways without any sidewalks.

Staff recommends that all streets within the subject site include minimum 5-foot-wide sidewalks on both sides and that the design guidelines be revised to incorporate sidewalks both sides of all streets.

The proposed design guidelines also include landscaping guidance for parking lots, which recommends the use of bermed islands to discourage pedestrian traffic. However, there is no discussion of pedestrian facilities to access proposed buildings. Staff recommends that a clearly marked and separate pedestrian route from the public roadway to the building entrance of all proposed buildings be provided, and that the guidelines be revised to include this pedestrian connection.

The submitted guidelines do not provide any direction for roadway crossings within the subject site. Staff recommends that crosswalks be provided to cross all legs of the intersections of Queen's Court and Road "A," and Queen's Court and Road "B." In addition, staff recommends perpendicular and parallel ADA-accessible ramps be provided throughout the subject site.

The submitted guidelines also do not provide any direction for accommodating transit within the subject site. The neighboring Collington Center is currently served by Washington Metropolitan Area Transit Authority Metrobus and the County's "Call-A-Bus" service. Staff recommends that sufficient right-of-way be provided at both intersections within the subject site and at both culs-de-sac ends of Road "A" to provide for a bus shelter pad for a potential bus stop.

Lastly, the submitted guidelines do not provide direction for bicycle facilities. Staff recommends that bicycle facilities along Roads "A" and "B" and the extension of Queen's Court be provided. Moreover, a seamless and direct connection from the proposed feeder trail to Road "A" should be provided. In addition, both short- and long-term bicycle parking be provided at all proposed buildings of the subject site. Short-term bicycle parking is characterized by outdoor and uncovered bicycle parking racks that provide two points of contact to support and secure a parked bicycle. Long-term bicycle parking is characterized by indoor or covered bicycle

parking to protect bicycles from theft, vandalism, or weather and should include a changing room, a shower, and a fix-it station for minor repairs, etc. These facilities play an important role in supporting bicycle transportation to work sites. Showers and changing facilities provide bicycle commuters confidence that they can wash odor from their bodies and change from bicycling clothes to attire more appropriate for work. As part of this application, a portion of the Collington Branch Stream Valley trail will be built, which when complete will provide a valuable connection between MD 214 and MD 725 that links together several neighborhoods and other commercial areas.

Staff finds that the submitted application, along with the recommended facilities above, will meet the necessary findings for a CDP. Providing comprehensive pedestrian and bicycle facilities that connect the proposed building of the site, the roads throughout the site, and the greater pedestrian and bicycle facilities in the area via Leeland Road and the Collington Branch Stream Valley Trail will support complete streets and multimodal transportation. In addition, it will provide development that will accommodate the future needs of employees, connect to the surrounding area, meet design guidelines, and create a better environment than what would be achieved through other regulations.

The Pedestrian and Bicycle Facilities Planner concludes that this CDP meets the necessary requirements for approval, per Section 27-521 from the standpoint of pedestrian and bicycle transportation, and recommends one condition requiring the *National Capital Business Park-Design Guidelines* be amended to include standards related to pedestrian and bicycle facilities. This condition has been included in the Recommendation section of this report.

- g. **Department of Parks and Recreation (DPR)**—In a memorandum dated March 19, 2021 (Burke to Zhang), included herein by reference, DPR reviewed this CDP application for conformance with the governing prior approval that has been incorporated into the findings of this report. This development project is required to dedicate 20 acres of the property for a public park, in addition to provision of the master plan trails along the Collington Branch Stream Valley. The details of the parkland dedication, the master plan trail, and the feeder trail will be reviewed in detail at the time of PPS and SDP.

The Park Planning and Development Division of DPR recommends approval of CDP-0505-01.

- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this writing, comments regarding the subject project have not been received from DPIE.
- i. **Prince George’s County Police Department**—At the time of this writing, comments regarding the subject project have not been received from the Police Department.
- j. **Prince George’s County Health Department**—In a memorandum dated March 19, 2021 (Adepoju to Zhang), included herein by reference, the Health Department provided two comments, as follows:

- During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the County Code.
- During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

The applicant is fully aware of the two general requirements. At the time of SDP review, the applicant shall include the two requirements into site plan notes.

- k. **Maryland State Highway Administration (SHA)**—At the time of this writing, comments regarding the subject project have not been received from SHA.
- l. **The City of Bowie**—In an email dated March 17, 2021 (Meinert to Zhang), the City of Bowie indicated that they have no comments on this application, as it is neither within nor proximate to their municipal boundary.

## RECOMMENDATION

Based upon the preceding evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Comprehensive Design Plan CDP-0505-01, for National Capital Business Park, including Type 1 Tree Conservation Plan, TCP1-004-2021, with the following conditions:

1. Prior to certification of this comprehensive design plan (CDP), the applicant shall:
  - a. Provide a separate section in the *National Capital Business Park-Design Guidelines*, specifically on guidelines for green building and sustainable site development techniques to be implemented at the site, building, and equipment levels, to be reviewed by the Urban Design Section, as designee of the Planning Board.
  - b. Add text under the Landscaping Standards Section in the *National Capital Business Park-Design Guidelines* to reference the requirements in the 2010 *Prince George's County Landscape Manual* as additional landscape design standards to guide the proposed development.
  - c. Provide additional development standards governing pedestrian and bicycle facilities under Vehicular Access and Parking Section in the *National Capital Business Park-Design Guidelines*, as follows:
    - (1) A minimum 5-foot-wide sidewalk along both sides of all internal roadways.
    - (2) Perpendicular or parallel ADA-accessible curb ramps at all intersections.

- (3) A separate and clearly marked pedestrian route from the public roadway to the entrance of each building.
  - (4) Crosswalks crossing all legs of intersections.
  - (5) Adequate right-of-way space to accommodate a bus shelter and bus shelter pads at all intersections, and both cul-de-sac ends of Road "A."
  - (6) Bicycle lanes be provided along all internal roadways.
  - (7) Short-term bicycle parking near the entrance of all buildings.
  - (8) Long-term bicycle parking including a changing room, shower, bicycle repair station, or other facilities.
  - (9) A direct connection between the proposed feeder trail and bicycle facilities on Road A.
- d. Revise the Type 1 tree conservation plan (TCP1), as follows:
- (1) Revise the plan to graphically show the master-planned rights-of-way as "Woodland Retained – Assumed Cleared" for I-300 and MC-600, and account for the clearing in the worksheet.
  - (2) Add the TCP1-004-2021 case number to the worksheet and the EPS Approval Block.
  - (3) Show all specimen trees on the plan and in the specimen tree table to remain.
  - (4) Relabel the limits of disturbance (LOD) in the legend as a conceptual LOD.
  - (5) Revise the TCP1 notes, as follows:
    - (a) Revise General Note 9 to reflect that the property is adjacent to Leeland Road, which is classified as a major collector roadway. Remove the rest of Note 9.
    - (b) Revise General Note 10 to reflect that the plan is not grandfathered by Prince George's County Council Bill CB-27-2010, Section 25-119(G) of the Prince George's County Code. Remove the rest of Note 10.
    - (c) Renumber the last two notes of General Notes from 9 and 10 to 11 and 12.
    - (d) Add the following note: "No impacts to Regulated Environmental Features were approved with CDP-0505-01."

- (6) Revise the plan and the worksheet to remove woodland conservation from land to be dedicated to the Prince George's County Department of Parks and Recreation.
- (7) Correct the worksheet to reflect a woodland conservation threshold of 15.08 percent.
- (8) Have the revised plan signed and dated by the qualified professional preparing the plan.

2. At time of preliminary plan of subdivision submission, the applicant shall:

- a. Submit a revision to the Habitat Management Program that reflects the current development proposal, existing hydrologic monitoring, timing of the analysis of Rare, Threatened and Endangered (RTE) species population counts and condition, habitat characterization and condition, and the details of the habitat management program for RTE fish species: water quality monitoring, pollution prevention measures, and corrective measures, shall be updated. The monitoring program shall meet all current requirements of the Maryland Department of Natural Resources, Wildlife and Heritage Service.
- b. Submit a geotechnical report that reflects the current development proposal.
- c. Show dedication for all rights-of-way for MC-600 (Leeland Road) and I-300, as identified by the Prince George's County Planning Department.

3. Prior to certification of a Type 2 tree conservation plan for the subject development, which states specifically the location, acreage, and methodology of the woodland conservation credits, crediting of woodland conservation shown on any property to be dedicated to, or owned by the Maryland-National Capital Park and Planning Commission, is subject to written approval by the Prince George's County Department of Parks and Recreation.

4. Prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement, a fee calculated as \$1.33 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary.

5. Prior to approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

a. US 301 at Leeland Road

- (1) Provide three left turn lanes on the eastbound approach.
- (2) Provide two left turn lanes on the northbound approach.

b. Prince George's Boulevard at Queens Court-Site Access

- (1) Provide a shared through and left and a shared through and right lane on the eastbound approach.
- (2) Provide a shared through and left and a shared through and right lane on the westbound approach.
- (3) Provide a shared through and left and a shared through and right lane on the northbound approach.

ITEM: 7

CASE: CDP-0505-01

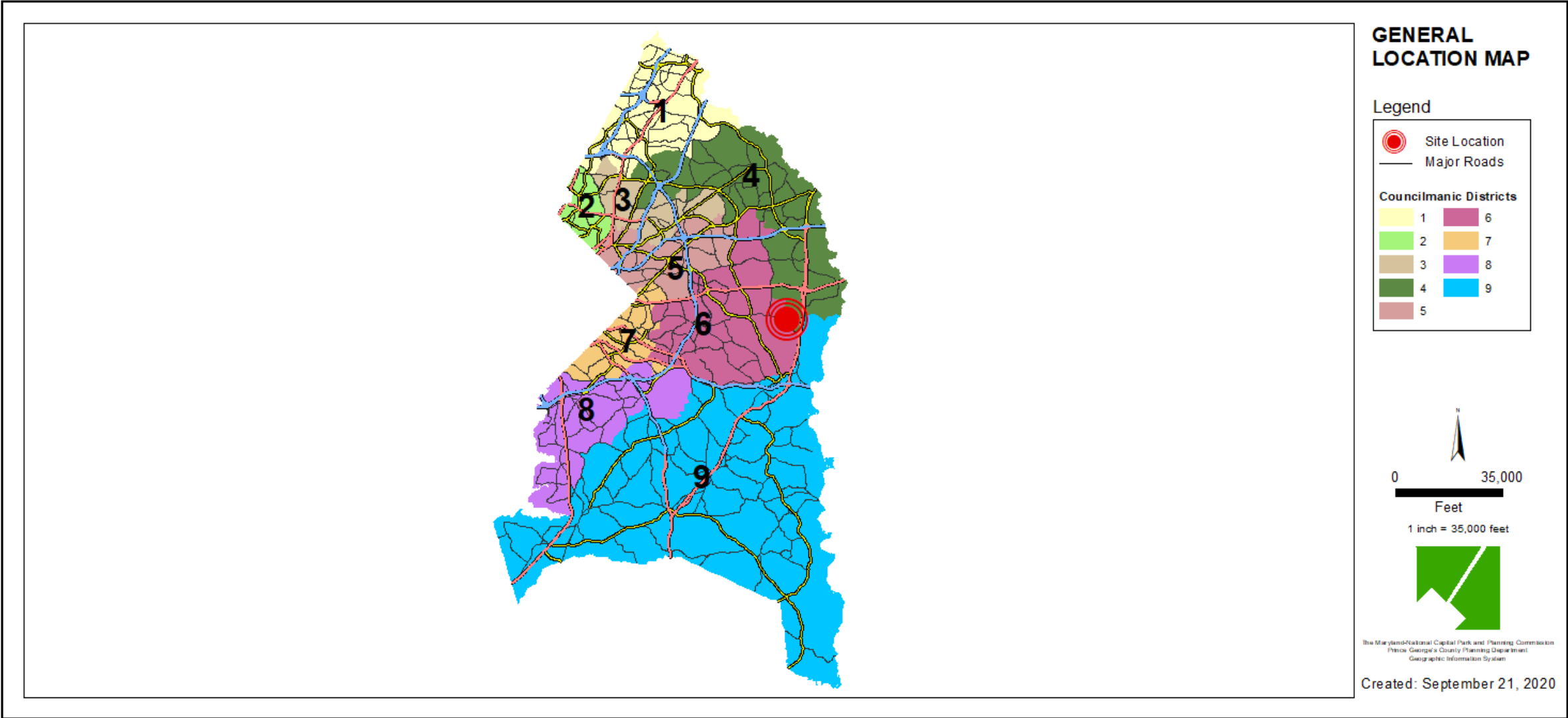
# NATIONAL CAPITAL BUSINESS PARK

THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

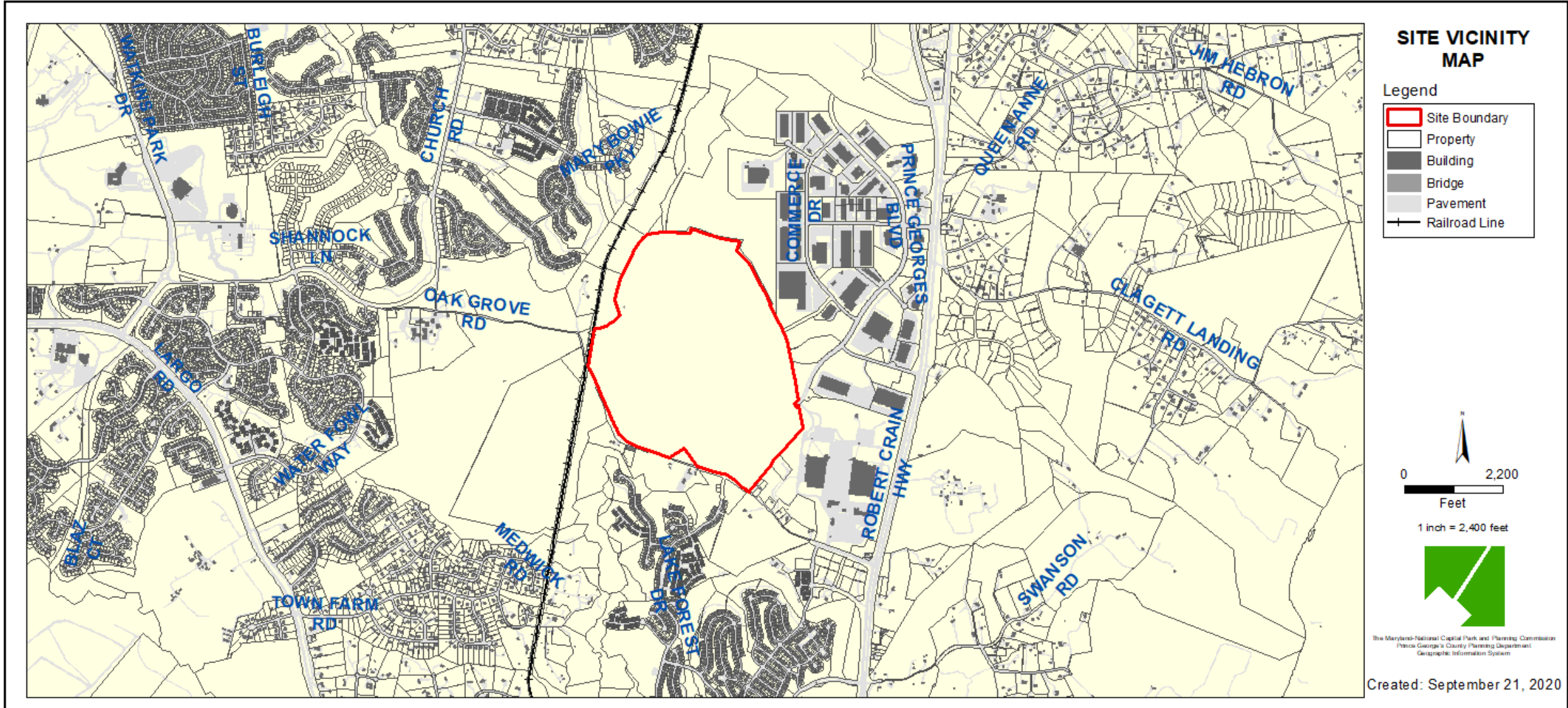




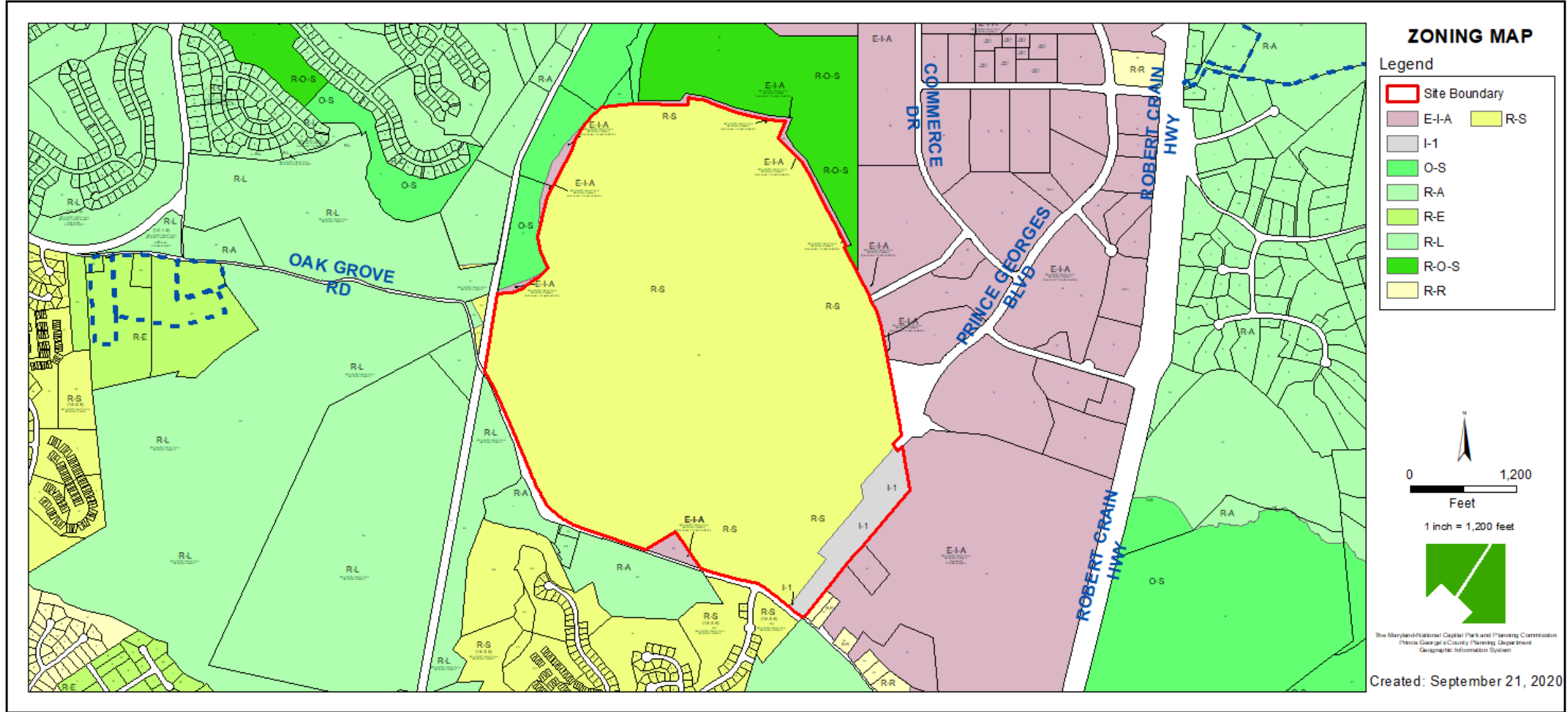
# GENERAL LOCATION MAP



# SITE VICINITY



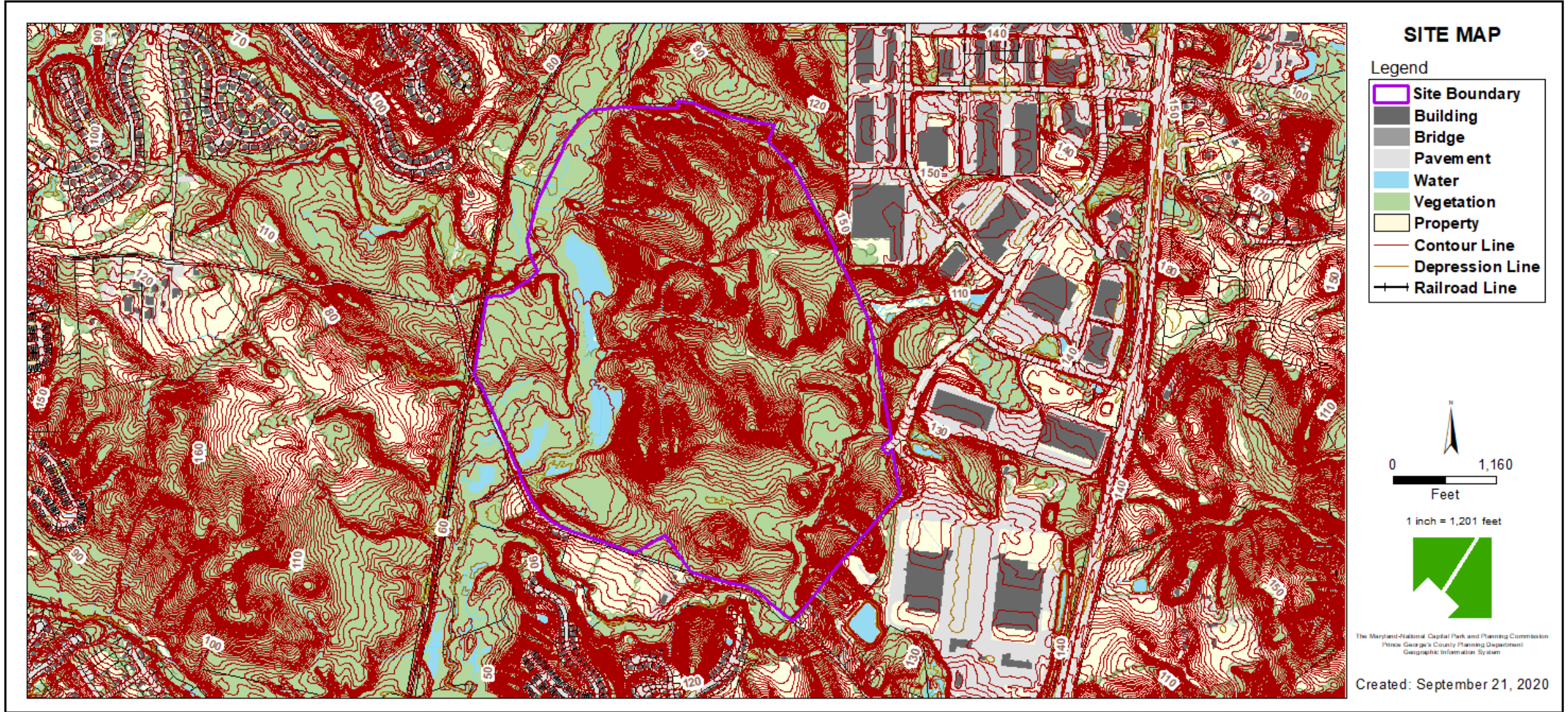
# ZONING MAP



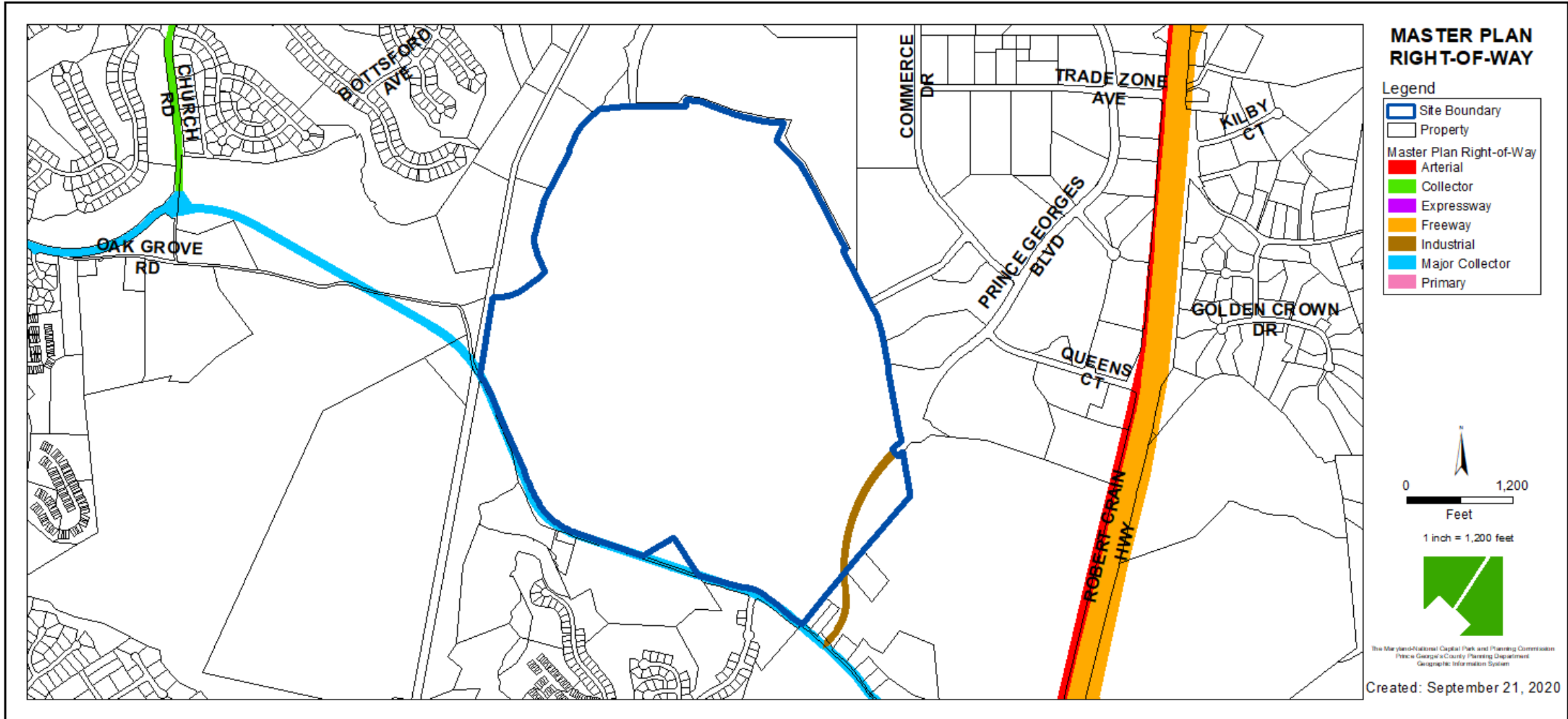
# AERIAL MAP



# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP



# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



# OVERALL COMPREHENSIVE DESIGN PLAN

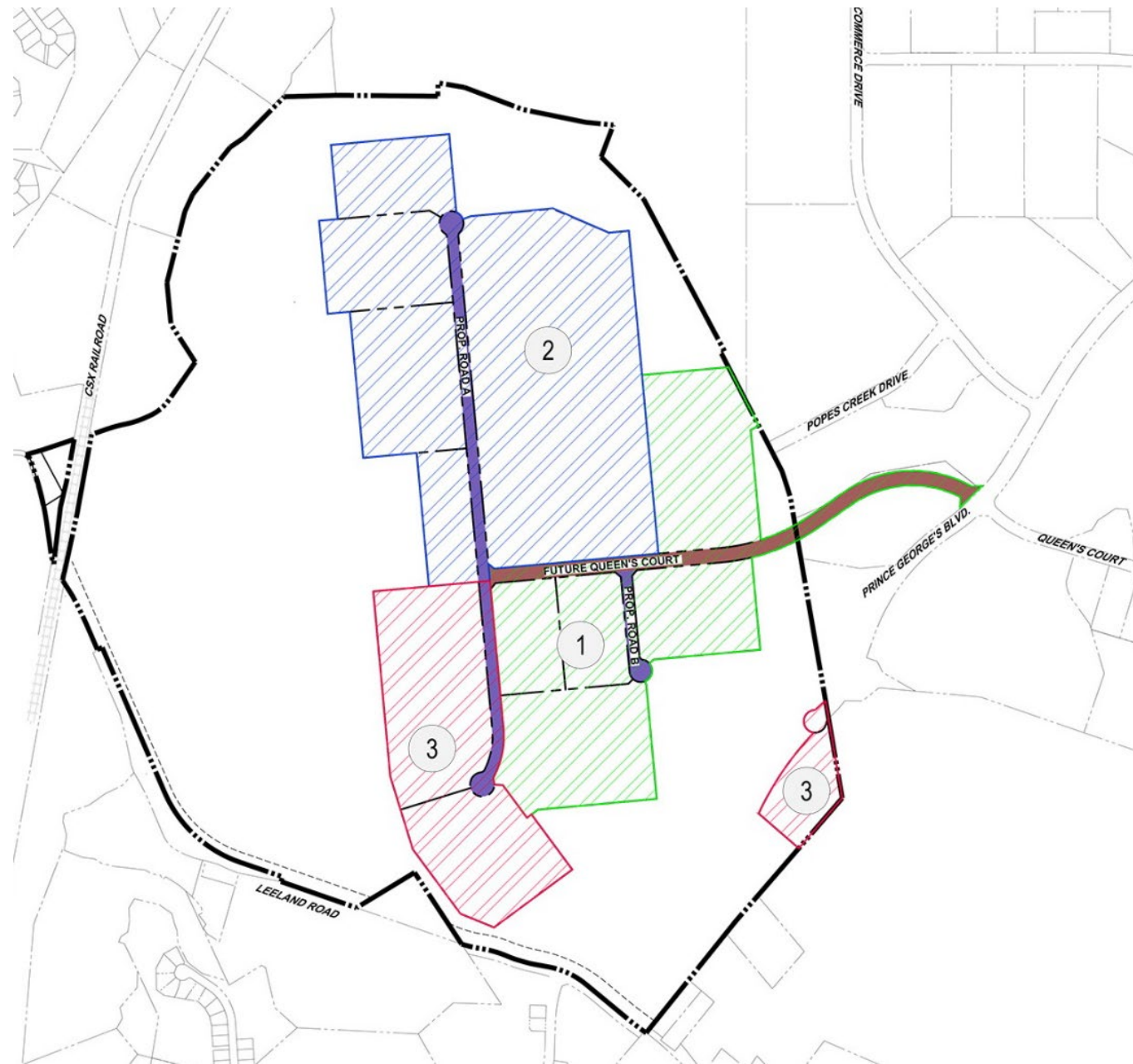




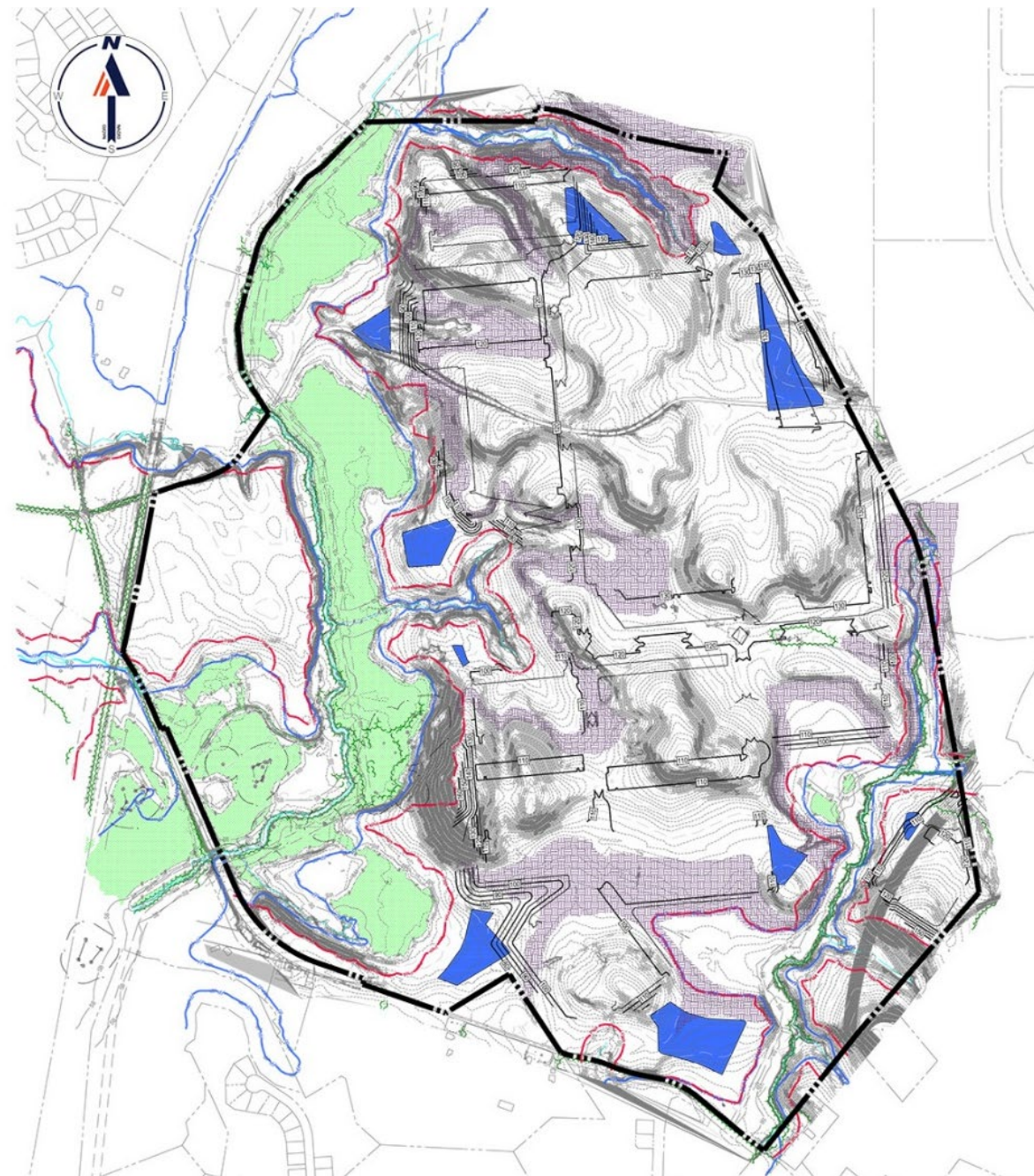
# CIRCULATION PLAN



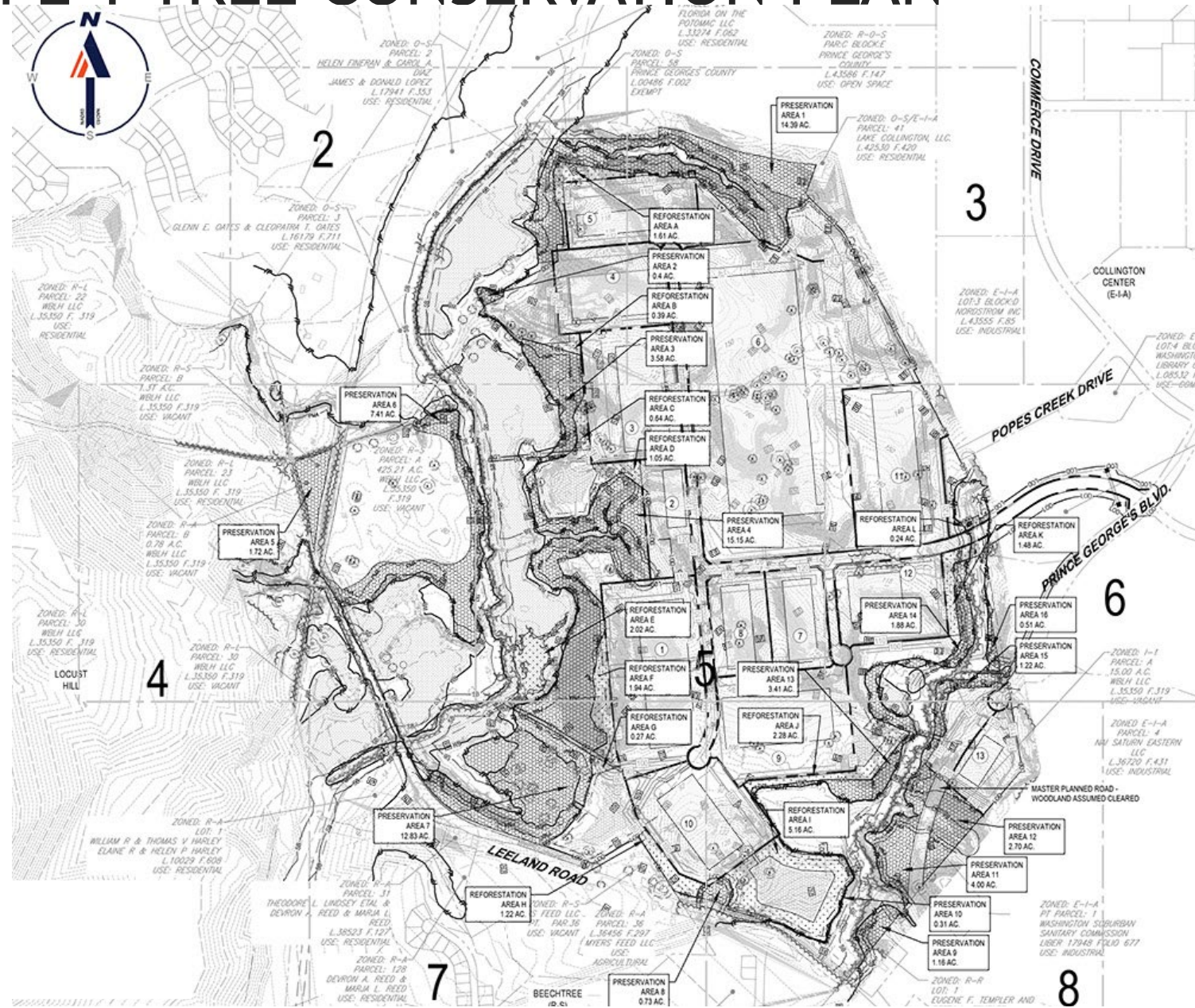
# STAGING PLAN



# ENVIRONMENTAL PLAN



# OVERALL TYPE 1 TREE CONSERVATION PLAN






14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
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301-952-3972

March 15, 2021

## MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Andrew McCray, Senior Planner, Long-range Planning Section, Community Planning Division AM

SUBJECT **CDP-0505-01 National Capital Business Park**

## FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-521(a)(4), the proposed development will be compatible with existing land use, zoning, and facilities in the immediate surrounding because the District Council approved CB-22-2020 for the purpose of permitting certain employment and institutional uses permitted by right in the E-I-A (Employment and Institutional Area) Zone to be permitted in the R-S (Residential Suburban) Zone of Prince George's County, under certain specified circumstances.

## BACKGROUND

**Application Type:** Comprehensive Design Plan

**Location:** North side of Leeland Road and approximately 3,178+/- linear feet west of the intersection of Leeland Road with US 301

**Size:** 427.30 acres

**Existing Uses:** Vacant

**Proposal:** 3.5 Million Square Feet GFA Industrial Use square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses

## GENERAL PLAN, MASTER PLAN, AND SMA

**General Plan:** This application is in the Established Communities. The vision for the Established Communities is to create the most appropriate for context-sensitive infill and low-to medium density development (Pg. 20).

**Master Plan:** The 2006 Approved Plan Master Plan for Bowie and Vicinity and SMA for Planning Areas 71A, 71B & 74B recommends Residential, Low land uses for the subject property.

**Planning Area:** 74A

**Community:** Mitchellville & Vicinity

**Aviation/MIOZ:** This application is not located within an Aviation Policy Area (APA) or the Military Installation Overlay Zone (MIOZ).

**SMA/Zoning:** The 2006 Approved Plan Master Plan for Bowie and Vicinity and SMA for Planning Areas 71A, 71B & 74B rezoned the subject property to R-S (Residential Suburban)-In 2020, The District Council approved CB-22-2020 permitting certain employment and institutional uses by right in the E-I-A (Employment and Institutional Area) Zone to be permitted in the R-S (Residential Suburban) Zone, under certain specified circumstances, and provided procedures for the amendment of the approved Basic Plans to guide the development of such uses.

**MASTER PLAN CONFORMANCE ISSUES:**

None

**ADDITIONAL INFORMATION**

None

c: Long-range Agenda Notebook  
Scott Rowe AICP-CNU-A, Planning Supervisor, Long Range Planning Section, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
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Countywide Planning Division  
Historic Preservation Section

301-952-3680

January 15, 2021

**MEMORANDUM**

**TO:** Henry Zhang, Urban Design Section, Development Review Division

**VIA:** Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

**FROM:** Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JRS**  
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

**SUBJECT: CDP-0505-01 National Capital Business Park**

The subject property comprises 427-acres, and is located on the north side of Leeland Road approximately 3,176 feet west of US 301 (Crain Highway). The subject application proposes 3.5 million square-foot gross floor area of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. The subject property is Zoned R-S.

The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources. All archeological investigations have been completed and no additional work was previously recommended. Historic Preservation Section staff recommend approval of CDP-0505-01 National Capital Business Park without conditions.

March 15, 2021

**MEMORANDUM**

**TO:** Henry Zhang, Master Planner, Urban Design Section, DRD

**VIA:** Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MR*

**FROM:** Suzanne Nickle, Master Planner, Environmental Planning Section, CWPD *SN*

**SUBJECT:** **National Capital Business Park, CDP-0505-01 and TCP1-004-2021**

The Environmental Planning Section (EPS) has reviewed the Comprehensive Design Plan for National Capital Business Park, received on January 5, 2021. Comments were provided in a Subdivision Development Review Committee (SDRC) meeting on January 22, 2021. Revised plans were received on February 11, 2021. The Environmental Planning Section recommends approval of CDP-0505-01 and TCP1-004-2021 subject to the recommended findings and conditions found at the end of this memorandum.

**Background**

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
A-9968	N/A	District Council	Approved	5/22/2006	Final Decision
CDP-0505	TCP1-010-06	Planning Board	Approved	8/8/2005	06-273
NRI-098-05	N/A	Planning Director	Signed	12/31/2005	N/A
CR-11-2006	N/A	District Council	Approved	2/7/2006	SMA Bowie and Vicinity
NRI-098-05-01	N/A	Planning Director	Signed	12/19/2006	N/A
NRI-098-05-02	N/A	Planning Director	Signed	1/11/2007	N/A
4-06066	TCP1-010-06-01	Planning Board	Approved	2/8/2007	PGCPB No. 07-43
SDP-1603	TCP2-028-2016	Planning Board	Approved	3/30/2017	PGCPB No. 17-44
A-9968-01	NA	District Council	Approved	5/13/2019	Zoning Ordinance No. 5-2019
NRI-098-05-03	N/A	Planning Director	Signed	2/9/2020	N/A



NRI-098-05-04	N/A	Planning Director	Signed	3/3/2021	N/A
A-9968-02	N/A	District Council	Pending	Pending	Pending
CDP-0505-01	TCP1-004-2021	Planning Board	Pending	Pending	Pending

**Proposed Activity**

This application requests to amend the approved Comprehensive Design Plan for a 442.30-acre site in the I-1, R-A and R-S zone to remove the residential uses, and change the land use to warehouse/distribution, office, light industrial/manufacturing and/or institutional uses, and a potential public park.

**Grandfathering**

The project is subject to the current environmental regulations of Subtitles 24, 25 and 27 that came into effect on September 1, 2010 and February 1, 2012 because the application requires a new Preliminary Plan of Subdivision.

**Prior Approvals**

The site was subject to several prior approvals which proposed to develop a residential subdivision. This use will not be implemented with the development with CDP-0505-01. Previous conditions of approval are not applicable to this application because the use and site design have changed.

The subject application is for a 442.30-acre site in the I-1, R-A and R-S zone, and is located on the north side of Leeland Road, east of the railroad tracks, and west of Crain Highway (US 301). There are streams, wetlands and 100-year floodplains and associated areas of steep slopes with highly erodible soils and areas of severe slopes on the property. The Pope’s Creek Branch railroad, used by CSX, which is adjacent to the westernmost portion of the property, may be a source of noise and vibration. According to the “Prince George’s County Soil Survey”, the principal soils on the site are in the Adelphia, Bibb, Collington, Colemantown Elkton, Howel, Marr, Monmouth, Sandy Land, Shrewsbury, and Westphalia series. Adelphi, Collington and Marr soils are in hydrologic class B and are not highly erodible. Bibb and Shrewsbury soils are in hydrologic class D and pose various difficulties for development due to high water table, impeded drainage, and flood hazard. Colemantown and Elkton soils are in hydrologic class D and have a K factor of 0.43 making them highly erodible. Howell and Westphalia soils are in hydrologic class B and are highly erodible. Monmouth soils are in hydrologic class C and have a K factor of 0.43, making them highly erodible. Sandy land soils are in hydrologic class A and pose few difficulties to development. Marlboro clay is found to occur extensively in the vicinity of and on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), a Sensitive Species Project Review Area (SSPRA) as delineated on the SSPRA GIS layer is found to occur in the vicinity of this property. Further information received from the Wildlife and Heritage staff indicated known records related to three Rare, Threatened, or Endangered (RTE) aquatic

species in Collington Branch, and the possible presence of several RTE plants. No designated scenic or historic roads are affected by this development. This property is located in the Collington Branch watershed in the Patuxent River basin and contains the mainstem of Collington Branch along the western side of the property. The site is in the Developing Tier according to the adopted General Plan. The site contains Regulated Areas, Evaluation Areas, and Network Gaps as designated on the *Countywide Green Infrastructure Plan of the Approved Prince George's Resource Conservation Plan* (May 2017).

An amendment to the basic plan, A-9968-02 was transmitted to the Zoning Hearing Examiner to replace the previously approved residential use with warehouse/distribution, office, light industrial/manufacturing and/or institutional uses, and a potential public park. The findings, conditions, and considerations of approval for the zoning map amendment which are environmental in nature for A-9968-02 as expressed in the staff report are addressed below:

**Review of Environmental Findings, Conditions and Considerations of Approval for A-9968-02**

**Findings**

**Transportation Facilities (Section 27-195(b)(1)(C))**

**The Transportation Planning Section referral dated January 28, 2021 (Burton to Sievers), found that the uses currently proposed will result in more trips in each peak hour than the currently approved residential uses. Based on the change in land use type and traffic intensity of development from the original basic plan, the development will generate more traffic than was projected with the approval of the original Basic Plan, A-9968. Staff finds that existing transportation facilities, when improvements are provided in the County's Capital Improvement Program (CIP), along with some additional improvements provided by the applicant, and signalization at some key intersections, will be adequate to carry the anticipated traffic generated by 3.5 million square feet of warehousing development. Furthermore, the uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved area master plan, in accordance with Section 27-195(b)(1)(c) of the Zoning Ordinance.**

**Staff recommends that all of the intersections evaluated with this application be subject to further analyses at the time of the CDP phase of the subject development. Alternative or additional access point(s) to the adjacent Collington Center via Popes Creek Drive and/or Prince George's Boulevard, shall be evaluated for transportation and environmental impacts at the time of CDP and/or PPS.**

The alternative or additional access points described in the finding above were not provided with this CDP for review. There is a concern that the alternative or additional access points would require additional stream crossings and further impacts to the REF, RTE, and Marlboro clay. If alternative or additional access points are contemplated for the development of the National Capital Business Park, the options must be submitted with the acceptance of the PPS, so a full analysis is conducted with the PPS review.

## Conditions

- 9. The submission package of the comprehensive design plan shall contain a signed natural resources inventory (NRI) plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.**

A valid Natural Resources Inventory Plan, NRI-098-05-03, was submitted with this application. A revision to Natural Resources Inventory, NRI-098-05-04, was approved on March 3, 2021 during the review period of CDP-0505-01.

- 10. A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the comprehensive design plan application.**

A draft geotechnical report dated September 17, 2020 and prepared by Geo-Technology Associates, Inc was included with this application and has been forwarded to the Department of Permits, Inspections and Enforcement (DPIE) for review. The approximate locations of the unmitigated 1.5 safety factor lines are shown on the TCP1. Additional information, as determined by DPIE in their review, may be required prior to certification of the CDP.

- 11. A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the comprehensive re design plan, and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any application for preliminary plans.**

The subject site contains five (5) identified species of Rare, Threatened, or Endangered (RTE) plants and three (3) State-listed threatened or endangered fish species with the Collington Branch and/or Black Branch watersheds. A Rare, Threatened and Endangered Species (RTE) Habitat Protection and Management Program was conceptually approved with the prior preliminary plan 4-06066, and the details of the program were approved with the prior specific design plan SDP-1603. Original Habitat Protection and Management Program reports were prepared individually in 2007 for the subject site (then referred to as Willowbrook) and another development referred to as Locust Hill. In 2016 the two reports were combined because the two projects were under a single ownership and were anticipated to move along similar timeframes for construction. The Locust Hill project has been under development in accordance with the 2016 report; however, the subject site is now proposed for a significantly different development pattern from what was last evaluated. The 2016 Management Program was resubmitted with this application and forwarded to the Maryland Department of Natural Resources, Wildlife and Heritage Service for review. An updated Habitat Protection and Management Program must be prepared for the current project.

The timeline presented by the applicant for the construction of the current project anticipates

issuance of the first building permit in the Fall of 2021. In accordance with the existing Habitat Protection and Management Program report, hydrologic monitoring for a minimum of one year prior to the issuance of the first grading permit was required to establish a baseline of data. The updated report must include not only the data regarding the on-site monitoring required by the 2016 report, but must also meet all current requirements of the Maryland Department of Natural Resources, Wildlife and Heritage Service regarding the presence and protection of RTE species including, but not limited to, timing of the analysis of RTE population counts and condition, habitat characterization and condition, and the details of the habitat management program for RTE fish species: Water quality monitoring, pollution prevention measures, and corrective measures.

**12. Prior to acceptance of the preliminary plan of subdivision, a revised natural resources inventory plan shall be submitted and approved.**

A revision to Natural Resources Inventory, NRI-098-05-04, was approved on March 3, 2021 during the review period of CDP-0505-01. NRI-098-05-04 shall be submitted with the PPS.

**Considerations**

**1. The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.**

The development proposed with CDP-0505-01 has been determined in part by the environmental constraints of the site, including the Regulated Environmental Features and the soils. Minimal impacts to the environmental features are proposed. The impacts will be further analyzed with the preliminary plan of subdivision.

**Master Plan Conformance**

*The Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* (February 2006) approved by the District Council is the current master plan for this area. This Master plan included environmentally related policies and their respective strategies in the Environmental Infrastructure section.

**The Zoning Ordinance provides guidance regarding the impact and relationship of general plans with master plans and functional master plans. Specifically, Section 27-640 (a) of the Zoning Ordinance states the following regarding the approval of a general plan, and its effect on a previously approved master plan:**

**Sec. 27-640. Relationship between Master, General, and Functional Plans.**

- (a) When Functional Master Plans (and amendments thereof) and General Plan amendments are approved after the adoption and approval of Area Master Plans, the Area Master Plans shall be amended only to the extent specified by the District Council in the resolution of approval. Any Area Master Plan or Functional Master Plan (or amendment) shall be an amendment of the General Plan unless otherwise stated by the District Council.**

The text in **bold** is the text from the master plan and the plain text provides comments on the plan conformance.

**Policy 1: Protect, preserve, and enhance the identified green infrastructure network within the master plan area.**

**Strategies:**

- 1. Use the designated green infrastructure network to identify opportunities for environmental preservation and restoration during the development review process.**
- 2. Protect primary corridors (Patuxent River and Collington Branch) during the development review process to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements. Protect secondary corridors (Horsepen Branch, Northeast Branch, Black Branch, Mill Branch, and District Branch) to restore and enhance environmental features and habitat.**
- 3. Carefully evaluate land development proposals in the vicinity of identified SCAs (the Beltsville Agricultural Research Center to the north, along with the Patuxent Research Refuge; Belt Woods in the western portion of the master plan area; and the Patuxent River) to ensure that the SCAs are not impacted, and connections are either maintained or restored.**
- 4. Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance, or restore essential features and special habitat areas.**

The subject site is neither within a Priority Preservation Area nor the Patuxent Rural Legacy Program; however, it is in the Collington Branch and Patuxent River watershed, which are primary corridors. The District Branch secondary corridor is mapped on-site. The site contains Regulated Environmental Features (REF) and is located entirely within the 2017 Green Infrastructure network but is not within a Special Conservation Area (SCA). Protection of green infrastructure elements and Regulated Environmental Features (REF) of the site will be further evaluated with future development applications.

**Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.**

**Strategies:**

- 1. Implement the strategies contained in the Western Branch Watershed Restoration Action Strategy (WRAS).**
- 2. Add identified mitigation strategies from the Western Branch WRAS to the countywide database of mitigation sites.**
- 3. Encourage the location of necessary off-site mitigation for wetlands, streams, and woodlands within sites identified in the Western Branch WRAS and within sensitive areas that are not currently wooded.**
- 4. Ensure the use of low-impact development techniques to the extent possible during the development process.**

5. **During the development review process evaluate streams that are to receive stormwater discharge for water quality and stream stability. Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.**
6. **Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.**
7. **Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.**
8. **Reduce the area of impervious surfaces during redevelopment projects.**

Development of the site will be subject to the current stormwater management (SWM) regulations which require that environmental site design be implemented to the maximum extent practicable. Additional information regarding on-site REF will be evaluated with future applications.

**Policy 3: Protect and enhance tree cover within the master plan area.**

**Strategies:**

1. **Encourage the planting of trees in developed areas and established communities to increase the overall tree cover.**
2. **Provide a minimum of ten percent tree cover on all development projects. This can be met through the provision of preserved areas or landscape trees.**
3. **Establish street trees in planting strips designed to promote long-term growth and increase tree cover.**
4. **Establish tree planting adjacent to and within areas of impervious surfaces. Ensure an even distribution of tree planting to provide shade to the maximum amount of impervious areas possible.**

Development of this site will be subject to the current woodland conservation ordinance requirements. Additional information regarding woodland conservation and tree canopy coverage will be evaluated with future development applications; however, the TCP1 submitted with the CDP shows approximately 38 percent of the gross tract will remain in woodland (both in and outside of the floodplain).

**Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.**

**Strategies:**

1. **Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.**
2. **Encourage the use of alternative energy sources such as solar, wind, and hydrogen power. Provide public examples of uses of alternative energy sources.**

Information regarding the use of green building techniques and the use of alternative energy will be evaluated with future applications by the Urban Design Section.

**Policy 5: Reduce light pollution and intrusion into residential, rural, and environmentally sensitive areas.**

**Strategies:**

- 1. Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations, and car lots so that light intrusion on adjacent properties is minimized. Limit the total amount of light output from these uses.**
- 2. Require the use of full cut-off optic light fixtures for all proposed uses.**
- 3. Discourage the use of streetlights and entrance lighting except where warranted by safety concerns.**

Information regarding the use of lighting will be evaluated with future applications by the Urban Design Section.

**Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.**

**Strategies:**

- 1. Evaluate development proposals using Phase I noise studies and noise models.**
- 2. Provide adequate setbacks for projects located adjacent to existing and proposed noise generators.**
- 3. Provide the use of appropriate attenuation measures when noise issues are identified.**

Residential development is not proposed with CDP-0505-01. Leeland Road to the south is classified as a Master Planned Major Collector MC-600. Proposed Master Planned industrial road I-300 is located on the eastern portion of the property. Any right-of-way dedication will be determined with the review of future applications. Noise will be evaluated by the Development Review Division.

**Policy 7: Protect wellhead areas of public wells.**

**Strategies:**

- 1. Retain land uses that currently exist in the wellhead areas of existing public wells.**
- 2. Continue monitoring water quality.**
- 3. Consider the development of alternative public water provision strategies, such as public water connections, to eventually eliminate public wells.**

No wells are known to exist on the site.

**Conformance with the Green Infrastructure Plan**

The entire site is mapped within the Green Infrastructure Network as delineated in accordance with the *Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan* (May 2017). The Regulated Area is mapped along the streams and REF and the Evaluation

Area is mapped on the remainder of the site due to the existing forest contiguous to the streams. The plans as submitted generally show the preservation of the Regulated Areas; however, more detailed information will be evaluated during the subsequent applications. The amended comprehensive design plan can be found in conformance with the *Green Infrastructure Plan*.

## **Environmental Review**

### **Existing Conditions/Natural Resource Inventory (NRI)**

A valid Natural Resources Inventory Plan, NRI-098-05-03, was submitted with this application. A revision to Natural Resources Inventory, NRI-098-05-04, was approved on March 3, 2021 during the review period of CDP-0505-01. NRI-098-05-04 shall be submitted with the PPS.

### **Woodland Conservation**

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012. The requested change in use will not result in a change to the Woodland Conservation Threshold which is currently 15 percent for the E-I-A (R-S) and I-1 portions of the site and is 50 percent for the R-A zone. There is an approved TCP1 and TCP2 on the overall development related to the prior residential subdivision which are grandfathered under the 1991 Woodland Conservation Ordinance. The prior TCP approvals are not applicable to the new development proposal for the National Capital Business Park. This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual (ETM). A Type 1 Tree Conservation Plan (TCP1-004-2021) was submitted with the CDP application.

The TCP1 describes the site with 339.73 acres of existing woodland in the net tract area and 82.93 acres in the floodplain. The woodland conservation threshold shown on the TCP1 as submitted is 15 percent; however, staff's calculation of the threshold is 15.08 percent, or 52.40 acres. The threshold is calculated based on the acreage within each zone. The woodland conservation worksheet shows the removal of 267.24 acres of woodland on the net tract area, and 1.09 acres in the floodplain, which based on staff's calculations results in a woodland conservation requirement of 120.30 acres. This requirement is proposed to be met with 71.40 acres of on-site woodland preservation, 18.30 acres of reforestation, and 30.60 acres of off-site woodland conservation credits.

On October 26, 2020, the Office of the Attorney General issued an Opinion regarding forest mitigation banking under the Maryland Forest Conservation Act ("FCA"). 105 Md. Op. Att'y Gen. 66 (Oct. 26, 2020). Under the FCA, which is codified in Sections 5-1601 to 5-1613 of the Natural Resources Article ("NR") of the Maryland Code, "forest mitigation banking" is defined as "the intentional restoration or creation of forests undertaken expressly for the purpose of providing credits for afforestation or reforestation requirements with enhanced environmental benefits from future activities." The Opinion addressed whether an off-site existing forest that was not intentionally created or restored but was, nevertheless, encumbered with a protective easement could qualify as a forest mitigation bank. The Office of the Attorney General determined that it could not.

As a result of this Opinion and the lack of any valid credits at the time of this referral, off-site woodland conservation credits are not available for purchase at any established woodland



conservation bank within the county. The woodland conservation banking program is a private market in the county and M-NCPPC does not guarantee that credits will be available for purchase. Prior to the issuance of any permits for this project, the off-site woodland conservation requirements shown on the TCP shall be met in accordance with the Conservation Method Priorities established in Section 25-122(c) of the county code.

Located in the southeast portion of the site is proposed Master Planned right-of-way for I-300. The area designated for this right-of-way is correctly shown as Woodland Retained – Assumed Cleared.

Because of this site's prominent location on a designated Primary and Secondary Corridor of the *Bowie and Vicinity Master Plan*, the use of Collington Branch as a significant flyway linking the Belt Woods, located to the north, to the Patuxent River and the high quality of woodland present on the site, additional effort should be made to provide the woodland conservation requirements on-site, particularly along the Collington Branch stream valley.

Overall, the plan addresses the spirit of the Woodland Conservation Ordinance (WCO) and the *Green Infrastructure Plan* by providing for the conservation of large contiguous woodlands along the stream valleys and in priority conservation areas. In addition, woodland conservation is proposed on lands to be dedicated to the Department of Parks and Recreation. Woodland conservation cannot be shown on land to be dedicated to the Parks Department without prior written permission. The TCP1 must be revised to remove woodland conservation from land to be dedicated to the Parks Department. Should the Parks Department provide written permission during the review process, the TCP under review at that time should reflect the update.

The location of the Rare, Threatened and Endangered (RTE) habitat sites for the plants is shown on the plans. In review of the Habitat Protection and Management Program for the Rare, Threatened and Endangered (RTE) Species that are located on the property, a revision to this report is required prior to acceptance of the PPS. The current management program is for both the former Willowbrook and Locust Hill projects. The National Capital Business Park shall separate out its property into its own management program and update the information on timing and evaluation of the RTE habitat.

Technical revisions to the TCP1 are required and included in the conditions listed at the end of this memorandum.

### **Specimen Trees**

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual."

There are 224 specimen trees identified on the property. The proposed development shown on the TCP1 proposes the conceptual removal of specimen trees; however, no variance application was submitted with the CDP. Prior to certification of the CDP, revise the TCP1 to show all specimen

trees on the plan and in the specimen tree table to remain. A variance request for the removal of specimen trees shall be submitted with the acceptance of the PPS.

### **Regulated Environmental Features**

There is Primary Management Area (PMA), comprised of Regulated Environmental Features (REF), which include streams and associated buffers, 100-year floodplain, steep slopes, and wetlands with their associated buffers. Under Section 27-521(a)(11) of the Zoning Ordinance, the plan shall demonstrate the preservation and/or restoration of the REF in a natural state to the fullest extent possible. The development conceptually proposes impacts to the PMA; however, no statement of justification (SoJ) was submitted with the CDP. A letter of justification with exhibits shall be submitted for review prior to the acceptance of the PPS.

### **Stormwater Management**

An approved Site Development Concept was submitted which reflects the prior development proposal. An update to this Site Development Concept will need to be submitted to DPIC to reflect the current development proposal. The updated stormwater concept plan shall be submitted for review with the acceptance of the PPS.

### **Scenic and Historic Roads**

Leeland Road is designated as a scenic road in the *Approved Countywide Master Plan of Transportation* (November 2009), and has the functional classification of a major collector. The Master Plan of Transportation (MPOT) includes a section on Special Roadways, which includes designated scenic and historic roads, and provides specific policies and strategies which are applicable to this roadway, including to conserve and enhance the viewsheds along designated roadways. Any improvements within the right-of-way of an historic road are subject to approval by the County under the Design Guidelines and Standards for Scenic and Historic Roads. The Prince George's County Landscape Manual addresses the requirements regarding buffers on scenic and historic roads. These provisions will be evaluated at the time of the review of the specific design plan. Adjacent to a historic road, the Landscape Manual requires a Section 4.6 landscape buffer (Buffering Development from Special Roadways) based on the development tier (now ESA 2). In ESA2, the required buffer along a historic road is a minimum of 20 feet wide to be planted with a minimum of 80 plant units per 100 linear feet of frontage, excluding driveway openings. Landscaping is a cost-effective treatment which provides a significant visual enhancement to the appearance of a historic road.

The Special Roadway buffer must be located outside of the right-of-way and public utility easements, and preferably by the retention of existing good quality woodlands, when possible.

### **Soils**

According to the "Prince George's County Soil Survey" the principal soils on the site are in the Adelpia, Bibb, Collington, Colemantown Elkton, Howel, Marr, Monmouth, Sandy Land, Shrewsbury, and Westphalia series. Adelphi, Collington and Marr soils are in hydrologic class B and are not highly

erodible. Bibb and Shrewsbury soils are in hydrologic class D and pose various difficulties for development due to high water table, impeded drainage, and flood hazard. Colemantown and Elkton soils are in hydrologic class D and have a K factor of 0.43 making them highly erodible. Howell and Westphalia soils are in hydrologic class B and are highly erodible. Monmouth soils are in hydrologic class C and have a K factor of 0.43, making them highly erodible. Sandy land soils are in hydrologic class A and pose few difficulties to development. Marlboro clay is found to occur extensively in the vicinity of and on this property. The TCP1 shows the approximate location of the unmitigated 1.5 safety factor line in accordance with a Geotech report dated September 17, 2020 and prepared by Geo-Technology Associates, Inc. Additional information, as determined by DPIE in their review, may be required prior to certification of the CDP and acceptance of the PPS.

During the review of the Preliminary Plan of Subdivision the configuration of parcels and location of structures and applicable site features shall be designed to be outside of the unmitigated 1.5 safety factor line or the proposed grading shall be such that the 1.5 safety factor has been mitigated to eliminate potential slope failure areas.

### **Summary of Recommended Findings and Conditions**

#### **Recommended Findings:**

1. The Regulated Environmental Features on the subject property have been preserved and/or restored to the fullest extent possible based on the level of detail provided with CDP-0505-01. No impacts are granted with the CDP-0505-01.
2. No specimen tree variances are granted with the CDP-0505-01.

#### **Recommended Conditions:**

1. Prior to certification of the CDP, the TCP1 shall be revised as follows:
  - a. Revise the plan to graphically show the Master Planned right-of-way areas as "Woodland Retained – Assumed Cleared" for I-300 and MC-600, and account for the clearing in the worksheet.
  - b. Add the TCP1-004-2021 case number to the worksheet and the EPS Approval Block.
  - c. Show all specimen trees on the plan and in the specimen tree table to remain
  - d. Relabel the LOD in the legend as a conceptual LOD.
  - e. Revise the TCP1 notes as follows:
    - i. Revise General Note 9 to reflect that the property is adjacent to Leeland Road which is classified as a major collector roadway. Remove the rest of note 9.
    - ii. Revise General Note 10 to reflect that the plan is not grandfathered by CB-27-2010, Section 25-119(G). Remove the rest of note 10.
    - iii. Renumber the last two notes of general notes from 9 and 10 to 11 and 12.
    - iv. Add the following note: "No impacts to Regulated Environmental Features were approved with CDP-0505-01."
  - f. Revise the plan and the worksheet to remove woodland conservation from land to be dedicated to the Department of Parks and Recreation.

- g. Correct the worksheet to reflect a woodland conservation threshold of 15.08 percent.
    - h. Have the revised plan signed and dated by the qualified professional preparing the plan.
2. A revision to the Habitat Management Program shall be submitted with the PPS that reflects the current development proposal, existing hydrologic monitoring, timing of the analysis of Rare, Threatened and Endangered species (RTE) population counts and condition, habitat characterization and condition, and the details of the habitat management program for RTE fish species: water quality monitoring, pollution prevention measures, and corrective measures, shall be updated. The monitoring program shall meet all current requirements of the Maryland Department of Natural Resources, Wildlife and Heritage Service.
3. A geotechnical report shall be submitted with the PPS that reflects the current development proposal.
4. Crediting of woodland conservation shown on any property to be dedicated to, or is owned by M-NCPPC, is subject to written approval by the Department of Parks and Recreation prior to certification of the TCP2 plan which specifically states the location, acreage, and methodology of the woodland conservation credits.

If you have any questions concerning this review, please contact me by e-mail at [suzanne.nickle@ppd.mncppc.org](mailto:suzanne.nickle@ppd.mncppc.org) or call 301-952-3650.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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March 16, 2021

**MEMORANDUM**

TO: Henry Zhang, Development Review Division

FROM: **Michael Jackson**, Transportation Planning Section, Countywide Planning Division *Michael Jackson*

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division *Bryan Barnett-Woods*

SUBJECT: **Comprehensive Design Plan Referral** – Pedestrian and Bicycle Transportation

Case Number: CDP-05050-01 Case Name: National Capital Business Park

**Background**

Development Case Background	
Building Square Footage (non-residential)	3.5 million square feet
Number of Units (residential)	None
Abutting Roadways	Leeland Road, Prince George's Boulevard, Queen's Court
Abutting or Nearby Master Plan Roadways	MC-600/Leeland Road, I-300/Prince George's Boulevard
Abutting or Nearby Master Plan Trails	Collington Branch Stream Valley Trail
Proposed Use(s)	Mostly warehouses
Zoning	R-S
Centers and/or Corridors	No
Prior Approvals on Subject Site	Yes
Subject to 24-124.01:	No
Bicycle and Pedestrian Impact Statement Scope Meeting Date	Not Applicable

**Submitted Plans**

The submitted application is to amend the Comprehensive Design Plan (CDP-0505) to revise the proposed land uses from residential to employment/institutional uses.

The submitted plan indicates a potential public park site (in coordination with Locust Hill) and master plan trail connections on the proposed basic plan. The plan also highlights three interior roads, "Road A," "Road B," and "Future Queens Court," and two exterior roads, "Leeland Road" and "Prince George's Boulevard."

### **Previous Conditions of Approval**

There are multiple prior approvals on the subject property. These include CDP-0505, 4-06066, and SDP-1603. These applications do not have any bearing on the subject application and will be replaced by subsequent applications. This property is also subject to a pending Basic Plan Amendment (A-9968-02), which is relevant to this case. This case was recommended for approval with conditions. The following conditions relate to pedestrian and bicycle transportation.

3. At the time of preliminary plan of subdivision, the applicant shall provide the dedication for one-half of the 100 feet of dedication required to build Leeland Road (MC-600) to its ultimate cross section, per the Prince George's County Department of Public Works and Transportation Standards.
4. At the time of preliminary plan of subdivision, the applicant shall dedicate 100+ acres of parkland to the Maryland-National Capital Park and Planning Commission, including the Collington Branch stream valley and 20 acres of developable land for active recreation, as shown on the Prince George's County Department of Parks and Recreation Exhibit A (Bates Stamped 62 of 63, Exhibit 28, A-9968-01).
6. The applicant, the applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.
7. A revised plan showing parkland dedication and master plan trail shall be reviewed and approved by the Prince George's County Department of Parks and Recreation staff at the time of comprehensive design plan.
15. The applicant, the applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections, and Enforcement, with written correspondence.
16. The conceptual location of the Collington Branch Stream Valley Trail, its feeder trail connecting to the proposed employment uses, and the Leeland Road shared-use path shall be shown on the comprehensive design plan.

### **Comment**

The dedication related to pedestrian and bicycle facilities will be reviewed in detail as part of the preliminary plan of subdivision application. The details of the various pedestrian and bicycle transportation facilities will be reviewed by the appropriate agencies during subsequent development applications as well. The submitted comprehensive design plan includes a Circulation and Utility Plan that includes the conceptual locations of the shared-use path along Leeland Road,

the Collington Branch Stream Valley Hiker/Biker trail, and the feeder trail connecting the employment use with the Collington Branch Stream Valley Trail.

The basic plan amendment was also recommended for approval with the following comprehensive design plan consideration relevant to pedestrian and bicycle transportation.

2. All proposed internal streets and developments should follow complete streets principles and support multimodal transportation as well as facilities to encourage walking, bicycling, and transit use, such as short- and long-term bicycle parking, including shower facilities and changing facilities, covered transit stops, crosswalks, etc.

The updated statement of justification includes the following response related to multimodal transportation.

All proposed internal streets have been designed to follow complete streets principles to the degree appropriate for an employment park. The Applicant will be coordinating with DPIE on the need for these facilities. The Applicant is not proposing and long-term bicycle parking, including shower facilities and changing facilities, as such facilities are inappropriate for the industrial/employment uses proposed.

### **Comment**

The submitted application neither follows complete streets principles, nor encourages multimodal transportation. Staff disagrees with the assertion that facilities to encourage multimodal transportation are inappropriate for an employment use. Walking, bicycling, and transit use are important modes for residents and employees in the County. Particularly for people who do not have ready access to a private automobile or may not be able to operate a motor vehicle. In these instances, safe access to these modes is often the determinant in whether someone can work or visit an area in the County and the onus of owning and operating a vehicle should not prevent future employment within this subject area.

### **Review of Connectivity to Adjacent/Nearby Properties**

The subject site is adjacent to the Collington Branch Stream Valley Park and a residential neighborhood on the west and the Collington Business Center to the east. North of the subject property are built residential communities and an approved, but unbuilt residential subdivision (South Lake, 4-04035), south of the site is another residential community and a distribution center.

### **Review of Internal Pedestrian and Bicycle Transportation Facilities**

The proposed Comprehensive Design Plan includes a master plan trail connection to a potential public park site, as well as a pedestrian and bicycle connection from the proposed shared-use path along Leeland Road to proposed Road "A" and the employment use. The interior of the subject site includes three proposed roadways; Road "A", Road "B", and an extension of Queen's Court, which will connect to the rest of the Collington Center.

The submitted application includes a proposed design guidelines document that will dictate the details of the future development applications within the subject property. While there is no specific section dedicated to pedestrian, bicycle, or transit transportation, page 6 of the document introduces vehicular access and parking. The architectural section includes mention of "pedestrian friendly buffers with sidewalk planting strips." However, the document includes a cross-section for the Queens's Court extension with a five-foot-wide sidewalk along the north side of the roadway,

and the proposed cross-section for the internal roadways without any sidewalks.

**Comment**

Staff recommend that all streets within the subject site include minimum five-foot-wide sidewalks on both sides and that the design guidelines be revised to incorporate sidewalks both sides of all streets.

The proposed design guidelines also include landscaping guidance for parking lots, which recommends the use of bermed islands to discourage pedestrian traffic. However, there is no discussion of pedestrian facilities to access proposed buildings.

**Comment**

Staff recommend that a clearly marked and separate pedestrian route from the roadway to the building entrance of all proposed buildings be provided and that the guidelines be revised to include this pedestrian connection.

The submitted guidelines do not provide any direction for roadway crossings within the subject site.

**Comment**

Staff recommend that crosswalks be provided to cross all legs of the intersections of Queen's Court and Road "A", and Queen's Court and Road "B". Additionally, staff recommend perpendicular and parallel ADA accessible ramps be provided throughout the subject site.

The submitted guidelines also do not provide any direction for accommodating transit within the subject site. The neighboring Collington Center is currently served by WMATA Metrobus and the County's "Call-A-Bus" service.

**Comment**

Staff recommend that sufficient right-of-way be provided at both intersections within the subject site and at both cul-de-sac ends of Road A to provide for a bus shelter pad for a potential bus stop.

Lastly, the submitted guidelines do not provide direction for bicycle facilities.

**Comment**

Staff recommend that bicycle facilities along Roads "A" and "B" and the extension of Queen's Court be provided. Moreover, a seamless and direct connection from the proposed feeder trail and Road A should be provided. Additionally, both short- and long-term bicycle parking be provided at all proposed buildings of the subject site. Short-term bicycle parking is characterized by outdoor and uncovered bicycle parking racks that provide two points of contact to support and secure a parked bicycle. Long-term bicycle parking is characterized by indoor or covered bicycle parking to protect bicycles from theft, vandalism, or weather, and can include a changing room, shower, a fix-it station for minor repairs, etc. These facilities play an important role in supporting bicycle transportation to work sites. Showers and clothes changing facilities provide bicycle commuters confidence that they can wash odor causing perspiration from their bodies and change from bicycling clothes to attire more appropriate for work. As part of this application, a portion of the Collington Branch Stream Valley trail will be built, when complete this pedestrian and bicycle facility will provide a valuable connection between MD 214 and MD 725 that links together several neighborhoods and other commercial areas.



### **Zoning Ordinance Conformance**

Section 27-521 provides the necessary findings related to pedestrian and bicycle transportation.

- (a) Prior to approving a Comprehensive Design Plan, the Planning Board shall find that:
- (1) The plan is conformance with the Basic Plan approved by application per Section 27-195;
  - (2) The proposed plan would result in a development with a better environment than could be achieved under other regulations;
  - (3) Approval is warranted by the way in which the Comprehensive Design Plan includes design elements, facilities, and amenities, and satisfies the needs of residents, employees, or guests of the project;
  - (4) The proposed development will be compatible with existing land use, zoning, and facilities in the immediate surroundings;
  - (9) The Plan incorporates the applicable design guidelines set forth in Section 27-274 of Part 3, Division 9, of this Subtitle...

Section 27-274 includes the following guidelines related to pedestrian and bicycle transportation.

- (a) The Conceptual Site Plan shall be designed in accordance with the following guidelines:
- (2) Parking, Loading, Circulation
    - (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:
      - (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;
      - (ix) Pedestrian and vehicular circulations routes should generally be separated and clearly marked;
      - (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavements, change of paving material, or similar techniques; and
      - (xi) Barrier-free pathways to accommodate the handicapped should be provided.

### **Comment**

Staff find that the submitted application along with the recommended facilities above will meet the necessary findings. Providing comprehensive pedestrian and bicycle facilities that connect the proposed building of the site, the roads throughout the site and the greater pedestrian and bicycle facilities in the area via Leeland Road and the Collington Branch Stream Valley Trail will support complete streets and multimodal transportation. Additionally, it will provide development that will accommodate the future needs of employees, connect to the surrounding area, meet design guidelines, and create a better environment than what would be achieved through other regulations.

### **Master Plan Review**

The Approved Master Plan of Transportation includes the following and goal and policies regarding sidewalk and bikeway construction and the accommodation of pedestrians and bicyclists (MPOT, pages 7 and 8):

**GOAL:** Provide a continuous network of sidewalks, bikeways and trails that provide opportunities for residents to make some trips by walking or bicycling, particularly to mass

transit, schools, employment centers, and other activity centers.

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

**POLICY 2:** Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas and employment centers.

**POLICY 3:** Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

**POLICY 4:** Identify sidewalk retrofit opportunities for small area plans within the Developed and Developing Tiers in order to provide safe routes to school, pedestrian access to mass transit and more walkable communities.

**POLICY 5:** Plan new development to help achieve the goals of this master plan.

### **Comment**

The subject site is surrounded by similar employment uses, proposed recreational facilities, and residential uses. This application represents an opportunity to fulfill master plan recommendations and provide multimodal transportation connections to the subject site as well as establish regulations through which adopted and approved public plans and policies can serve as criteria for individual development applications.

### **Conclusion and Recommended Conditions of Approval**

Based on the findings presented above, staff find that this comprehensive design plan meets the necessary requirements for approval per Section 27-521 from the standpoint of pedestrian and bicycle transportation, if the following conditions are met:

1. Prior to the certificate approval of the Comprehensive Design Plan, the applicant and the applicant's heirs, successors, and/or assigns shall provide and revise the Design Guidelines to provide:
  - a. minimum five-foot-wide sidewalks along all internal roadways
  - b. Perpendicular or parallel ADA accessible curb ramps at both intersections
  - c. a separate and clearly marked pedestrian route from the roadway to the entrance of each building.
  - d. crosswalks crossing all legs of intersections.
  - e. adequate right-of-way space to accommodate a bus shelter and bus shelter pads at all intersections, and both cul-de-sac ends of Road "A"
  - f. Bicycle lanes be provided along all internal roadways
  - g. Short-term bicycle parking near the entrance of all buildings.
  - h. Long-term bicycle parking including a changing room, shower, bicycle repair station, or other facilities.

- i. A direct connection between the proposed feeder trail and bicycle facilities on Road A.



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March 19, 2021

**MEMORANDUM**

TO: Henry Zhang, Urban Design Section, Development Review Division

VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division

FROM:  Glen Burton, Transportation Section, Countywide Planning Division

**SUBJECT: CDP-0505-01, National Capital Business Park**

**Proposal**

The applicant is proposing up to 3.5 million square-feet of employment/institutional uses (and any other use permitted in the E-I-A Zone). It is anticipated that a majority of the uses on the property will be warehouse uses.

**Background**

The property is the subject of a previous Basic Plan Amendment (A-9968-01) action by the District Council in May 2019. That application sought permission to construct residential dwellings in the range of 625-1,139 units. Based on the action of the District Council, the following represents the conditions of approval that are deemed to be pertinent to transportation:

5. *At the time of the submission of a Comprehensive Design Plan or Preliminary Plan of Subdivision, the Applicant shall provide a traffic study that analyzes the following intersections:*
  - a. *US 301/MD 725*
  - b. *US 301/Village Drive*
  - c. *US 301/Lee1and Road*
  - d. *US 301/Trade Zone Avenue*
  - e. *Leeland Road/Safeway Access*
  - f. *Oak Grove Road/Church Road*
  - g. *Oak Grove Road/MD 193*
  - h. *MD 202/MD 193*

**Applicant's Comment:** A traffic impact analysis study has been submitted that includes all relevant/appropriate intersections as part of this basic plan amendment application.

**Staff's Comment:** Staff is in receipt of a traffic impact study (TIS), and its content will be discussed later in this memorandum.

6. *At the time of Preliminary Plan of Subdivision, the Applicant shall provide the dedication for one-half of the 100-feet of dedication required to build Leeland Road (MC-600) to its ultimate cross section, per the Department of Public Works and Transportation standards.*

**Applicant's Comment:** The applicant will provide a dedication of one-half of the 100-feet of dedication required to build Leeland Road (MC-600). Notwithstanding, an evaluation of the master planned alignment for MC-600 was completed and it was determined that significant impacts to the primary management area, wetlands and potentially, rare, threatened and endangered species would occur if the roadway is constructed within its current alignment. In an effort to minimize impacts to sensitive environmental features, the applicant is evaluating frontage improvements for construction of a two-lane, open section roadway, subject to approval of DPIE and DPW&T.

#### **A-9968-02**

In October 2020, the applicant filed a Basic Plan Amendment for the subject property. The purpose of the amendment is to allow for the development of the property as a modern logistic/employment park.

#### **Analysis of Traffic Impacts**

The subject property is currently unimproved and is located within Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and Signalized Intersections:** Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation per Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any TSA subject to meeting the geographical criteria in the "Guidelines".

**Unsignalized Intersections:** The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections:

For two-way stop-controlled intersections a three-part process is employed:

(a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

Based on that District Council prior approval, the maximum density allowed was a range of 625-1,139 dwelling units. That density had the potential of generating 741 AM peak hour trips, and 889 PM peak hour trips. The current application proposes a change in land use by proposing of

approximately 3.5 million square feet of warehousing development, generating 1,400 trips during each peak hour. Pursuant to Section 27-195(b)(1)(C) of the Zoning Ordinance, the criteria for approval of a Basic Plan as they relate to transportation are as follows:

*Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;*

To meet the legal threshold cited above, the applicant has provided staff, with an October 2020 Traffic Impact Study (TIS). The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the "Transportation Review Guidelines - Part 1- 2012". The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions. It is worth noting that one of the provisions of recent Council legislation (CB-22-2020) is that no traffic from this proposed development should be oriented to and from Leeland Road to the south of the subject property. As a result of this mandate by the council, the TIS did not consider any intersections along Leeland. Hence, the intersections mentioned in Conditions 5e, 5f, 5g and 5h will not be included in any traffic analyses. The following represents the intersections deemed critical for the proposed development:

EXISTING CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 @ Trade Zone Avenue	A/895	B/1022
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	No delay	No delay
US 301 @ Median Crossover Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road	A/668	A/818
US 301 @ Beechtree Parkway-Swanson Road	B/1012	D/1351
US 301 @ Village Drive	A/766	B/1021
US 301 @ MD 725	A/961	D/1312
US 301 @ Chrysler Drive	A/823	D/1357
Prince George's Boulevard @ Trade Zone Avenue *	<50 seconds	<50 seconds
Prince George's Boulevard @ Commerce Drive *	<50 seconds	<50 seconds
Prince George's Boulevard @ Queens Court *	<50 seconds	<50 seconds
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.		

The traffic study identified 13 background developments whose impact would affect some or all of the study intersections. Additionally, a growth of one percent over six years was also applied to the traffic volumes. A second analysis depicting background traffic conditions was done, yielding the following results:

BACKGROUND CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 @ Trade Zone Avenue	C/1164	<b>E/1511</b>
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	No delay	No delay
US 301 @ Median Crossover Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road	A/891	D/1357
US 301 @ Beechtree Parkway-Swanson Road	C/1222	<b>F/1677</b>
US 301 @ Village Drive	A/965	D/1347
US 301 @ MD 725	C/1196	<b>F/1658</b>
US 301 @ Chrysler Drive	B/1020	<b>F/1659</b>
Prince George's Boulevard @ Trade Zone Avenue *	<50 seconds	<50 seconds
Prince George's Boulevard @ Commerce Drive *	<50 seconds	<50 seconds
Prince George's Boulevard @ Queens Court *	<50 seconds	<50 seconds
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.		

Using the trip rates from the "Guidelines", the study has indicated that the subject application represents the following trip generation:

Table 1 - Trip Generation							
		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Warehouse (FAR 0.3, county rates)	3,500,000 Sq. feet	1,120	280	1,400	280	1,120	1,400
<b>Total new trips</b>		<b>1,120</b>	<b>280</b>	<b>1,400</b>	<b>280</b>	<b>1,120</b>	<b>1,400</b>

The table above indicates that the proposed development will be adding 1,400 trips during both peak hours. The analysis under existing condition assumes several unsignalized intersections. Under future conditions, the following intersection is assumed to be signalized:

1. US 301 @ Queens Court

A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS <i>with CIP improvements</i>		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 @ Trade Zone Avenue	A/984	D/1308
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	B/1132	C/1280
US 301 @ Median Crossover Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road <i>With additional improvement</i>	C/1212 B/1145	<b>E/1577</b> D/1427
US 301 @ Beechtree Parkway-Swanson Road	B/1070	D/1423
US 301 @ Village Drive	A/859	B/1069
US 301 @ MD 725	A/987	D/1359
US 301 @ Chrysler Drive	A/776	D/1331
Prince George's Boulevard @ Trade Zone Avenue *	<50 seconds	<50 seconds
Prince George's Boulevard @ Commerce Drive *	<50 seconds	<50 seconds
Prince George's Boulevard @ Queens Court *		
Tier 1: HCS Delay test	>50 seconds	>50 seconds
Tier 2: Minor Street Volume	>100 vehicles	>100 vehicles
Tier 3: CLV	A/833	A/755
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.		

The results under total traffic conditions show that the intersections will all operate adequately with the exception of US 301 @ Leeland Road. To that end, the applicant has agreed to provide an additional left turn lane (for a total of three lefts) on the eastbound approach, resulting in acceptable level of service for that intersection.

The TIS assumed improvements involving the upgrade to US 301 between MD 214 in the north and MD 4 to the south. Specifically, the improvements would involve a widening of US 301 from 4 to 6 through lanes. This improvement appears in the current (FY 2021-2026) county Capital Improvement Program (CIP) with full funding within six years. There is a provision in the CIP (4.66.0047) that the overall cost of \$32,000,000.00 (1989 dollars) will be borne by developer contribution. The TIS provides a tabular representation of the applicant's pro-rata share of the CIP-funded improvements. For each intersection, a determination is made of the overall excess capacity that is created by the CIP improvements. The amount of that excess capacity that is needed to get to level of service (LOS) D is then calculated and expressed as a percentage. The average percentage for both peak hours for all critical intersections along US 301 are then determined. The result of these analyses show that an average of 14.5 percent of the total capacity created by the CIP improvements, will be required by this development to meet the department's adequacy threshold. Staff supports this methodology and its conclusion. Because the projected price tag in the current CIP is set at \$32,000,000, the applicant's pro-rata share will be  $32,000,000 \times 0.145 = \$4,640,00.00$ . Based on a proposed development of 3,500,000 square-feet of gross floor area (GFA), the fee would



be  $\$4,640,000/3,500,000 = \$1.33$  per square-foot of GFA. This amount does not include the cost of an additional improvement at the intersection of Leeland Road and US 301. The applicant will be required to provide a triple left turn lane on Leeland Road to achieve LOS D.

### **Staff Review and Comments**

Having reviewed the traffic study, staff concurs with its findings and conclusions.

In addition to staff, the TIS was referred out to County and State agencies for review and comment, however, as of this writing, no comments have been received from the county agencies. Staff did receive from the State Highway Administration (SHA), a February 25, 2021 letter (Rigby to Lenhart) in which SHA concurred with the study findings. It is worth noting that the most recent basic plan approval for this development showed that the site could be generating 741 AM peak hour trips, and 889 PM peak hour trips. That proposal was predicated on the mostly residential development having two access points on Leeland Road. The pending application if approved would generate 1,400 trips in each peak hour, with only a single point of access. While this development would increase the trip generation by over 70 percent over both peak hours, the single point of access is projected to operate adequately. And while a second point of access would have been highly desirable to enhance the circulation on site, its single entry road (future Queens Court) will be dualized for its entire length. This will have some mitigating value in the event that the sole entry point is blocked in an emergency. These analyses were all predicated on the limited-movement intersection of Queens Court at US 301 be upgraded to a full-movement intersection (open median) and signalized. SHA, in its response letter has agreed to signalization.

### **Master Plan**

The subject property is located on the north side of Leeland Road, a master planned road that functions as a dividing line between two planning areas: the *2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B*, and the *2013 Approved Subregion 6 Master Plan and Sectional Map Amendment*. The subject property is also governed by the *Approved Countywide Master Plan of Transportation*, November 2009. All plans recommend Oak Grove Road-Leeland Road be upgraded to a major collector (MC-600) standard. The proposed application shows the planned facility in a location that is generally consistent with both plans. I-300 is a planned industrial road recommended in all three existing master plans. This future road is planned as Prince George's Boulevard extended south to Leeland Road. Approximately two thirds of this future road lies within the southeast section of the site. At the time of preliminary plan of subdivision for the subject property, the applicant will be required to dedicated right-of-way for the portion that occupies the site. Dedication along Leeland road will be required.

### **Transportation Staff Conclusions**

Based on the preceding findings, the Transportation Planning Section concludes that the development will not be an unreasonable burden on available public facilities as required by Section 27-521 of the Prince George's County Code if the application is approved with the following conditions:

1. Prior to approval of a building permit for each square foot of development, the applicant, his heirs, successors or assigns shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement, a fee calculated as \$1.33 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index if necessary.
2. At the time of preliminary plan, the applicant shall be conditioned to dedicate all rights-of-way for MC-600 (Leeland Road) and I-300 as identified by the Planning Department.
3. Prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
  - A. US 301 @ Leeland Road
    1. Provide three left turn lanes on the eastbound approach
    2. Provide two left turn lanes on the northbound approach
  - B. Prince George's Boulevard @ Queens Court-Site Access
    1. Provide a shared thru and left and a shared thru and right lane on the eastbound approach.
    2. Provide a shared thru and left and a shared thru and right lane on the westbound approach.
    3. Provide a shared thru and left and a shared thru and right lane on the northbound approach.

March 15, 2021

**MEMORANDUM**

**TO:** Henry Zhang, Senior Planner, Urban Design Section  
**VIA:** Mridula Gupta, Planner Coordinator, Subdivision Section *MG*  
**FROM:** Antoine Heath, Senior Planner, Subdivision Section *AH*  
**SUBJECT:** CDP-0505-01; National Capital Business Park

This Comprehensive Design Plan amendment (CDP) 0505-01 proposes to remove residential uses and replace with 3.5 million square feet of employment and institutional uses. The property subject to this application to amend CDP-0505 is located on Tax Map 77 in Grids A2, A3, A4, B2, B3, B4, C3, C4, F3, F4, as well as Tax Map 85 in Grid B1. The 442.30-acre site is known as Parcel 30 and is recorded in the Prince George's County Land Records in Liber 35350 at folio 319. An area of 426.52-acres of Parcel 30 is zoned Residential Suburban Development (R-S) and is the subject of this application. The remainder of Parcel 30 consisting of 15 acres in the Light Industrial (I-1) Zone, and 0.78 acres in the Residential Agriculture (R-A) Zone, is not included in this amendment. The subject property is located within the area of the 2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment.

Comprehensive Design Plan CDP-0505 for Willowbrook was approved by the Planning Board on April 9, 2007 (PGCPB Resolution No. 07-273) for residential development on an area of 427 acres consisting of 818 dwelling units, including 110 multifamily units, 153 single-family attached units, and 555 single-family detached units in the R-S Zone. 216 of these dwelling units were for a mixed retirement component.

**Prior Approvals**

**A-9968**

Zoning Map Amendment A-9968 was approved by the District Council as part of the 2006 Bowie Vicinity Master Plan and SMA by the adoption of CR-11-2006 on February 7, 2006, which rezoned the subject property from the Employment and Institutional Zone Area (E-I-A) and Residential-Agriculture (R-A) Zones to the Residential Suburban (R-S) Zone.

**A-9968-01**

Zoning Map Amendment A-9968-01 was approved by the District Council on May 13, 2019 to amend the Basic Plan (A-9968) to increase the number of dwelling units by 313 units, to increase

the allowed percentage of single-family attached dwelling units, change the size and location of dwelling units, as well as revise conditions and considerations of A-9968.

#### **A-9968-02**

The property is subject to the pending Basic Plan amendment A-9968-02 for National Capital Business Park which if approved by the District Council, will allow uses permitted in the Employment and Institutional Area (E-I-A) Zone in the I-1, R-A, and R-S Zones of the property for the development of 3.5 million square feet of employment/institutional uses, as well as any other use permitted in the E-I-A Zone. This application was heard by the ZHE on March 10, 2021. Proposed land use types and quantities for A-9968-02 are listed below.

#### **Proposed Land Use Types and Quantities**

**Total area: 442.30 ± acres**

**Total area (I-1 Zone): 15± acres (not included in density calculation)**

**Total area (R-A Zone): 0.78± acres (not included in the density calculation)**

**Total area (R-S Zone): 426.52 acres per approved natural resource inventory**

**Land in the 100-year floodplain: 92.49 acres**

**Adjusted gross area (426 less half of the floodplain): 380.27 acres**

**Proposed Use: Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 3.5 million square feet.**

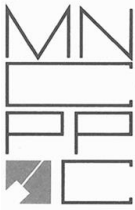
#### **CDP-0505-01**

With this amendment of CDP-0505, the applicant proposes to remove residential uses and replace with 3.5 million square feet of employment and institutional uses in accordance with A-9968-02.

#### **PPS 4-06066**

An overall preliminary plan of subdivision (PPS) 4-06066 titled Willowbrook was approved on February 8, 2007 (PGCPB Resolution No. 07-43) for 699 lots and 26 parcels for the development of 539 single-family detached dwellings, 160 attached dwellings, and 132 multifamily dwellings. Development proposed via A-9968-02 and CDP-0505-01, if approved, will require a new PPS to establish the newly proposed lots and parcels proposed for nonresidential development. It is noted that a PPS application (4-20032) for the site has also been submitted but has not yet been accepted for processing as of the writing of this referral. Final plats of subdivision will be required for these lots/parcels pursuant to the new PPS before permits may be issued.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The proposed amendment to CDP-0505 will require a new preliminary plan of subdivision. All bearings and distances must be clearly shown on the CDP and must be consistent with the record plats or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

**MEMORANDUM**

DATE: March 19, 2021

TO: Henry Zhang, Master Planner  
Urban Design Section  
Development Review Division  
Planning Department

VIA: Sonja Ewing, Assistant Division Chief *SME*  
Park Planning and Development Division  
Department of Parks and Recreation

FROM: Tom Burke, Planner Coordinator TB  
Land Acquisition/Management & Development Review Section  
Park Planning and Development Division  
Department of Parks and Recreation

SUBJECT: **CDP-0505-01 National Capital Business Park**

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The Department of Parks and Recreation (DPR) has reviewed and evaluated this application as it pertains to public parks and recreational facilities.

**PROPOSAL**

This application is a petition to amend the comprehensive design plan (CDP) for the project previously known as Willowbrook. The project is now known as National Capital Business Park and proposes the development of a modern logistics/employment park adjacent to the existing Collington Business Center. This CDP amendment seeks approval for the development of up to 3.5 million square feet of employment and institutional uses.

**BACKGROUND:**

The subject property is 442.30-acres within the Residential Suburban Development (R-S) Zone, a designated comprehensive design zone, and is located on the north side of Leeland Road in Upper Marlboro, approximately 3,178 feet west of its intersection with US 301. The proposed amendment is being filed in accordance with the provisions of the Prince George's County Zoning Ordinance purposes of allowing uses permitting in the Employment and Institutional Area (E-I-A) Zone on land in the R-S Zone pursuant to Section 27-515(b).

The site is subject to the *2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Area 71A, 71B, & 74B*, December 2013, the *2017 Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. This property is currently unimproved and fully wooded.

## REVIEW OF PREVIOUS CONDITIONS OF APPROVAL

**Sectional Map Amendment A-9968-02** was endorsed by the Prince George's County Planning Board on March 4, 2021 with 16 recommendation and two considerations. The Zoning Hearing Examiner held a public hearing for this application on March 10, 2021. The following conditions relate to DPR:

5. **The land to be conveyed to Maryland-National Capital Park and Planning Commission shall be subject to the conditions of Exhibit B, attached to the June 21, 2005, memorandum from the Prince George's County Department of Parks and Recreation. (Bates Stamped 63 of 63, Exhibit 28, A-9968/01).**

The statement of justification provides that the applicant is committed to dedicating the 20 acres for active recreation as required by the relevant provisions of Section 27-515(b), Footnote 38.

6. **The Applicant, the applicant's heirs, successors, and/or assigns shall construct a ten-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum ten-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.**
7. **A revised Plan showing parkland dedication and master plan trail shall be reviewed and approved by the Prince George's County Department of Parks and Recreation staff at the time of comprehensive design plan.**

The conceptual locations for the ten-foot-wide master plan hiker/biker trail along the Collington Branch Steam Valley, and the ten-foot-wide feeder trail to the employment uses are properly reflected on the CDP. DPR staff met with the applicant in the field and are in the process of determining a final alignment.

13. **At the time of comprehensive design plan review, specific acreage of parkland dedications shall be determined. This area may include a 1.7± acre parcel of land which was not previously committed for parkland dedication. The conditions of conveyance shall be determined by appropriate staff of the Maryland-National Capital Park and Planning Commission.**

The 1.7± acre parcel is an isolated section of the property on the west side of the railroad right-of-way and is not currently included as part of the

parkland dedication. The CDP shows the 20-acre community park consistent with requirements of Section 27-515(b), Footnote 38.

14. **At the time of comprehensive design plan the Applicant shall address its plan to grade a 10-acre developable portion of the dedicated parkland on the western side of the property, east of the Pennsylvania Railroad right-of-way to accommodate public recreational facilities and a parking lot.**

The applicant and DPR staff have participated in public meetings with two area community homeowners associations (Beech Tree and Oak Creek) to obtain input on specific park facility needs for local residents. DPR staff are currently evaluating this input and the needs for this section of the County.

16. **The conceptual location of the Collington Branch Stream Valley Trail, its feeder trail connecting to the proposed employment uses, and the Leeland road shared-use path shall be shown on the comprehensive design plan.**

The conceptual locations of these trails are provided on the CDP.

**DISCUSSION:**

The applicant has submitted a request to amend CDP-0505-01, including conditions related to the DPR, as provided in the section above. In accordance with Section 27-515(b), any use allowed in the E-I-A Zone, excluding those permitted by Special Exception, shall be permitted in the R-S Zone, subject to the conditions in Footnote 38, including the establishment of a public park of at least 20 acres. The details of the parkland dedication, the master plan trail, and the feeder trail will be reviewed in detail at the time of preliminary plan of subdivision and specific design plan.

**RECOMMENDATION:**

The Park Planning & Development Division of DPR recommends approval of the National Capital Business Park Comprehensive Design Plan amendment, CDP-0505-01.

cc: Bridget Stesney  
Alvin McNeal



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor-Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-3796

August 5, 2005

Merchantile Bank Real Estates  
766 Old Hammonds Ferry Road  
Linthicum Heights, MD 21090

Re: Notification of Planning Board Action on  
**Willowbrook A-9968**

Dear Applicant:

This is to advise you that on **July 28, 2005** the above-referenced application was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

The Planning Board's recommendation in this case has been forwarded to the District Council for Prince George's County. All persons of record will be notified of future public hearings. Please direct questions regarding this matter to Ms. Redis C. Floyd, Clerk of the County Council, at the above address.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-883-5784.)

Very truly yours,  
Faroll Hamer  
Development Review Division

By: *Cather H Wallace*  
Reviewer

cc: Zoning Hearing Examiner  
Peoples Zoning Council  
Zoning Enforcement  
Director of Environmental Resources  
Persons of Record

PGCPB No. 05-178





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-3796

PGCPB No. 05-178

File No.A-9968

RESOLUTION

WHEREAS, the Prince George's County Planning Board has reviewed Zoning Map Amendment Application No. 9968, requesting a rezoning from the E-I-A and R-A Zones to the R-S (Residential Suburban, 1.6-2.6) Comprehensive Design Zone in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, the Technical Staff Report recommends denial of the R-S Zone; with the further recommendation of approval of the R-L (Residential Low Development, 1.0-1.5); and

WHEREAS, the applicant submitted a revised basic plan on July 21, 2005 in response to the staff recommendation; and

WHEREAS, after consideration of the evidence presented at the public hearing on July 28, 2005, the Prince George's County Planning Board finds:

- A. **Location and Field Inspection:** The subject property is a large, wooded and undeveloped tract of land, located on the north side of Leeland Road approximately 3,250 feet west of US 301. It is described as part of Parcel 30 Tax Map 77, and it measures 427 acres in size.
- B. **History:** The site was rezoned from the R-A to the E-I-A Zone during the 1991 Bowie-Collington Sectional Map Amendment. The rezoning was contained in ZMA Application A-9829.
- C. **Master Plan Recommendation:**
  - 2002 General Plan: This application is located in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable.
  - Master Plan: *The Approved Master Plan and Adopted Sectional Map Amendment (SMA) for Bowie-Collington-Mitchellville and Vicinity (Planning Areas 71A, 71B, 74A, and 74B (1991) recommends employment and institutional uses.*
- D. **Request:** The existing E-I-A Zone is a Comprehensive Design Zone, which permits a mix of industrial/employment, commercial and public uses, to which a residential component was added in 2002, pursuant to CB-133-2002. This request is to rezone 425 acres of E-I-A-zoned property and a two-acre tract of land in the R-A Zone to the R-S (Residential-Suburban) Comprehensive Design Zone at a dwelling unit density range of 1.6 to 2.6 dwellings per acre. The two-acre site is separated from the rest of Parcel 30 by the Popes Creek Railroad tracks.

An update of the Bowie-Collington Master Plan and Sectional Map Amendment has been initiated, and final adoption is expected by the end of 2005. The applicant is requesting that this rezoning take place as part of the new master plan and sectional map amendment process, pursuant to Section 27-226 of the Zoning Ordinance.

A 15-acre parcel owned by the applicant and contained within the original basic plan can be developed in either the E-I-A or I-1 Zones, and will be further addressed through the Sectional Map Amendment.

The basic plan submitted on June 24, 2005 reflects the following land use types and quantities:

Total area:	427± acres
Land in the 100-year floodplain:	77.7± acres
Adjusted Gross Area:	(427 less half the floodplain)=388± acres
Mixed Retirement:	27± Acres
Adjusted Gross Area less Mixed Retirement:	361± acres
Density Permitted under the R-S Zone:	1.6–2.6 du/ac
Permitted Dwelling Unit Range (excluding mixed retirement):	577–938 du

Proposed Land Use Types and Quantities:

Residential: 361 acres @ 1.5 du/ac	104 acres—460 single-family detached units 9 acres—85 townhouse units 545 total units
Mixed Retirement: 27+ Acres @ 5.74 du/ac	31 single-family detached units 54 townhouse units 70 multifamily units 155 total units
Private Active Open Space:	9 acres
Public Active Open Space:	22 acres
Passive Open Space	223 acres

A revised plan was submitted on July 21, 2005, after the release of the Technical Staff Report. The revised plan shows 600 dwelling units (an increase of 35 townhouses) and 216 Mixed Retirement units (an increase of 61 multifamily units) for a total of 816 units compared to 700 total dwelling units reviewed in the Technical Staff Report. This request reflects a density of 1.6 units per acre for the 361 residential acres and 8 dwellings per acre for the mixed-use retirement component.

E. **Neighborhood and Surrounding Uses:** The neighborhood boundaries for this case are:

North—Central Avenue (MD 214)  
 East—Crain Highway (US 301)

South—Leeland Road  
West—Church Road

There are several neighborhood density variations among the properties adjacent to or near Willowbrook. The area north of the property, which is east of Church Road and south of Central Avenue, includes the developed subdivisions of Collington and The Hamptons in the R-R (Rural Residential) Zone. To the northeast of the property is the Collington Center, a 920-acre site in the E-I-A (Employment and Institutional Area) Zone, which is developed with offices, research, laboratories, and specialty manufacturing. It should be noted that a stream valley, which is 100± feet wide at its most narrow point, provides a buffer between Willowbrook and the Collington Business Center. Beyond the Collington Business Center is the Karington development, which is located near the intersection of Central Avenue and US301. Karington consists of 362 acres in the E-I-A, with 650,000 square feet of office use, 343,000 square feet of retail use, and 1,239 dwelling units (including 490 multifamily apartments, 210 multifamily condominium units, 20 live-work units, 120 multifamily senior units, 245 townhouse units and 154 single-family detached units).

On the eastern edge of Willowbrook is a stream valley that buffers the subject property from the Safeway Distribution Center, which is southeast of Willowbrook. Willowbrook is further buffered from Safeway by a 15±-acre parcel that is also owned by the applicant. Further southeast of Willowbrook is the Beechtree development, which is located on the west side of Robert Crain Highway (US 301), and bounded on the north by Leeland Road. Beechtree is an R-S-zoned property with a density level of approximately 3.0 dwelling units per acre. Just south of Willowbrook is Locust Hill, a parcel in the R-E Zone.

The Popes Creek Railroad tracks are located on the western border of Willowbrook. Beyond these tracks, further west of Willowbrook, is Oak Grove Road and Church Road. Church Road runs in a north/south direction, perpendicular to Oak Grove Road. Northwest of the property is the Oak Creek residential development, an 890-acre development in the R-L Zone. Oak Creek is located in the northwest quadrant of the intersection of Oak Grove and Church Roads. Oak Creek's residential development consists of 1,148 dwelling units, with a density level of 1.3 dwelling units per acre.

F. **Zoning Requirements:** Section 27-195(b) provides that prior to the approval of the application and the Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:

(A) The proposed Basic Plan shall either conform to:

- (i) The specific recommendation of a General Plan map, Area Master Plan map, or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties; or

(ii) **The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential buildings, and the location of land uses.**

1. Although this application is being reviewed through the master plan process and will be decided through the adoption of a revised sectional map amendment, the policies of the pending master plan revision have not yet been approved. Nevertheless, in reviewing this application, the District Council may rely upon the planning studies and rationales that provide the basis for the recommendations of the proposed preliminary master plan.

2. **2002 GENERAL PLAN**

This application is located in the Developing Tier of the 2002 General Plan. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The plan designates employment uses in Centers and Corridors where the employment is most appropriate. The subject property is not located in such a Center or Corridor.

3. **THE CURRENT MASTER PLAN**

The Bowie-Collington-Mitchellville and Vicinity Master Plan (1991) recommends employment and institutional uses. This property is within "Employment Area 6" known as the Collington Expansion Area. The approved development is also known as the Willowbrook Business Park. The 1991 master plan provides recommendations for this property on pages 137-138. The following are some of the relevant recommendations for this property:

- "This employment expansion area is not expected to realize its development potential in the foreseeable future because of its location, the opportunities and commitments within other employment areas, and the dependence on substantial road improvements prior to major development. However, if development proceeds in the near future, it should occur only after market sector and absorption studies are done to show the viability of large-scale development. Such approvals should not be granted until studies show that proposed uses are supportable in the market and that adequate land and building intensity exists to establish an identifiable and functional development.
- "Depending on the timing of development in this area, employment absorption trends, market opportunities, and public facility constraints, this employment expansion area, in particular, should be reevaluated during the next Master Plan/Sectional Map Amendment revision cycle in terms of employment alternatives and implementation techniques."

4. **PLANNING ANALYSIS**

The 1991 master plan envisioned that the development of this property would occur after market studies were done to show viability. No market studies have been carried out, but the lack of development proposals for this site since 1991 suggest that employment uses for the site are far less viable now than when contemplated 14 years ago. Also, the development of this property was predicated on the development of certain public facilities including the construction of Arterial A-

44. A-44 is on the 1991 master plan, but County Council Resolution CR-19-2003, which initiated the restudy of the Bowie-Collington plan, stipulated that there would be no further analysis or evaluation of this roadway in future plans. In addition, the approval of the Karington development, located in the northern portion of Employment Area 6, for a mix of office/retail and dwelling units indicates that it is appropriate to consider residential development within this neighborhood.

Planning studies undertaken to develop recommendations for the proposed preliminary Bowie and Vicinity Master Plan found that most of this site is not suitable for employment use, as previously planned, given the property's substantial environmental constraints. There are streams, wetlands and 100-year floodplains and associated areas of steep slopes with highly erodible soils and areas of severe slopes on the property. These conditions severely restrict the potential for the development of employment-related uses due to the difficulty of assembling large enough buildable sites. By comparison, low-density residential development in the 1.0 to 1.5 dwelling units per acre range provides lot layout flexibility while protecting environmentally sensitive areas. It provides an appropriate pattern of single-family development that conforms to the 2002 General Plan goals and policies for the Developing Tier. It provides a compatible transition from 1.3 dwelling units per acre found on the Oak Creek development, west of this site. In addition, lower intensity land use would reduce the number of vehicle trips on nearby roads. Low-density residential development will have less adverse impact on available public facilities, including schools and public safety.

#### 5. MIXED RETIREMENT DEVELOPMENT

The applicant proposes to build 155 to 216 dwelling units restricted to active adults. Mixed retirement development is defined by the Zoning Ordinance as "A residential community for retirement-aged persons developed under a uniform scheme of development, containing a mix of attached, detached, or multifamily dwelling units, nursing or care homes, or assisted living facilities. Each community shall be developed with not less than two (2) types of dwelling units." (Section 27-107.01(151)).

The preliminary master plan provides the following guidelines for senior housing:

- Development should be located within one-half mile of the edge of Bowie Regional Center or mixed-use activity centers to enhance its pedestrian orientation;
- Development should include pedestrian linkages to shopping and services in the adjacent Bowie Regional Center or mixed-use activity centers;
- Development should be of sufficient size to provide amenities, such as indoor parking or garages, gardens, plazas, swimming pools, or common eating areas;
- Development should have direct access to a collector road or greater to allow easy access for emergency medical services;
- Development should be served by public transit or shuttle buses to shopping and services in the Bowie Regional Center or mixed-use activity centers;

- Prior to approval of new development, a market analysis should be conducted that evaluates and satisfactorily demonstrates the need for senior housing.'

The applicant submitted a market analysis on July 21, 2005. The analysis was reviewed by the staff of the M-NCPPC Research Section, which agreed with the study conclusion that a market exists to support the requested number of units. The study also concludes that active seniors prefer to drive to destinations such as shopping and medical appointments. Additionally, the applicant proposes to provide a shuttle bus service, should the residents desire one, thereby satisfying the master plan intent to make the shopping and other facilities accessible to all residents.

- (B) The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan.

There are no retail commercial uses proposed for this site.

- (C) Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which 100 percent of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plan, or urban renewal plans.

In a rezoning application, a comparison is generally made between the trip generating potential of the subject property, based on the highest and best use of its current zoning category, versus the highest and best use permitted in the zoning category being sought. Section 27-515 of the County Code of Prince George's County lists a wide array of permitted uses within the E-I-A zone. However, the approved 1991 Bowie-Collington-Mitchellville and vicinity master plan assumed the subject property (A-9829) could potentially be developed with 3,900,000-5,000,000 square feet of light manufacturing and warehouse/distribution (including ancillary office and retail commercial), based on a F.A.R. of 0.30-0.38.

Estimated Trip Generation (Existing Zoning)		
Zoning/Use (existing)	Units/Square Feet	Daily Trips
E-I-A—Light Manufacturing	2,500,000 square feet	2,500 x 4.8*=12,000
E-I-A—Warehouse/Distribution	2,500,000 square feet	2,500 x 3.1*= 7,750
Total	5,000,000 square feet	19,750 trips

\* Based of trip rates from the guidelines.

Estimated Trip Generation (Subject Application)		
Zoning/Use (proposed)	Units/Square Feet	Daily Trips
R-S: 1.6-2.6 (425 acres)	425 x 2.6=1,105	1105 x 9*=9,945
Total	1,105 dwelling units	9,945 trips

\* Based of trip rates from the guidelines.

The subject application is seeking a rezoning to the R-S (1.6-2.6) Zone. On the basis of the information presented in the application and its supported documents, staff concludes that if this application were approved, the maximum number of trips that could be generated would be 9,945 daily trips. In contrast, based on its current E-I-A zoning, the property could potentially generate 19,750 daily trips, significantly higher than what is current being proposed.

Based on the above review, the trip generating potential of the proposed development will not lower the level of service anticipated by the land use and circulation systems shown on the approved Bowie-Collington-Mitchellville and Vicinity Master Plan.

#### **Traffic Circulation/Capacity**

Since the master plan analyses typically address capacity of roadway links and not intersections, it has not been determined at this time what the impact of this rezoning would have on individual intersections. To that end, the applicant will be required to provide a traffic study at the time of the filing of a comprehensive design plan as well as a preliminary plan of subdivision. The traffic shall address capacity issues at the following intersections:

- US 301/MD 725
- US 301/Village Drive
- US 301/Leeland Road
- US 301/Trade Zone Avenue
- Leeland Road/Safeway Access
- Oak Grove Road/Church Road
- Oak Grove Road/MD 193
- MD 202/MD 193

#### **Master Plan**

The subject property is located along the southern boundary of the area covered by the 1991 approved Bowie-Collington-Mitchellville and Vicinity Master Plan. The existing Bowie master plan was approved with a highway network which included A-44, a planned six-lane arterial that runs across the northern portion of the subject property, and I-2, a planned two-lane (north/south) industrial road that is east of the subject property, to connect A-44 with Leeland Road (MC-600) to the south. Since the Bowie plan was approved in 1991, the Collington South (parcel I-3) property (Safeway, Inc.) to the east of the subject site filed a preliminary plan of subdivision (4-97044). The Safeway property was subsequently approved (PGCPB 97-214), but without the required dedication for the I-2 master plan facility. Without the required dedication from Safeway, Inc., it now appears unlikely that the I-2 roadway can be built on the original master planned alignment.

The update to the existing (1991) Bowie-Collington-Mitchellville and Vicinity Master Plan has been underway for almost two years. One of the update recommendations in the preliminary Bowie and Vicinity Master Plan is the removal of the A-44 facility. While the proposed Bowie and Vicinity plan is still in the preliminary phase, it appears that A-44 will not be included in the updated master plan. With the impending removal of A-44, along with its interchange at US 301

(F-10), staff is now recommending an interchange to be built at the intersection of Leeland Road and US 301 (F-10). Should such an interchange be built, it would provide properties on the west side of US 301 with indirect access to the F-10 freeway. In order to complete this circulation on the west side of F-10, a new location for the I-2 roadway will need to be identified. The staff analysis considered an alignment through the 427 acres subject to this application. However, the alternative, to be partially located in the 15-acre parcel owned by the applicant and part of the current E-I-A basic plan, is the most logical and least disruptive solution.

- (D) Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries and fire stations) will be adequate for the uses proposed.**

Other public facilities are considered to be adequate for the uses proposed as indicated below:

#### **Parks and Recreation**

The *Bowie-Collington-Mitchellville* and *Vicinity* Master Plan designates a Collington Branch Stream as a public stream valley park. The Collington Branch Stream Valley Park, owned by M-NCPPC, adjoins the northern property line and continues on the south of Leeland Road in the Beechtree development. The stream valley within the Willowbrook property is one of two missing links in providing continuous public parkland along the Collington Branch between US 50 and the Buck Property in Upper Marlboro. The master plan also recommends a hiker/biker trail along the Collington Branch. The master planned trail along Collington Branch will be constructed in the Oak Creek Club, Beechtree, Buck Property, and Karrington developments.

The applicant's proposal indicates that 621 residential dwelling units will be constructed on 427 acres of property. Using current occupancy statistics for single-family dwelling units, one would predict that the proposed development would result in a population of 2,045 additional residents in the community.

The applicant proposes private recreation facilities on the site including a clubhouse with an outdoor pool and three small private park parcels. It is the opinion of DPR staff that these recreation facilities will not adequately serve the residents of this subdivision.

National and state standards for the provision of parkland call for 15 acres of local parkland for every thousand residents. These standards also recommend an additional 20 acres of regional parkland for every thousand residents. The existing level of service measurement for public parkland and outdoor recreational facilities for Planning Area 74A indicates a high need for both public parkland and recreational facilities. Application of standards for local parkland indicate that an additional nine acres of parkland per one thousand residents are currently needed in Planning Area 74A. By applying the same standards for projected population in a new community (2,045 residents), staff has determined that a minimum of 30 acres of additional public parkland suitable for active recreation would be required for a community of this size.



The demand for public parkland and recreation facilities will only grow with the extensive residential development, which is anticipated in this region of Prince George's County. Plans for the development of Oak Creek, Beechtree, the Buck Property, and Karrington subdivisions are already in the pipeline. While these developments committed to contribute parkland and/or a combination of public and private recreational facilities, Planning Area 74A is still in high need for public parkland and for public recreational facilities such as football, soccer and baseball fields.

The 1991 preliminary master plan and sectional map amendment for Bowie and Vicinity recommends a 20-acre community park in the project area. Section 24-134 of the Prince George's County Subdivision Regulations will require the mandatory dedication of 22 acres of parkland suitable for active and passive recreation at the time of subdivision.

In addressing the compliance with the requirements of the Comprehensive Design Zone, the applicant mentions that future development of the subject property will include amenities and provide public facilities as required by the state and the county. The Willowbrook proposal includes specific recreational amenities such as a clubhouse with outdoor pool, small private park parcels, and trails in the project area. The revised basic plan shows a public park and the applicant has agreed to dedicate approximately 22 acres of developable land for a community park, dedicate the stream valley along the Collington Branch, and construct the master planned hiker/biker trail along the stream (including the connector trails to the residential neighborhoods of the subject development) in accordance with the recommendations of the Parks Department.

The 22 acres of space usable for active recreational uses would have been required as part of mandatory dedication at the time of subdivision. In order to receive density increments for public benefit features at the comprehensive design plan phase of this process, the applicant will need to provide amenities above and beyond those normally required. The construction of the ten-foot-wide master plan hiker/biker trail in the Collington Branch stream valley and six-foot-wide feeder trails to the development pods are an example of a public benefit feature.

Private recreational facilities will also be required in accordance with the above-referenced guidelines. We note that three "community centers" are identified in the basic plan. The text references a clubhouse with an outdoor pool and three small private park parcels. Again, these are *not* considered public benefit features. In order to obtain full credit for public benefit features, the applicant must provide for the development of ball fields and other recreational facilities on the proposed park site as well as the recommended trails.

### **Other Community Facilities**

#### **Fire and Rescue**

The existing fire engine service at Upper Marlboro Fire Station, Company 20, has a service travel time of 3.78 minutes, which is within the 5.25-minute travel time guideline. The facility also provides ambulance and paramedic service within response time standards.

The above findings are in conformance with the *Approved Public Safety Master Plan* (1990) and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.

The subject site is approximately one-half mile from a proposed Leeland Road fire station site (CIP No. LK 510423). The proposed \$3,320,000 fire station is scheduled for completion in 2010.

### **Police Facilities**

The proposed development is within the service area for Police District II-Bowie. The Planning Board's current test for police adequacy is based on a standard complement of officers. As of 1/2/05, the county had 1,302 sworn officers and 43 student officers in the academy for a total of 1,345 personnel, which is within the standard of 1,278 officers. This police facility will adequately serve the population generated by the proposed suburban density residential complex.

### **Schools**

Students in the subject area are assigned to attend Kingsford Elementary, Kettering Middle School, and Largo High School. County Council bill CB-31-2003 establishes a school facilities surcharge in the amount of \$7,161 per dwelling if a building is located between I-495 and the District of Columbia; \$7,161 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,276 per dwelling for all other buildings.

The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

The Historic Preservation and Public Facilities Planning Section staff finds that this project meets the adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003 and CB-31-2003 and CR-23-2003. An adequate public facility schools test will be conducted at the time of subdivision application.

- (E) **Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety and welfare of the present and future inhabitants of the Regional District.**

### **Natural Environment**

1. The site has extensive areas of regulated environmental features including wetlands, streams and 100-year floodplain. Associated with these features are areas of steep and severe slopes. Collington Branch, one of the major north/south stream systems in the county, is located on the western portion of the site. The Countywide Green Infrastructure Plan shows this property as containing extensive areas of regulated features and shows the entire property to be within the evaluation areas of the plan. Within the evaluation areas, attention is to be paid to the layout and design of proposed development so as to minimize impacts to the regulated features and reduce overall forest fragmentation.

The Bowie and Vicinity Preliminary Master Plan designates Collington Branch as one of two primary corridors, the other being the Patuxent River. The text states: "Protect Primary Corridors (Patuxent River and Collington Branch) during the development review

process to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements.” As configured, the parcels have sufficient access onto Leeland Road so as to allow for the development of the parcels with no impacts to the regulated areas of the corridors. As such, the proposal should be conditioned so that it is developed without impacts to the regulated features.

The environmental information submitted is insufficient to fully evaluate the exact delineation of the regulated areas. The plan that contains the proposed delineation of regulated areas does not identify areas of steep and severe slopes and does not have labeled topography lines and a wetland study was not provided. The regulated areas, designated as Patuxent River Primary Management Areas (PMA) due to the property’s location within the Patuxent River watershed, have not been correctly shown on the plans because the areas of severe and steep slopes have not been properly included in the PMA delineations; however, it is possible to generally note that the property has contiguous areas of developable land throughout.

It should be noted that the forest stand delineation and other environmental information submitted were not reviewed in detail as part of this basic plan review application. When a conceptual development plan is submitted for review, all appropriate environmental information will be reviewed.

2. The site contains extensive areas of steep and severe slopes throughout the developable as well as the regulated areas. As such, this type of topography makes the construction of large pad sites for the development of industrial-style buildings difficult. The change of the zoning from the E-I-A Zone to a residential zone is appropriate given the topography and the other environmental constraints on the site.
3. Extensive areas of Marlboro clay exist on the site. The elevation of the Marlboro clay layer could influence the location of various proposed structures. Information regarding the location of the Marlboro clay layer is necessary early in the process in order to ensure that the development proposal approved is feasible to construct.
4. Areas of sensitive wildlife habitat exist on the site and rare, threatened and endangered species have been identified in the Collington Branch stream system. These resources have generally been confined to the wetland areas; however, surveys of the locations of rare, threatened and endangered plants are needed to ensure that the proposed development does not cause undue impacts.

### **Archeological Resources**

The proposed development may also have some impacts on archeological resources. The M-NCPPC Planning Department’s staff archeologist recommends a Phase I archeological investigation for the property. Collington Branch and an unnamed branch of Collington run through portions of the subject property. Six prehistoric and historic archeological sites are located just to the south of the subject property. These are: 18PR564 (19<sup>th</sup>-20<sup>th</sup>-century farmstead), 18PR565 (prehistoric), 18PR566 (17<sup>th</sup>-18<sup>th</sup>-century domestic site with possible structure; prehistoric Late Archaic period), 18PR567 (18<sup>th</sup>-20<sup>th</sup>-century domestic site; prehistoric Late Archaic Period), 18PR568 (19<sup>th</sup>-century cemetery), and 18PR569 (18<sup>th</sup>-20<sup>th</sup> century domestic farmstead; prehistoric Late Archaic Period).

In addition, the residence of Daniel Clark (no longer standing) is shown on the 1861 Martenet map as appearing within the eastern part of the property. Therefore, a Phase I (identification) archeological study of the site is recommended, prior to the approval of a preliminary plan of subdivision.

### Surrounding Development

1. The master plan recognizes Leeland Road as the most relevant boundary in establishing densities, with densities up to 3.0 per acre south of Leeland Road and densities of up to 1.5 dwelling units per acre to the northwest.
2. Additionally, the overall character of this portion of Leeland Road presents as rural-residential in character. For example, the property that has the most extensive frontage opposite the subject site on the south side of Leeland Road is in the R-A Zone with a dwelling unit density of one dwelling per every two acres. Although the Beechtree subdivision, also located south of Leeland Road, has a dwelling unit density of 3.0 du/acre, the small portion that fronts on Leeland Road opposite the subject site is approved for a small cluster of single-family detached houses. Higher density development in Beechtree is located interior to the site and at some distance from the subject property. A proposal for residential development on the subject property with a density of approximately 1.5 dwellings per acre could be compatible with this character. This is consistent with the upper end of the R-L Zone, rather than the R-S Zone.
3. It must be kept in mind that large areas of the site are not suitable for development. This means that the appearance of the development will reflect the net densities far more than the gross densities. The development of 700 residential units on the roughly 140 acres devoted to residential use would result in a net density of just over five dwelling units per acre. While certainly consistent with interior portions of Beechtree, this is not consistent with the character of the development along Leeland Road.
4. Because comprehensive design zones are intended to create a superior environment through the use of public benefit features, it is also important to note that the applicant will have few, if any, incentives to provide public benefit features if the development is approved at or below the base density of the R-S Zone. Approval near the upper end of the R-L Zone will allow the requested density, but only with the provision of the public benefit features for which these zones were created.
5. The applicant's revised basic plan date July 21, 2005 partially responds to the staff comment to move the proposed townhouse development closer to the interior of the site, by moving the community center and a recreation area to the area near the Leeland Road frontage. The location of the proposed senior housing near the entrance has not been addressed. The basic plan should show a buffer area between Leeland Road and the location of any townhouse or multifamily development sufficient to fully screen these units from views from the roadway to retain the current wooded character of the frontage.
6. The proposal includes a two-acre portion of land separated from the rest of the 245 acres of land by the railroad tracks. The inclusion of the property appears to be for the purpose

of maximizing the land on the other side of the tracks. The revised plan indicates that this parcel is a potential church site. The location of this proposed is unlikely to function as a resource for the future residents of the project due to its inaccessibility to pedestrian access due to the railroad tracks.

7. The extension of Prince George's Boulevard to Leeland Road will create a major intersection. The appearance of the development from the intersection will be analyzed at the time of the Comprehensive Design and Specific Design Plans.
8. The natural aesthetic qualities of the site should be accentuated by a design that is in part determined by the environmental constraints of the site. Streets should not be uniformly double loaded. Single loaded streets and/or breaks between lots should be strategically placed to provide visual relief and afford views into open space.
9. Recreational facilities should be dispersed throughout the subdivision so as to provide nearby recreational facilities for all residents. The type of recreational facilities shall be determined at the time of Comprehensive Design Plan. They should accommodate all age residents and should include such elements as a pool, tot lots, preteen lots, tennis courts and trails, and passive recreational facilities.
10. The proposed project is largely compatible with its surrounding area. Railroad tracks, which form part of the western border of the project, are distant from the residential portion of the Willowbrook Property. However, E-I-A zoning and industrial development, located north and east of the proposed project, within the Collington Center Industrial Park, are directly adjacent to proposed residential pods. It seems appropriate to incorporate a buffer in this area and the basic plan revised on July 21, 2005 appears to provide that buffer. The existing floodplain and woodland should be studied to determine its quality as an effective buffer. Existing woodland could be augmented by additional plantings so that the project is sufficiently protected from the adjacent area that is zoned E-I-A (other than parkland). The combination of R-S, R-A and R-R zoning, partially developed with rural residential single-family homes, to the south of the proposed project across Leeland Road, do not present land use conflicts with residential development in low-suburban density ranges.
11. It should be specified on the plan which of the residential use is to be multifamily. If active adult residential is the multifamily use proposed on the site, it should be identified as such.

**Notwithstanding subparagraphs (C) and (D) above, where the application anticipates a construction schedule of more than six years (Section 27-179), public facilities (existing or scheduled for construction within the first six years) will be adequate to serve the development proposed to occur within the first six years. The Council shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship**

**of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.**

Not applicable.

**G. Conformance with the Purposes of the R-S and R-L Zones:**

The purposes of the R-S and R-L Zones are found in Sections 27-511 and 27-514.08, respectively. The first six purposes of both zones are identical and are listed as follows:

- (1) **Establish (in the public interest) a plan implementation zone, in which (among other things):**
  - (A) **Permissible residential density is dependent upon providing public benefit features and related density increment factors; and**
  - (B) **The location of the zone must be in accordance with the adopted and approved General Plan, Master Plan, or public urban renewal plan;**
- (2) **Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, and public urban renewal plans) can serve as the criteria for judging individual development proposals;**
- (3) **Assure the compatibility of proposed land uses with existing and proposed surrounding land uses, and existing and proposed public facilities and services, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District;**
- (4) **Encourage amenities and public facilities to be provided in conjunction with residential development;**
- (5) **Encourage and stimulate balanced land development; and**
- (6) **Improve the overall quality and variety of residential environments in the Regional District.**

The development of the subject property in the R-L Zone will more nearly satisfy these purposes than developing the site in the R-S Zone. The provision of public benefit features is a major reason for the creation of these zones, and with the development of the site in the R-L Zone the applicant has far greater incentives to provide the public benefit features needed to create a superior development. The location of the R-L Zone conforms to the recommendations of the Community Planning Division, which concluded that the same environmental constraints that lessen the suitability of the site for employment uses, requires the flexibility and sensitivity to the environment of a lot layout provided by a lower density residential zone. Moreover, a dwelling unit density ranging from 1.0 to 1.5 dwellings per acre is more consistent with the character of the current and approved development and the zoning along this portion of Leeland Road.

The R-L Zone adds the following three additional purposes:

- (7) **Encourage low-density residential development, which provides for a variety of one-family dwelling types, including a large lot component, in a planned development;**
- (8) **Protect significant natural, cultural, historical, or environmental features and create substantial open space areas in concert with a unique living environment; and**
- (9) **Protect viewsheds and landscape/woodland buffers along the primary roadways and woodlands, open fields, and other natural amenities within the Zone.**

These additional purposes of the R-L Zone are appropriate to the subject site and suggest again the suitability of the R-L Zone at this location. The emphasis of the R-L Zone is on maintaining a rural, low-density character, yet it permits up to 20 percent of units to be townhouses and includes the possibility of mixed-retirement development, should the decision ultimately be made to include an active senior housing component at this site. The zone also specifies the importance of viewsheds and landscape/woodland buffers along primary roadways; an element we believe is missing from the proposed basic plan.

## CONCLUSION

Based on the above analysis we conclude that the requested R-S Zone is not appropriate at this location, and, therefore, recommend DENIAL of the R-S Zone. We furthermore find that the R-L Zone can provide for a development that is both harmonious with the surrounding area and responsive to the applicant's goals for the development of this property. We, therefore, recommend APPROVAL of the R-L Zone with the following basic plan revisions and conditions of approval listed below.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and recommends to the District Council for Prince George's County, Maryland that the above-noted application be DENIED; with the further recommendation of APPROVAL for the R-L Zone, subject to the following conditions:

The Basic Plan shall be revised to show the following revisions:

1. Land use types and quantities:

- Total area: 427 acres
- Land in the 100-year floodplain: 77.7 acres
- Adjusted Gross Area (427 less half the floodplain): 388± acres
- Land devoted to mixed retirement development: 27 acres
- Adjusted Gross Area (388 less 27 acres): 361± acres

Market Rate Development

- 361 acres @ 1.0 to 1.36 du/ac = 361 to 490 dwellings
- Approximately 84 percent single-family detached and 16 percent townhouse units

Mixed Retirement Development

- 27 acres @ 2.2 to 5.55 du/ac = 60 – 150 dwellings
- Approximately 20 percent single-family detached, 35 percent townhouse, and 45 percent multifamily units

Open Space

- Public Active Open Space: 20± acres, as shown on DPR Exhibit A
- Private Active Open Space: 10 – 12 ± acres
- Passive Open Space: 220± acres

2. The location of a ten-foot-wide master plan hiker/biker trail in the Collington Branch Stream Valley and the six-foot-wide feeder trails to the development pods.
3. A buffer area between Leeland Road and the location of any townhouse or multifamily development sufficient to fully screen these units from views from the roadway to retain the current wooded character of the frontage.
4. The addition of a small active recreation area centrally located to the proposed development as was shown on the basic plan submitted in May, 2005.
5. The amenities proposed for the mixed retirement development shall be listed on the face of the plan.

The following conditions and considerations of approval shall be printed on the face of the basic plan prior to signature approval:

CONDITIONS:

1. At the time of the submission of a Comprehensive Design Plan/Preliminary Plan of Subdivision, the applicant (or his heir, successors or assignees) shall provide a traffic study that analyzes the following intersections:
  - a. US 301/MD 725
  - b. US 301/Village Drive
  - c. US 301/Leeland Road
  - d. US 301/Trade Zone Avenue
  - e. Leeland Road/Safeway Access
  - f. Oak Grove Road/Church Road
  - g. Oak Grove Road/MD 193
  - h. MD 202/MD 193
2. At the time of preliminary plan of subdivision, the applicant shall provide the dedication for one-half of the 100 feet of dedication required to build Leeland Road (MC-600) to its ultimate cross section per DPW&T standards.



3. At the time of preliminary plan of subdivision, the applicant shall dedicate 100± acres of parkland to M-NCPPC including the Collington Branch stream valley and 20 acres of developable land for active recreation as shown on DPR Exhibit A.
4. The land to be conveyed to M-NCPPC shall be subject to the conditions of Exhibit B, attached to the June 21, 2005 memorandum from the Parks Department.
5. The applicant shall construct a ten-foot-wide master plan hiker/biker trail in the Collington Branch stream valley and 6-foot wide feeder trails to the development pods.
6. Prior to signature approval of the subject application, a revised plan showing parkland dedication and master planned trail shall be reviewed and approved by the DPR staff.
7. The applicant shall provide adequate private recreational facilities to meet the future subdivision requirements for the proposed development. The private recreational facilities shall be constructed in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*.
8. The applicant shall construct recreational facilities typical for a 20-acre community park, such as ball fields, a playground, tennis or basketball courts, shelters and restroom facilities. The list of recreational facilities shall be determined at the preliminary plan of subdivision and specific design plan stage. The construction of park facilities shall be eligible for the award of density increments based upon the regulations of the R-L Zone.
9. The submission package of the comprehensive design plan shall contain a signed natural resources inventory (NRI). The NRI shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.
10. A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the CDP application package.
11. A protocol for surveying the locations of all rare, threatened and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources prior to acceptance of the CDP and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any application for preliminary plans.
12. Prior to the approval of a preliminary plan of subdivision, a Phase I archeological investigation shall be conducted according to Maryland Historical Trust (MHT) guidelines, *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994); and a report shall be submitted according to the MHT guidelines and the American Antiquity or Society of Historical Archaeology style guide. Archeological excavations shall be spaced along a regular 20-meter or 50-foot grid and excavations should be clearly identified on a map to be submitted as part of the report.

#### COMPREHENSIVE DESIGN PLAN CONSIDERATIONS:

1. The proposal includes a two-acre portion of land separated from the rest of the 245 acres of land by the railroad tracks. The revised plan indicates that this parcel is a potential church site. The

location of this proposed is unlikely to function as a resource for the future residents of the project due to its inaccessibility to pedestrian access due to the railroad tracks.

2. The extension of Prince George's Boulevard to Leeland Road will create a major intersection. The appearance of the development from the intersection will be analyzed at the time of the Comprehensive Design and Specific Design Plans.
3. The natural aesthetic qualities of the site should be accentuated by a design that is in part determined by the environmental constraints of the site. Streets should not be uniformly double loaded. Single loaded streets and/or breaks between lots should be strategically placed to provide visual relief and afford views into open space.
4. Recreational facilities should be dispersed throughout the subdivision so as to provide nearby recreational facilities for all residents. The type of recreational facilities shall be determined at the time of Comprehensive Design Plan. They should accommodate all age residents and should include such elements as a pool, tot lots, preteen lots, tennis courts and trails, and passive recreational facilities.
5. A 200-foot buffer shall be maintained between the residential lots and adjacent land other than parkland that is in the E-I-A Zone. The existing woodland may be augmented by additional plantings so that the project is sufficiently protected from the impacts of the adjacent development.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Chairman Hewlett, with Commissioners Squire, Hewlett, Eley and Vaughns voting in favor of the motion, at its regular meeting held on Thursday, July 28, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of July, 2005.

Trudye Morgan Johnson  
Executive Director

*Frances J. Guertin*

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:cw:gr

(Revised 8/9/01)

APPROVED AS TO LEGAL SUFFICIENCY.

*Mac*  
M-NCPPC Legal Department

Date 8-3-05 DP-0505-01\_Backup 54 of 191



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council  
May 29, 2019 (301) 952-3600

**RE: A-9968-01 Willowbrook (Amendment of Basic Plan and Conditions)  
WBLH, LLC, Applicant**

## ***NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL***

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed a copy of Zoning Ordinance No. 5 - 2019 setting forth the action taken by the District Council in this case on May 13, 2019.

### ***CERTIFICATE OF SERVICE***

This is to certify that on May 29, 2019, this notice and attached Council order were mailed, postage prepaid, to all persons of record.

A handwritten signature in black ink that reads "Redis C. Floyd".

Redis C. Floyd  
Clerk of the Council

**County Administration Building  
14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772**

Case No.: A-9968-01  
Willowbrook  
(Amendment of Basic Plan  
and Conditions)

Applicant: WBLH, LLC

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

ZONING ORDINANCE NO. 5-2019

AN ORDINANCE to amend the Basic Plan and Conditions previously approved by the District Council in Zoning Map Amendment A-9968.

WHEREAS, the subject property is located on the north side of Leeland Road, all but 2 acres of which are east of the Popes Creek Branch of the CSX Railroad right-of-way, and approximately 3,178 feet west of US 301 (Robert Crain Highway). Leeland Road is a master planned right-of-way, which abuts the subject property to the south and is a designated scenic road. The property is undeveloped, wooded, and contains numerous environmental features; and

WHEREAS, the 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment, was approved by Council Resolution (CR-11-2006) on February 7, 2006, which rezoned the subject property to the R-S Zone (CR-11-2006, Amendment 7, pages 18 and 31 through 34) subject to the 13 Conditions and three (3) Considerations; and

WHEREAS, on April 9, 2007, a Comprehensive Design Plan, CDP-0505, subject to 34 conditions, and Type I Tree Conservation Plan, TCPI-010-06 were approved by the District Council for a total of 818 residential dwelling units, of which 602 were market rate (97 townhouse and 505 single-family detached units) and 216 units were in a mixed-retirement component (50 single-family detached, 56 townhomes, and 110 multifamily units). The CDP Conditions are not applicable to the review of this Application; and

WHEREAS, on March 15, 2007, Preliminary Plan of Subdivision, PPS-4-06066, and Type I Tree Conservation Plan, TCPI-010-06-01, were approved by the Prince George's County Planning Board (PGCPB Resolution No. 07-43) subject to 31 Conditions. Subsequently a number of extensions, waivers and reconsiderations were approved by the Planning Board. Most recently on March 8, 2018 (PGCPB Resolution No. 07-43(A)) the Planning Board reconsidered the conditions to construct a roundabout at the intersection of Oak Grove Road and Church Road and convert the roundabout to a four-way signal-controlled intersection. PPS conditions are not applicable to the review of the current Application, but the modification of the intersection is noted for informational purposes; and

WHEREAS, on March 30, 2017, Specific Design Plan, SDP-1603, and associated Type II Tree Conservation Plan, TCPII-028-2016, (PGCPB Resolution No. 17-144), for Phase One (Phase I) of the development, which proposed 183 single-family detached and 93 single-family attached market-rate lots, 43 single-family detached and 52 single-family attached mixed-retirement residential lots, and single-family attached architecture, was approved subject to 15 conditions. The SDP Conditions are not applicable to the review of the instant Application; and

WHEREAS, Zoning Map Amendment A-9968-01 is a request to amend the Basic Plan for Willowbrook to increase the number of dwelling units, to increase the percentage of single family attached dwelling units, to change the size and location of dwelling units, and to revise conditions and considerations of Basic Plan approval, pursuant to §27-197(c) of the Zoning Ordinance, on approximately 442.30 acres of land, in the R-S (Residential Suburban Development), the I-1 (Light Industrial) and the R-A (Residential Agricultural) Zones, located on the north side of Leeland Road, approximately 3,178 feet west of the intersection of Leeland Road and US 301 (Robert Crain Highway), Upper Marlboro, Councilmanic District 6; and

WHEREAS, the application was advertised and the property was posted prior to public hearings, in accordance with all requirements of law; and

WHEREAS, the application to amend the Basic Plan and Conditions was reviewed by the Planning Department's Technical Staff; and

WHEREAS, Technical Staff recommended that the application be approved with conditions; and

WHEREAS, after consideration of the evidence presented at the public hearing held on September 20, 2018, the Planning Board recommended that the application be approved with conditions; and

WHEREAS, on November 7, 2018, an evidentiary hearing was held on the application to amend the Basic Plan and Conditions before the Zoning Hearing Examiner; and

WHEREAS, on April 2, 2019, the Zoning Hearing Examiner issued a notice of decision; and

WHEREAS, the Examiner recommended that the application to amend the Basic Plan and Conditions be approved with conditions; and

WHEREAS, as the basis for its final decision, the District Council adopts and incorporates by reference, as if fully stated herein, the Examiner's decision issued on April 2, 2019.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The request to amend the Basic Plan and Conditions for Willowbrook to increase the number of dwelling units, to increase the percentage of single family attached dwelling units, to change the size and location of dwelling units, and to revise conditions and considerations of Basic Plan approval, pursuant to §27-197(c) of the Zoning Ordinance, on approximately 442.30 acres of land, in the R-S (Residential Suburban Development), the I-1 (Light Industrial) and the

R-A (Residential Agricultural) Zones, located on the north side of Leeland Road, approximately 3,178 feet west of the intersection of Leeland Road and US 301 (Robert Crain Highway), Upper Marlboro, Councilmanic District 6, is hereby conditionally APPROVED.

SECTION 2. Use of the subject property shall be subject to all requirements in the applicable zones and to the requirements in the conditions herein. Failure to comply with any stated condition shall constitute a zoning violation and shall constitute sufficient grounds for the District Council to annul the rezoning and Basic Plan as conditionally approved; to revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; and/or to take any other action deemed necessary to obtain compliance.

Amendment of the Basic Plan and Conditions in A-9968-01, is subject to the following Conditions and Considerations:

**Conditions:**

1. Proposed Land Use Types and Quantities

Total Area:	442.30 acres
Total in (I-1 Zone):	15± acres (not included in density calculation)
Total area (R-A Zone):	0.78± acres (not included in density calculation)
Total area (R-S Zone):	426.52 acres per approved NRI
Land in the 100-year floodplain:	92.49 acres
Adjusted gross area (426 less half of the floodplain):	380.27 acres
Land devoted to mixed-retirement development:	28 acres
Adjusted gross area (380.27 less 28 acres):	352.27 acres

#### Market Rate Development

352.27 acres @ 1.6 to 2.6 DU/acre = 563 to 915 dwellings\*

\*Attached dwelling units shall not exceed 35% of total number of dwelling units (i.e., 624 to 1,139 dwelling units pursuant to Section 27-513(d)(3)).

#### Mixed-Retirement Development

28 acres @ 2.2 to 8.0 DU/acre = 61 to 224 dwellings\*

\*Mixed-retirement units may include single-family attached, single-family detached and multifamily units.

\*The 35% limitation on attached dwelling units shall not include attached mixed-retirement units pursuant to Section 27-513(d)(3).

#### Open Space

Public active open space:	20± acres
Private active open space:	11± acres
Passive open space:	220± acres

2. In the event of a townhouse or multifamily, a buffer area shall be located between Leeland Road and any townhouse or multifamily development sufficient to appropriately screen these units with plantings, as determined by the Staff of the Development Review Division, from view from the roadway and to retain the current wooded character of the frontage, consistent with the buffering for Leeland Road as shown on SDP-1603.
3. A small activity recreation area shall be centrally located within the proposed development, as shown in the original 2006 approved Basic Plan.
4. The amenities proposed for the mixed retirement development shall be listed on the Comprehensive Design Plan.
5. At the time of the submission of a Comprehensive Design Plan or Preliminary Plan of Subdivision, the Applicant shall provide a traffic study that analyzes the following intersections:
  - a. US 301/MD 725
  - b. US 301/Village Drive
  - c. US 301/Leeland Road
  - d. US 301/Trade Zone Avenue
  - e. Leeland Road/Safeway Access
  - f. Oak Grove Road/Church Road
  - g. Oak Grove Road/MD 193
  - h. MD 202/MD 193



6. At the time of Preliminary Plan of Subdivision, the Applicant shall provide the dedication for one-half of the 100 feet of dedication required to build Leeland Road (MC-600) to its ultimate cross section, per the Department of Public Works and Transportation standards.
7. At the time of Preliminary Plan of Subdivision, the Applicant shall dedicate 100± acres of parkland to M-NCPPC, including the Collington Branch stream valley and 20 acres of developable land for active recreation, as shown on Department of Parks and Recreation Exhibit A. (Bates Stamped 62 of 63, Exhibit 28, A-9968/01).
8. The land to be conveyed to M-NCPPC shall be subject to the conditions of Exhibit B, attached to the June 21, 2005, memorandum from the Department of Parks and Recreation. (Bates Stamped 63 of 63, Exhibit 28, A-9968/01).
9. The Applicant shall construct a ten (10)-foot-wide Master Plan hiker/biker trail located in Collington Branch Stream Valley and six-foot-wide feeder trails to the development pods. The ten (10)-foot width of the Master Plan trail may be modified at appropriate locations to respond to environmental constraints.
10. A revised Plan showing parkland dedication and Master Plan trail shall be reviewed and approved by the Department of Parks and Recreation staff at the time of Comprehensive Design Plan.
11. The Applicant shall provide adequate private recreational facilities to meet the future subdivision requirements for the proposed development. The private recreational facilities shall be constructed in accordance with the standards outlined in the Park and Recreation Facilities Guidelines.
12. The Applicant shall construct recreational facilities typical for a 20-acre community park, such as ball fields, a playground, tennis or basketball courts, shelters, and restroom facilities. The list of recreational facilities shall be determined at the Preliminary Plan of Subdivision and Specific Design Plan stage. The construction of park facilities shall be eligible for the award of density increments based upon the regulations of the R-S Zone.
13. The submission package of the Comprehensive Design Plan shall contain a signed Natural Resource Inventory Plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.
14. A geotechnical study that identifies the location and elevation of the Marlboro Clay layer throughout the site shall be submitted as part of the Comprehensive Design Plan application.

15. A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the Comprehensive Design Plan and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any application for Preliminary Plans.
16. Prior to the signature certification of the Preliminary Plan of Subdivision, a Phase I archeological investigation shall be conducted according to the Maryland Historical Trust (MHT) guidelines, Standards and Guidelines for Archeological Investigations in Maryland (Shaffer and Cole 1194); and a report shall be submitted in accordance to the MHT guidelines and the American Antiquity or Society of Historical Archaeology style guide. Archeological excavations shall be spaced along a regular 20-meter or 50-foot grid and excavations should be clearly identified on a map to be submitted as part of the report.
17. Public benefit features shown on the Basic Plan, and any future Comprehensive Design Plans, such as a swimming pool, community buildings, recreation facilities, and open space, shall either be constructed or provided as described on the Plan.
18. If a determination is made at the time of Comprehensive Design Plan, based on the proposed total density, that the proposed dedication of public parkland and public recreational facilities are insufficient, additional on and/or off dedication of public parkland and/or public recreational facilities shall be provided to satisfactorily meet the recreational needs of this community.
19. Prior to acceptance of the Preliminary Plan of Subdivision, a revised Natural Resources Inventory Plan shall be submitted and approved.
20. At the time of Comprehensive Design Plan, specific lot sizes for both single-family attached and detached dwelling units shall be specified to ensure the lot sizes are compatible with the surrounding Beechtree and Oak Creek development.
21. At the time of Comprehensive Design Plan, the Applicant shall demonstrate that public benefit features above those previously required will be provided to justify the density proposed with this Application.
22. At the time of Comprehensive Design Plan review, specific acreage of parkland dedications shall be determined. This area may include a 1.7± acre parcel of land which was not previously committed for parkland dedication. The conditions of conveyance shall be determined by appropriate staff of M-NCPPC.

23. At the time of Comprehensive Design Plan the Applicant shall address its plan to grade a 10-acre developable portion of the dedicated parkland (including a 1.7± acre parcel of land from the Willowbrook project area which was not previously committed for parkland dedication) on the northeast corner of the property next to the Pennsylvania Railroad right-of-way to accommodate ball fields and a parking lot.

**Comprehensive Design Plan Considerations:**

1. The natural aesthetic qualities of the site should be accentuated by a design that is in part determined by the environmental constraints of the site. Streets should not be uniformly double loaded. Single loaded streets and/or breaks between lots should be strategically placed to provide visual relief and afford views into open space.
2. Recreational facilities should be dispersed throughout the subdivision so as to provide nearby recreational facilities for all residents. The type of recreational facilities shall be determined at the time of Comprehensive Design Plan. They should accommodate all age residents and should include such elements as a pool, tot lots, preteen lots, tennis courts and trails, and passive recreational facilities.
3. A 200-foot buffer should be maintained, if determined appropriate at the time of Comprehensive Design Plan, between the residential lots and adjacent land other than parkland that is in the E-I-A Zone. The existing woodland may be augmented by additional plantings so that the project is sufficiently protected from the impacts of the adjacent development.
4. Ensure that the relationship between dwellings preserves privacy and improves the streetscape to promote the best relationships from one dwelling to another and the open space.
5. Single-family dwelling units shall have a range of lot sizes and lot standards, to ensure a variety of housing types, which shall include carriage homes and townhouses for attached dwellings, and large and small lots for detached dwellings.

SECTION 3. The Ordinance shall become effective upon enactment.

ENACTED this 13<sup>th</sup> day of May, 2019, by the following vote:

In Favor: Council Members Anderson-Walker, Davis, Dernoga, Franklin, Glaros, Harrison, Hawkins, Ivey, Streeter, Taveras, and Turner.

Opposed:

Abstained:

Absent:

Vote: 11-0.

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: Todd M. Turner  
Todd M. Turner, Chair

ATTEST:  
Redis C. Floyd  
Redis C. Floyd  
Clerk of the Council

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**  
**SITTING AS THE DISTRICT COUNCIL**  
**2006 Legislative Session**

Resolution No. CR-11-2006  
Proposed by The Chairman (by request – Planning Board)  
Introduced by Council Members Dean, Exum, Harrington and Dernoga  
Co-Sponsors \_\_\_\_\_  
Date of Introduction February 7, 2006

**RESOLUTION**

1 A RESOLUTION concerning

2           The Master Plan and Sectional Map Amendment for Bowie and Vicinity

3 For the purpose of Approving the Master Plan and Sectional Map Amendment for Bowie and  
4 Vicinity thereby defining long range land use and development policies, and setting forth and  
5 adopting detailed zoning proposals in Planning Areas 71A, 71B, 74A, and 74B, for the area  
6 generally bounded by the Patuxent River to the east and northeast; the Beltsville Agricultural  
7 Research Center and Patuxent Wildlife Research Center to the northwest; Springfield Road,  
8 Hillmeade Road, Enterprise Road, and Watkins Park Drive to the west; and Oak Grove Road,  
9 Leeland Road, and District Branch to the south.

10           WHEREAS, the Master Plan and Sectional Map Amendment for Bowie and Vicinity  
11 amends the 1991 *Approved Master Plan and Adopted Sectional Map Amendment (SMA) for*  
12 *Bowie-Collington-Mitchellville and Vicinity, Planning Areas 71A, 71B, 74A, and 74B*; the 2002  
13 *Prince George's County Approved General Plan*; the 2005 *Countywide Green Infrastructure*  
14 *Functional Master Plan*; the 1982 *Master Plan of Transportation*; the 1983 *Functional Master*  
15 *Plan for Public School Sites*; the 1990 *Public Safety Master Plan*; the 1992 *Prince George's*  
16 *County Historic Sites and Districts Plan*; and the 1975 *Countywide Trails Plan with the 1985*  
17 *Equestrian Addendum*; and

18           WHEREAS, the master planning area covers the City of Bowie and the surrounding area;  
19 and

20           WHEREAS, the purpose of the Master Plan and Sectional Map Amendment for Bowie  
21 and Vicinity is to develop visions, goals, policies, strategies, and appropriate zoning to

1 implement a comprehensive policy plan for the Bowie and Vicinity area, in accordance with the  
2 goals and policies of the 2002 *Prince George's County Approved General Plan*; and

3 WHEREAS, the Master Plan and Sectional Map Amendment for Bowie and Vicinity  
4 contains a zoning proposal known as the sectional map amendment (SMA), intended to  
5 implement the land use recommendations of the master plan for the foreseeable future; and

6 WHEREAS, a public forum was held on June 5, 2003, where the public had an  
7 opportunity to provide comments on the issues and possible strategies presented in the Public  
8 Forum Information Brochure; and

9 WHEREAS, the District Council approved the Goals, Concepts and Guidelines and the  
10 Public Participation Program on September 30, 2003; and

11 WHEREAS, as part of the public participation program, focus groups were formed, to  
12 examine planning issues for the Developing Tier, the Rural Tier, the Bowie Regional Center  
13 identified by the 2002 General Plan, and future mixed-use activity centers including the Old  
14 Town Bowie area; and

15 WHEREAS, a charrette process was then determined to be the form of public  
16 participation to be used for input in the preparation of the master plan; and

17 WHEREAS, a pre-charrette meeting was held on September 1, 2004, to develop visions  
18 for the following seven focus areas: Developing Tier, Rural Tier, Bowie Regional Center, Old  
19 Town Bowie, West Bowie Village, Bowie Main Street, and Pointer Ridge; and

20 WHEREAS, a community-wide public charrette was held from September 8 to 13, 2004,  
21 to assist in developing land use plan concepts and urban design schemes for the master plan; and

22 WHEREAS, prior to publishing the preliminary plan, the Planning Board of The  
23 Maryland-National Capital Park and Planning Commission submitted the plan to the District  
24 Council and the County Executive, for review of the sufficiency of planned public facilities; and

25 WHEREAS, the Planning Board of The Maryland-National Capital Park and Planning  
26 Commission granted permission to print the preliminary plan and proposed sectional map  
27 amendment on March 31, 2005; and

28 WHEREAS, the District Council and the Planning Board of The Maryland-National  
29 Capital Park and Planning Commission held a duly advertised joint public hearing on the  
30 *Preliminary Master Plan and Proposed Sectional Map Amendment (SMA) for Bowie and*  
31 *Vicinity* on May 17, 2005; and

1           WHEREAS, on July 14, 2005, the Planning Board of The Maryland-National Capital  
2 Park and Planning Commission held a public worksession to examine the testimony presented at  
3 the May 17, 2005 joint public hearing on the *Preliminary Master Plan and Proposed Sectional*  
4 *Map Amendment Bowie and Vicinity*; and

5           WHEREAS, on July 28, 2005, the Planning Board of The Maryland-National Capital  
6 Park and Planning Commission, in response to the public hearing testimony, adopted the master  
7 plan and endorsed the sectional map amendment with revisions, as described in Prince George's  
8 County Planning Board Resolution PGCPB No. 05-169, and transmitted the master plan,  
9 sectional map amendment, and supporting documents and a comprehensive rezoning proposal  
10 (A-9968) to the District Council on September 9, 2005; and

11           WHEREAS, the District Council held a first worksession on September 20, 2005, to  
12 consider public hearing testimony, and proposed a number of amendments to the plan and  
13 sectional map amendment; and

14           WHEREAS, the District Council held a second worksession on October 18, 2005, to  
15 finalize all proposed amendments and to announce a second public hearing on amendments; and

16           WHEREAS, the District Council and the Planning Board of The Maryland-National  
17 Capital Park and Planning Commission held a duly advertised second public hearing to allow  
18 public comment on proposed amendments described in Council Resolution 77-2005 on  
19 November 22, 2005; and

20           WHEREAS, the District Council held a worksession on November 29, 2005, and adopted  
21 Council Resolution 90-2005, approving the Master Plan and Sectional Map Amendment for  
22 Bowie and Vicinity, with amendments to the Zoning Map, as stated in Council Resolution  
23 90-2005; and

24           WHEREAS, at the worksession on November 29, 2005, the District Council determined,  
25 after discussion, that questions had been raised about the sufficiency of the notice prior to the  
26 hearing on November 22, 2005, and the Council decided, in order to address these and related  
27 questions, and to assure citizens and property owners that the master plan and sectional map  
28 amendment had been properly adopted and approved, in accordance with all requirements of  
29 law, that Council Resolution 90-2005 would be reconsidered and that the Adopted Master Plan  
30 and Endorsed Sectional Map Amendment for Bowie and Vicinity would be readvertised, given  
31 further public notice, and then reviewed in an additional public hearing; and

1           WHEREAS, the District Council and the Planning Board of The Maryland-National Capital  
2 Park and Planning Commission held a third public hearing on January 31, 2006, to allow public  
3 comment on the recommended amendments as described in Council Resolution 1-2006.

4           WHEREAS, the District Council held a worksession on February 7, 2006, and adopted  
5 Council Resolution 11-2006, approving the Master Plan and Sectional Map Amendment for  
6 Bowie and Vicinity, with amendments to the Zoning Map; and

7           WHEREAS, the District Council, having reviewed supporting materials submitted as part  
8 of the comprehensive rezoning proposal (A-9968) and examined the testimony presented at the  
9 second public hearing, finds that the accumulated record, with County plans and policies,  
10 justifies the zoning changes within this SMA.

11           NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's  
12 County, sitting as the District Council for that part of the Maryland-Washington Regional  
13 District in Prince George's County, Maryland, that the Master Plan and Sectional Map  
14 Amendment for Bowie and Vicinity, as adopted and endorsed by The Maryland-National Capital  
15 Park and Planning Commission on July 28, 2005, is hereby approved, with the amendments  
16 stated below; and

17           BE IT FURTHER RESOLVED that upon approval by the District Council, this master plan  
18 amends the 2002 *Prince George's County Approved General Plan*; the 1991 *Approved Master*  
19 *Plan and Adopted Sectional Map Amendment (SMA) for Bowie-Collington-Mitchellville and*  
20 *Vicinity, Planning Areas 71A, 71B, 74A, and 74B*; the 2005 *Countywide Green Infrastructure*  
21 *Functional Master Plan*; the 1982 *Master Plan of Transportation*; the 1983 *Functional Master*  
22 *Plan for Public School Sites*; the 1990 *Public Safety Master Plan*; the 1992 *Prince George's*  
23 *County Historic Sites and Districts Plan*; and the 1975 *Countywide Trails Plan with the 1985*  
24 *Equestrian Addendum*, the approved master plan containing revisions, extensions, deletions, and  
25 additions presented at the public hearing and in response to the public hearing record; and

26           BE IT FURTHER RESOLVED that the conditions and findings have been attached to a  
27 previously approved zoning application which were adopted in the Sectional Map Amendment  
28 for Planning Areas 71A, 71B, 74A, and 74B, as described in Council Resolution 22-1991, are  
29 considered part of this Sectional Map Amendment where the previous Zoning category has been  
30 maintained and noted on the Zoning Map; and  
31



1 BE IT FURTHER RESOLVED that the Adopted Master Plan and Sectional Map  
2 Amendment is approved with the following amendments:

**AMENDMENT 1**

Change the zoning of the Autotech property, located on the south side of MD 450, east of Superior Lane.

**Location:**  
**Legal Description:**

**Existing Zone: C-S-C Proposed Zone: C-M**  
Account: 0726539 Street Address: 015711 ANNAPOLIS RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: N/A, Property Description: PARCEL A

**AMENDMENT 2**

Change the zoning of properties north and south of MD 450 generally between MD 3 and Race Track Road. Properties north of MD 450 and west of the Public Works road are to be zoned R-E. Properties north of MD 450 and east of the Public Works road are to be zoned O-S. Properties south of MD 450 are to be zoned R-A.

**Location:**  
**Legal Description:**

**Existing Zone: R-R Proposed Zone: R-A**  
Account: 0692756 Street Address: 000000 ANNAPOLIS RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: N/A, Property Description: PT OF LT 1-A EQ .4180 AC

**Existing Zone: R-R Proposed Zone: R-A**  
Account: 0712570 Street Address: 007096 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 55, Property Description: WHITEMARSH PT PAR 55 (.24A DFR ST MD EF 12/15/99L13573 F89 00)

**Existing Zone: R-R Proposed Zone: R-A**  
Account: 0712588 Street Address: 000000 ANNAPOLIS RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: N/A, Property Description: OUTLOT

**Existing Zone: R-R Proposed Zone: R-A**  
Account: 0712604 Street Address: 000000 ANNAPOLIS RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 60, Property Description: WHITE MARSH

**Existing Zone: R-R Proposed Zone: R-E**  
Account: 1594761 Street Address: 016200 ANNAPOLIS RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 61, Property Description: N/A

**Existing Zone: O-S Proposed Zone: R-E**  
Account: 1594753  
Street Address: 000000 ANNAPOLIS RD BOWIE, MD 20715-0000  
Lot: N/A Block: N/A Section: N/A Parcel: 01 Property Description: PT of Parcel 1, located north of MD 450 and west of Parcel 48, EQ. 6.36 acres

**Existing Zone: R-R Proposed Zone: O-S**  
Account: 1594753  
Street Address: 000000 ANNAPOLIS RD BOWIE, MD 20715-0000  
Lot: N/A Block: N/A Section: N/A Parcel: 01 Property Description: PT of Parcel 1, located north of MD 450 and east of Parcel 48, EQ. 1.36 acres

**Existing Zone: R-R Proposed Zone: R-A**  
Account: 0796425  
Street Address: 016301 Annapolis Road  
Lot: N/A, Block: N/A, Section: N/A, Parcel: N/A, Property Description:  
WHITEMARSH, PT OF LT 1-A EQ 29.4012 AC

**Existing Zone: R-R Proposed Zone: R-A**  
Account: 0801563  
Street Address: 0000000 Annapolis Road  
Lot: N/A, Block: N/A, Section: N/A, Parcel: N/A, Property Description:  
WHITEMARSH, PT OF LOT 1-A EQ 4.4059 AC

**AMENDMENT 3**

Change the zoning of the Cornerstone Assembly property located north of MD 450 and east of Race Track Road.

**Location:**  
**Legal Description:**

**Existing Zone: R-R Proposed Zone: R-E**  
Account: 1594720 Street Address: 016010 ANNAPOLIS RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: N/A, Property Description: PARCEL A  
CHURCH & 7/99 TEMP CLASS RMS

**AMENDMENT 4**

Change the zoning of properties in the median of US 301 and MD 3.

**Location:**  
**Legal Description:**

**Existing Zone: R-R Proposed Zone: R-E**  
Account: 0664110 Street Address: 000801 CRAIN HWY NE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 100, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**  
Account: 0664128 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 125, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**  
Account: 0664185 Street Address: 000901 NORTH CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 12, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**  
Account: 0665935 Street Address: 002605 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 29, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**  
Account: 0667139 Street Address: 000803 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 81, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**  
Account: 0669572 Street Address: 006501 CRAIN HWY S  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 7, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**  
Account: 0689216 Street Address: 000123 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 141, Property Description: (PARCEL  
CHANGE PER OWNER APPR 2004)

**Existing Zone: R-R Proposed Zone: R-A**  
Account: 0689224 Street Address: 000127 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 107, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-R**

Account: 0699454 Street Address: 006301 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 10, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0706655 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 66, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0712620 Street Address: 000000 CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 56, Property Description: WHITE  
MARSH

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0713545 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 36, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0719443 Street Address: 000151 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 68, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0727891 Street Address: 000000 CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 75, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0727917 Street Address: 001200 CRAIN HWY NE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 10, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0728675 Street Address: 000001 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 22, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-R**

Account: 0731257 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 78, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0731372 Street Address: 000007 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 142, Property Description: (LAC PER  
SUR TRS & PARCEL # CHANGE 2004)

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0731539 Street Address: 000700 CRAIN HWY NE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 111, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-R**

Account: 0731638 Street Address: 002011 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 143, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0733386 Street Address: 000802 CRAIN HWY NE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 18, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0735928 Street Address: 002251 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 139, Property Description: (LAC PER  
SUR TRS 2002-03)

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0735977 Street Address: 000149 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 69, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0735985 Street Address: 000137 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 99, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0739466 Street Address: 000107 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 60, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0739474 Street Address: 000121 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 64, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-R**

Account: 0739482 Street Address: 000109 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 61, Property Description: (PT IMPS  
RAZED 5-1-04)

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0739516 Street Address: 000125 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 65, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0739532 Street Address: 000119 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 57, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0739540 Street Address: 016401 OLD CENTRAL AVE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 136, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0739649 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 56, Property Description: 43560 SQ FT &  
1.50ACRES

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0739706 Street Address: 016405 OLD CENTRAL AVE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 58, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-R**

Account: 0739714 Street Address: OLD CENTRAL AVE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 19, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-R**

Account: 0743575 Street Address: 000803 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: N/A, Property Description: PT LOT 1 EQ  
.5830 ACRES

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0788091 Street Address: 002201 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 44, Property Description: N/A

**Existing Zone: RA Proposed Zone: R-A**

Account: 0796078 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 6, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0796243 Street Address: 000133 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 67, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-R**

Account: 0815225 Street Address: 000902 CRAIN HWY NE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 132, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0816900 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 94, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0822239 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 4, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Account: 0822684 Street Address: 000117 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 63, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-R**

Account: 0822692 Street Address: 000111 CRAIN HWY SE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 62, Property Description: (ENTIRE IMPS  
RAZED 4/1/02)

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0824110 Street Address: 006203 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 12, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-R**

Account: 0824177 Street Address: 000155 CRAIN HWY SE  
Lot: 1, Block: N/A, Section: N/A, Parcel: N/A, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-A**

Account: 0824391 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 53, Property Description: N/A

**Existing Zone: R-R Proposed Zone: R-E**

Accounts: 0824854 and 3199718 Street Address: 006311 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 30, Property Description: PT PAR 30  
(.994 A TO ACCT 3199718 HTC 99)

**Existing Zone: R-R Proposed Zone: R-R**

Account: 3199718 Street Address: 006311 NORTHWEST CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 30, Property Description: PT PAR 30  
(SET UP NEW FROM 0824854 HTC 99)

The following property is a “research property” owned by the State of Maryland at the intersection of US 301 and MD 214. The state Department of Assessment and Taxation does not identify a property tax account number of legal description for this site.

**Existing Zone:** N/A **Proposed Zone:** R-A  
Account: N/A Street Address: N/A N/A N/A N/A  
Lot: N/A, Block: N/A, Section: N/A, Parcel: N/A, Property Description: N/A

**AMENDMENT 5**

Change the zoning of M-NCPPC owned property to place them in the least intense zoning categories available, based on their size.

**Location:**  
**Legal Description:**

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 1706290 Street Address: 000000 TRIPLE CROWN RD  
Lot: , Block: A, Section: , Parcel: , Property Description: PLAT 1 PARCEL E

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 3456019 Street Address: 000000 MOCKINGBIRD LN  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL A

**Existing Zone:** R-55 **Proposed Zone:** O-S  
Account: 1580174 Street Address: 000000 4TH ST  
Lot: , Block: 3, Section: , Parcel: , Property Description: LOTS 6.7.8.9 & EAR OT LOTS 10.11.12.13

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 3259306 Street Address: 000000 FALLING WATER CT  
Lot: , Block: A, Section: , Parcel: , Property Description: SUBJ TO AGTX PARCEL E

**Existing Zone:** R-A **Proposed Zone:** O-S  
Account: 3593498 Street Address: 000000 BLACK BRANCH WAY  
Lot: , Block: B, Section: , Parcel: , Property Description: OUTLOT A (TOWN ANNEXATION 2005)

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 1625904 Street Address: 013514 AR-ROWWOOD LN  
Lot: 1, Block: D, Section: , Parcel: , Property Description:

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 1626449 Street Address: 007300 OLD CHAPEL DR  
Lot: 4, Block: G, Section: , Parcel: , Property Description:

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 1626423 Street Address: 007304 OLD CHAPEL DR  
Lot: 2, Block: G, Section: , Parcel: , Property Description:

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 1626431 Street Address: 007302 OLD CHAPEL DR  
Lot: 3, Block: G, Section: , Parcel: , Property Description:

**Existing Zone:** RL **Proposed Zone:** O-S  
Account: 3363256 Street Address: 000000 NEW ACADIA LN  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL K

**Existing Zone: R-80 Proposed Zone: O-S**

Account: 0732966 Street Address: 000000 KINGS MANOR DR  
Lot: , Block: 70, Section: , Parcel: , Property Description: PLAT 49 OUTLOT A

**Existing Zone: R-55 Proposed Zone: O-S**

Account: 0696302 Street Address: 000000 COLLINGTON RD  
Lot: , Block: 180, Section: 56, Parcel: , Property Description: BELAIR PARCEL D

**Existing Zone: R-E Proposed Zone: O-S**

Account: 2861615 Street Address: 001913 SOUTHWOOD CT  
Lot: , Block: G, Section: , Parcel: , Property Description: PARCEL A EQ 37,842SF

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1646009 Street Address: 11TH ST  
Lot: , Block: , Section: , Parcel: , Property Description: PT PARCEL 3 EQ.8841  
ACRES

**Existing Zone: R-A Proposed Zone: O-S**

Account: 0801191 Street Address: 003603 CRAIN HWY NE  
Lot: , Block: , Section: , Parcel: 21, Property Description: (1AC FR 0801209 EF 96)

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1645993 Street Address: 11TH ST  
Lot: , Block: , Section: , Parcel: , Property Description: RECREATION CENTER  
PARCEL 2

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1707405 Street Address: 000000 LAUREL BOWIE RD  
Lot: , Block: , Section: , Parcel: 15, Property Description:

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1700962 Street Address: 000000 OLD CHAPEL RD  
Lot: , Block: , Section: , Parcel: 17, Property Description:

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1706787 Street Address: 008300 MYRTLE AVE  
Lot: , Block: A, Section: , Parcel: , Property Description: PLAT 2 PT PARCEL A EQ  
1.4652 ACRES

**Existing Zone: R-80 Proposed Zone: O-S**

Account: 0785253 Street Address: WHITEHOLM DR  
Lot: , Block: 41, Section: , Parcel: , Property Description: PLAT 28 PT PARCEL B EQ  
1.5070 ACRES

**Existing Zone: R-R Proposed Zone: O-S**

Account: 0727917 Street Address: 001200 CRAIN HWY NE  
Lot: , Block: , Section: , Parcel: 10, Property Description:

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1671080 Street Address: 000000 CHESTNUT RD  
Lot: , Block: , Section: , Parcel: 84, Property Description: HIGH BRIDGE

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1634526 Street Address: 000000 EASTER SEAL LN  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL A

**Existing Zone: R-R Proposed Zone: O-S**

Account: 0713545 Street Address: CRAIN HWY  
Lot: , Block: , Section: , Parcel: 36, Property Description:

**Existing Zone: R-R Proposed Zone: O-S**

Account: 3456027 Street Address: 000000 MOCKINGBIRD LN  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL E

**Existing Zone: R-L Proposed Zone: O-S**

Account: 3362555 Street Address: 000000 NEW ACADIA LN  
Lot: , Block: A, Section: , Parcel: , Property Description: PARCEL H

**Existing Zone: R-E Proposed Zone: O-S**

Account: 0742825 Street Address: 000000 DOLPHIN WAY  
Lot: , Block: D, Section: , Parcel: , Property Description: PLAT 3 PARCEL A

**Existing Zone: R-E Proposed Zone: O-S**

Account: 0707679 Street Address: 000000 MAN O WAR DR  
Lot: , Block: E, Section: , Parcel: , Property Description: PLAT 4 PARCEL A

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1634245 Street Address: 000000 GALAXY LN  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL A

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1634716 Street Address: 000000 MADDOX LN  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL B

**Existing Zone: R-E Proposed Zone: O-S**

Account: 0742692 Street Address: 014801 MOUNT OAK RD  
Lot: , Block: C, Section: , Parcel: , Property Description: PLAT 3 PT PARCEL B  
EQ 3.0301 ACRES

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1625987 Street Address: OLD CHAPEL DR  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL C

**Existing Zone: M-X-C Proposed Zone: O-S**

Account: 3418449 Street Address: 000000 HILLMEADE RD  
Lot: , Block: E, Section: , Parcel: , Property Description: PARCEL B

**Existing Zone: M-X-C Proposed Zone: O-S**

Account: 3478526 Street Address: 000000 TRADE ROW  
Lot: , Block: I, Section: , Parcel: , Property Description: PARCEL J

**Existing Zone: R-E Proposed Zone: O-S**

Account: 0743468 Street Address: 014800 MOUNT OAK RD  
Lot: , Block: K, Section: , Parcel: , Property Description: PLAT 8 PARCEL B

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1634708 Street Address: 000000 EASTER SEAL LN  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL A



**Existing Zone: R-R Proposed Zone: O-S**

Account: 0816900 Street Address: CRAIN HWY  
 Lot: , Block: , Section: , Parcel: 94, Property Description:

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1625995 Street Address: OLD CHAPEL DR  
 Lot: , Block: , Section: , Parcel: , Property Description: PARCEL A

**Existing Zone: R-R Proposed Zone: O-S**

Account: 3259348 Street Address: 000000 FALLING WATER CT  
 Lot: , Block: A, Section: , Parcel: , Property Description: SUBJ TO AGTX  
 PARCEL D

**Existing Zone: R-80 Proposed Zone: O-S**

Account: 0696294 Street Address: HEMING LN  
 Lot: , Block: 196, Section: 65, Parcel: , Property Description: PARCEL A

**Existing Zone: R-80 Proposed Zone: O-S**

Account: 0754408 Street Address: OAKEN DR  
 Lot: , Block: , Section: , Parcel: , Property Description: PARCEL A

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1656131 Street Address: RESTON LN  
 Lot: , Block: 256, Section: 93, Parcel: , Property Description: N PT PAR A  
 EQ 4.60 ACRES

**Existing Zone: R-E Proposed Zone: O-S**

Account: 0743369 Street Address: 000000 DER-RICK CT  
 Lot: , Block: C, Section: , Parcel: , Property Description: PLAT 6 PT PARCEL A  
 EQ 4.7448 AC

**Existing Zone: R-S Proposed Zone: O-S**

Account: 0786251 Street Address: 000000 EASTHAVEN LN  
 Lot: , Block: B, Section: , Parcel: , Property Description: PARCEL B

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1651132 Street Address: 000000 CHESTNUT RD  
 Lot: , Block: , Section: , Parcel: 235, Property Description: HIGH BRIDGE

**Existing Zone: R-80 Proposed Zone: O-S**

Account: 0785261 Street Address: WHITEHOLM DR  
 Lot: , Block: 41, Section: , Parcel: , Property Description: PLAT 28 PARCEL B EX  
 1.5070 ACRES

**Existing Zone: R-E Proposed Zone: O-S**

Account: 0743450 Street Address: 014900 MOUNT OAK RD  
 Lot: , Block: K, Section: , Parcel: , Property Description: PLAT 8 PARCEL A

**Existing Zone: R-55 Proposed Zone: O-S**

Account: 0696286 Street Address: STONE HAVEN LN  
 Lot: , Block: 19, Section: 06, Parcel: , Property Description: PARCEL B

**Existing Zone: R-R Proposed Zone: O-S**

Account: 0768044 Street Address: 000000 ATLANTIS DR  
 Lot: , Block: , Section: , Parcel: , Property Description: PARCEL M-1

**Existing Zone: R-R Proposed Zone: O-S**

Account: 3603073 Street Address: 000000 GOVERNORS BRIDGE RD  
 Lot: , Block: J, Section: , Parcel: , Property Description: PARCEL B

**Existing Zone: R-T Proposed Zone: O-S**

Account: 0789669 Street Address: 000000 MITCHELLVILLE CT  
 Lot: , Block: , Section: 01, Parcel: , Property Description: PARCEL C

**Existing Zone: R-L Proposed Zone: O-S**

Account: 3129350 Street Address: 012510 MARLEIGH DR  
 Lot: , Block: B, Section: , Parcel: , Property Description: PARCEL G

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1626456 Street Address: OLD CHAPEL DR  
 Lot: , Block: , Section: , Parcel: , Property Description: PARCEL B

**Existing Zone: R-E Proposed Zone: O-S**

Account: 0707083 Street Address: 003400 SPECTACULAR BID CT  
 Lot: , Block: B, Section: , Parcel: , Property Description: PLAT 2 PARCEL A  
 MAP 62 GRID F-1

**Existing Zone: R-80 Proposed Zone: O-S**

Account: 1656123 Street Address: MOVCAN DR  
 Lot: , Block: 153, Section: 46, Parcel: , Property Description: PARCEL B

**Existing Zone: R-R Proposed Zone: O-S**

Account: 3091659 Street Address: 014905 RIVER CHASE CT  
 Lot: , Block: , Section: , Parcel: , Property Description: PARCEL E

**Existing Zone: R-E Proposed Zone: O-S**

Account: 0743484 Street Address: 000000 MOUNT OAK RD  
 Lot: , Block: L, Section: , Parcel: , Property Description: PLAT 8 PARCEL B

**Existing Zone: R-R Proposed Zone: O-S**

Account: 3259330 Street Address: 000000 FALLING WATER CT  
 Lot: , Block: A, Section: , Parcel: , Property Description: SUBJ TO AGTX  
 PARCEL C

**Existing Zone: R-80 Proposed Zone: O-S**

Account: 0774307 Street Address: 000000 KINGS AR-ROW ST  
 Lot: , Block: 68, Section: , Parcel: , Property Description: PLAT 45 PARCEL B

**Existing Zone: R-80 Proposed Zone: O-S**

Account: 0785485 Street Address: PEACH WALKER DR  
 Lot: , Block: 54, Section: 28, Parcel: , Property Description: BELAIR VILLAGE  
 PARCEL A

**Existing Zone: R-E Proposed Zone: O-S**

Account: 0743476 Street Address: 000000 MOUNT OAK RD  
 Lot: , Block: L, Section: , Parcel: , Property Description: PLAT 8 PARCEL A

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1645951 Street Address: DUCKETTOWN RD  
 Lot: , Block: , Section: , Parcel: , Property Description: LOCAL PARK PARCEL A

**Existing Zone: R-80 Proposed Zone: O-S**

Account: 1656149 Street Address: 012910 CLEARFIELD DR  
 Lot: , Block: 203, Section: 68, Parcel: , Property Description: PT PARCEL B EQ  
 9.9881 AC

**Existing Zone: R-L Proposed Zone: O-S**

Account: 3634128 Street Address: 000000 CHURCH RD  
 Lot: , Block: , Section: , Parcel: , Property Description: PT PAR E EQ 10.13A

**Existing Zone: R-A Proposed Zone: O-S**

Account: 0785105 Street Address: 000000 CHURCH RD  
 Lot: , Block: , Section: , Parcel: 18, Property Description: L3711 F243

**Existing Zone: R-S Proposed Zone: O-S**

Account: 0785410 Street Address: 003701 NORTHVIEW DR  
 Lot: , Block: , Section: , Parcel: 4, Property Description:

**Existing Zone: R-80 Proposed Zone: O-S**

Account: 0750042 Street Address: 002809 NOTTINGHILL DR  
 Lot: , Block: 1, Section: 14, Parcel: , Property Description: BELAIR VILLAGE  
 PARCEL C EQ 10.6510 AC

**Existing Zone: R-R Proposed Zone: O-S**

Account: 0748558 Street Address: 001717 PITTSFIELD LN  
 Lot: , Block: 30, Section: 09, Parcel: , Property Description: AT COLLINGTON  
 PARCEL A

**Existing Zone: R-R Proposed Zone: O-S**

Account: 3091675 Street Address: 008550 RACE TRACK RD  
 Lot: , Block: , Section: , Parcel: , Property Description: PARCEL D

**Existing Zone: R-L Proposed Zone: O-S**

Account: 3634110 Street Address: 000000 CHURCH RD  
 Lot: , Block: , Section: , Parcel: , Property Description: PT PARCEL E EQ 11.90A

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1645985 Street Address: 013311 11TH ST  
 Lot: , Block: , Section: , Parcel: , Property Description: PT PARCEL 1 EQ 12.3433  
 ACRES

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1658269 Street Address: 000000 LEMONS BRIDGE RD  
 Lot: , Block: , Section: , Parcel: 11, Property Description: BOWIE BRANCH OP  
 (LAC PER SUR TRS 2001-2002)

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1645860 Street Address: 006800 HIGH BRIDGE RD  
 Lot: , Block: , Section: , Parcel: 88, Property Description: HIGHBRIDGE REC CTR

**Existing Zone: R-E Proposed Zone: O-S**

Account: 0743377 Street Address: 000000 DER-RICK CT  
 Lot: , Block: C, Section: , Parcel: , Property Description: PLAT 6 PT PAR B EQ  
 12.6125 AC

**Existing Zone: R-L Proposed Zone: O-S**

Account: 3362530 Street Address: 000000 NEW ACADIA LN  
Lot: , Block: A, Section: , Parcel: , Property Description: PARCEL V SUBJ TO AGTX

**Existing Zone: R-R Proposed Zone: O-S**

Account: 1658277 Street Address: 000000 LAUREL BOWIE RD  
Lot: , Block: , Section: , Parcel: 14, Property Description: OLD W B AND A ELEC  
R.R. R/W

**Existing Zone: R-L Proposed Zone: O-S**

Account: 3635901 Street Address: 000000 TURNER WOOTTON PKWY  
Lot: , Block: , Section: , Parcel: , Property Description: PT PARCEL I

**Existing Zone: M-X-C Proposed Zone: O-S**

Account: 3431830 Street Address: 000000 ANNAPOLIS RD  
Lot: , Block: , Section: , Parcel: 143, Property Description: (SET UP NEW FR #  
0712729 STR 2002)

**Existing Zone: R-E Proposed Zone: R-O-S**

Account: 3557741 Street Address: 000000 CHURCH RD  
Lot: , Block: A, Section: , Parcel: , Property Description: PARCEL A

**Existing Zone: R-L Proposed Zone: R-O-S**

Account: 3635893 Street Address: 000000 TURNER WOOTTON PKWY  
Lot: , Block: , Section: , Parcel: , Property Description: PT PARCEL I

**Existing Zone: O-S Proposed Zone: R-O-S**

Account: 1580141 Street Address: 000000 DUCKETTOWN RD  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL TWO

**Existing Zone: O-S Proposed Zone: R-O-S**

Account: 1618875 Street Address: 009306 OLD LAUREL BOWIE RD  
Lot: , Block: , Section: , Parcel: 2, Property Description:

**Existing Zone: M-X-C Proposed Zone: R-O-S**

Account: 3420197 Street Address: 012390 FAIRWOOD PKWY  
Lot: , Block: B, Section: , Parcel: , Property Description: PARCEL P

**Existing Zone: O-S Proposed Zone: R-O-S**

Account: 3056058 Street Address: 005211 GLENN DALE RD  
Lot: , Block: , Section: , Parcel: 182, Property Description: (ADDED BACK FROM  
STATE HWY 97/98) RAIL ROAD BED

**Existing Zone: M-X-C Proposed Zone: R-O-S**

Account: 3420296 Street Address: 000000 HILLMEADE RD  
Lot: , Block: G, Section: , Parcel: , Property Description: PARCEL A

**Existing Zone: R-R Proposed Zone: R-O-S**

Account: 2827715 Street Address: 004101 CRAIN HWY NE  
Lot: , Block: , Section: , Parcel: , Property Description: PT PAR A(6.8620AC COMB  
FR 3378064 ANNEX TO BOWIE 2001-02)

**Existing Zone: O-S Proposed Zone: R-O-S**

Account: 1580166 Street Address: 009500 OLD LAUREL BOWIE RD  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL FOUR

**Existing Zone: R-A Proposed Zone: R-O-S**

Account: 0801209 Street Address: 000000 CRAIN HWY  
Lot: , Block: , Section: , Parcel: 21, Property Description: SUBJ TO AGTX (1.0 AC  
TO#0801191 FR#0801209 96/97)

**Existing Zone: R-A Proposed Zone: R-O-S**

Account: 0785188 Street Address: 013500 WOODMORE RD  
Lot: , Block: , Section: , Parcel: 5, Property Description:

**Existing Zone: E-I-A Proposed Zone: R-O-S**

Account: 3422599 Street Address: 015811 COMMERCE CT  
Lot: , Block: E, Section: , Parcel: , Property Description: PARCEL B (MAP 70)

**Existing Zone: O-S Proposed Zone: R-O-S**

Account: 1580133 Street Address: 000000 DUCKETTOWN RD  
Lot: , Block: , Section: , Parcel: , Property Description: PARCEL ONE

**AMENDMENT 6**

Change the zoning of the Chesley-Gibraltar property located in the northeast quadrant of US 301 and Mill Branch Road.

**Location:  
Legal Description:**

**Existing Zone: R-A Proposed Zone: C-S-C**

Account: 0711283 Street Address: 003805 CRAIN HWY NE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 57, Property Description: PT PAR 57  
(PRF REM TRS 2004)

**Existing Zone: R-A Proposed Zone: C-S-C**

Account: 0711291 Street Address: 003807 CRAIN HWY NE  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 57, Property Description: PT PAR 57  
SUBJ TO AGTX (PREF GRANTED 04)

**Existing Zone: R-A Proposed Zone: C-S-C**

Account: 0735522 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 27, Property Description: N/A

**Existing Zone: R-A Proposed Zone: C-S-C**

Account: 0787663 Street Address: 000000 MILL BRANCH RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 59, Property Description: AGTX PD  
9/21/99 TRS(AGR ASMT REMVD PER 2000 TRS)

**Existing Zone: R-A Proposed Zone: C-S-C**

Account: 0794511 Street Address: MILL BRANCH RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 52, Property Description: AGTX  
PD9/21/99TRS (AGR ASMT REMVD PER 2000 TRS)

**Existing Zone: R-A Proposed Zone: C-S-C**

Account: 0794529 Street Address: 000000 MILL BRANCH RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 71, Property Description: AGTX  
PD9/21/99TRS (AGR ASMT REMVD PER 2000 TRS)

**Existing Zone: R-A Proposed Zone: C-S-C**

Account: 0811398 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 20, Property Description: SUBJ TO  
AGTX-DECL 04/11/2001 ON 3.0500 AC

**Existing Zone: R-A Proposed Zone: C-S-C**  
Account: 0811406 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 28, Property Description: SUBJ TO AGTX-DECL 04/11/2001 ON 8.9919 AC

**Existing Zone: R-A Proposed Zone: C-S-C**  
Account: 0818575 Street Address: 000000 MILL BRANCH RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 58, Property Description: AGTX PD 9/21/99TRS (AGR ASMT REMVD PER TRS 2000)

**Existing Zone: R-A Proposed Zone: C-S-C**  
Account: 0822254 Street Address: CRAIN HWY  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 32, Property Description:

**AMENDMENT 7**

Change the zoning of the property located on the north side of Leeland Road, west of US 301 (see PGCPB No. 05-178)

**Location:  
Legal Description:**

**Existing Zone: E-I-A Proposed Zone: R-S**  
Account: 0197194 Street Address: 015211 LEELAND RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 36, Property Description: HOMESITE (PT IMPS RAZED 5/1/04)

**Existing Zone: E-I-A Proposed Zone: R-S**  
Account: 0197202 Street Address: 015315 LEELAND RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 36, Property Description: AG TX (1.49A TO 0197244 BNDRY LINE ADJ L17941 F194 04)

**Existing Zone: E-I-A/R-A Proposed Zones: R-S and I-1**  
Account: 0670737 Street Address: LEELAND RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 30, Property Description: AG TX

**AMENDMENT 8**

Retain the zoning of the Santos property, located south of Old Annapolis Road (MD 450), west of the railroad tracks, and east of Woodcliff Road.

**Existing Zone: R-R Proposed Zone: R-R**  
Account: 0804393 Street Address: 014217 WOODCLIFF CT  
Lot: N/A,Block: N/A, Section: N/A,Parcel: 13, Property Description:  
(The endorsed SMA recommended the C-M Zone.)

**AMENDMENT 9**

Change the zoning for that part of the Bowie Race Track property between Race Track Road and the Patuxent River to O-S; retain R-R zoning on the property west of Race Track Road.

**Location:  
Legal Description:**

**Existing Zone: R-R Proposed Zone: O-S**  
Account: 1679893 Street Address: 008311 RACE TRACK RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 11, Property Description: PT PAR 11 BOWIE RACE TRACK-SE3420 (32.6438 A IN SUB FOR97-98 #3089752)

**AMENDMENT 10**

Change the zoning of McLaughlin property located east of MD 197 and north of Rustic Hill Road.

**Location:**  
**Legal Description:**

**Existing Zone: R-R Proposed Zone: O-S**  
Account: 1649292 Street Address: 008201 LAUREL BOWIE RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 193, Property Description: (11.46 AC COMB FR 2958932 PER OWR REQUEST 03/04)

**AMENDMENT 11**

Change the zoning of the Berwyn Road and Gun Club property located east of MD 197 and north of Rustic Hill Road.

**Location:**  
**Legal Description:**

**Existing Zone: R-R Proposed Zone: O-S**  
Account: 1579234 Street Address: 000000 LAUREL BOWIE RD  
Lot: , Block: , Section: , Parcel: 192, Property Description:

**Existing Zone: R-R Proposed Zone: O-S**  
Account: 1579242 Street Address: 008311 LAUREL BOWIE RD  
Lot: , Block: , Section: , Parcel: 141, Property Description:

**Existing Zone: R-R Proposed Zone: O-S**  
Account: 1699073 Street Address: 008305 LAUREL BOWIE RD  
Lot: , Block: , Section: , Parcel: 223, Property Description: (LAC PER SUR 2003)

**AMENDMENT 12**

Change the zoning of the Northpeake property, located south of Race Track Road.

**Location:**  
**Legal Description:**

**Existing Zone: L-A-C Proposed Zone: O-S**  
Account: 2925907 Street Address: 000000 RACE TRACK RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 338, Property Description: PT PAR 338 (PAR # CHG PER TRS 99)

**Existing Zone: L-A-C Proposed Zone: O-S**  
Account: 3237229 Street Address: 000000 RACE TRACK RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 338, Property Description: PT PAR 338 (SET UP NEW FR 1683077 STR 99)

**AMENDMENT 13**

Change the zoning of the Northpeake property, located south of Race Track Road.

**Location:**  
**Legal Description:**

**Existing Zone: R-S Proposed Zone: O-S**  
Account: 1583657 Street Address: 000000 BOWIE RACE TRACK RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 212, Property Description: N/A

**Existing Zone: R-R Proposed Zone: O-S**  
Account: 1590850 Street Address: 000000 BOWIE RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 224, Property Description: N/A

**Existing Zone: R-S Proposed Zone: O-S**  
Account: 1620137 Street Address: 000000 LAUREL BOWIE RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 178, Property Description: (L 9722 F 722)

**AMENDMENT 14**

Change the zoning of properties located in the southwest quadrant of Race Track Road and Jericho Park Road.

**Location:**  
**Legal Description:**

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 1587070 Street Address: 008710 RACE TRACK RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 59, Property Description: N/A

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 1613694 Street Address: 009016 RACE TRACK RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 53, Property Description: PT PAR 53 (PRF REM & LAC TRS 05)

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 1613728 Street Address: 009008 RACE TRACK RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 216, Property Description: (PRF REM & LAC PER SUR TRS 2005)

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 1627165 Street Address: 008706 RACE TRACK RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 58, Property Description: N/A

**Existing Zone:** R-R **Proposed Zone:** O-S  
Account: 1655562 Street Address: 008910 RACE TRACK RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 55, Property Description: BOWIE

**AMENDMENT 15**

Uphold SMA Change Number 6 for the Spriggs-Mills Property, located west of US 301, north of Mitchellville Road. from page 88 of the endorsed sectional map amendment, as below:

**Location:**  
**Legal Description:**

**Existing Zone:** R-R **Proposed Zone:** C-M  
Account: 0740993 Street Address: 001807 MITCHELLVILLE RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 16, Property Description: N/A

**Existing Zone:** R-R **Proposed Zone:** C-M  
Account: 0788331 Street Address: 000000 MITCHELLVILLE RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 42, Property Description: SUBJ TO AGTX L6887 F271(T-DT 1/3/95 L9963F169)

**Existing Zone:** R-R **Proposed Zone:** C-M  
Account: 0788349 Street Address: MITCHELLVILLE RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 175, Property Description: AG TX

**Existing Zone:** R-R **Proposed Zone:** C-M  
Account: 0815720 Street Address: 001910 CRAIN HWY NW  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 171, Property Description:

**Existing Zone:** R-R **Proposed Zone:** C-M  
Account: 3437092 Street Address: 000000 MITCHELLVILLE RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 181, Property Description: SUBJ TO AGTX (NEW FROM 0788331 STR 2002)



**AMENDMENT 16**

Change the zoning of the Zehner property, located south of US 50, west of Patuxent River, and north of Governor’s Bridge Road.

**Location:**  
**Legal Description:**

**Existing Zone:** V-L **Proposed Zone:** O-S  
Account: 0825547 Street Address: 016800 GOVERNORS BRIDGE RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 4, Property Description: HOMESITE

**Existing Zone:** V-L **Proposed Zone:** O-S  
Account: 0825554 Street Address: 016810 GOVERNORS BRIDGE RD  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 4, Property Description: AG TX

**AMENDMENT 17**

Change the zoning of the property located southwest of the intersection of US 50 and MD 197.

**Location:**  
**Legal Description:**

**Existing Zone:** C-O **Proposed Zone:** R-18  
Account: 0731695 Street Address: 000000 NEBRASKA LN  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 75, Property Description: N/A

**Existing Zone:** C-O **Proposed Zone:** R-18  
Account: 2793974 Street Address: 000000 NORTHVIEW DR  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 81, Property Description: N/A

**Existing Zone:** C-O **Proposed Zone:** R-18  
Account: 2805299 Street Address: 000000 NORTHVIEW DR  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 80, Property Description: (TRS DT S/B 3/2/93 L8771F311 TRDT S/B11/16/86L6256 F241)

**Existing Zone:** C-O **Proposed Zone:** R-18  
Account: 2837474 Street Address: 000000 NORTHVIEW DR  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 84, Property Description: N/A

**Existing Zone:** C-O **Proposed Zone:** R-18  
Account: 2837482 Street Address: 000000 NORTHVIEW DR  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 85, Property Description: PT PAR 85 EQ .0298 AC (.0830 AC TO ACCT 3072998 PER MCF 97-98)

**Existing Zone:** C-O **Proposed Zone:** R-18  
Account: 3032414 Street Address: 000000 HEALTH CENTER DR  
Lot: N/A, Block: N/A, Section: N/A, Parcel: 95, Property Description: (IMPS TO#3267044, 3267069,3267051 FOR 7/1/99 SPL)

**Existing Zone:** C-O **Proposed Zone:** R-18  
Account: 3072980 Street Address: 000000 NORTHVIEW DR  
Lot: N/A, Block: 1, Section: N/A, Parcel:, Property Description: PT PAR C EQ. .7370 (.7370 FRM ACCT #3032414 PER MCF 97-98)

**AMENDMENT 18**

Modify the endorsed sectional map amendment to reduce the area of the proposed Old Town Bowie Development District Overlay Zone (DDOZ). The following properties are proposed to have a DDOZ superimposed on either the C-S-C (Commercial Shopping Center) or I-1 (Light Industrial) Zones.

**Location:**  
**Legal Description:**

**Existing Zone:** C-S-C **Proposed Zone:** C-S-C/D-D-O  
Account: 1570431 Street Address: 013009 9TH ST  
Lot: LOT, Block: 100, Section: , Parcel: 261, Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1571751 Street Address: 000000 RAILROAD AVE  
Lot: , Block: , Section: , Parcel: 268, Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1586262 Street Address: 9TH ST  
Lot: 50, Block: 17, Section: , Parcel: , Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1586312 Street Address: 013006 9TH ST  
Lot: , Block: 17, Section: , Parcel: , Property Description: E 40 FT LTS 9,10, 11,12 & 13 REAR OF LOTS

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1586403 Street Address: 000000 CHESTNUT RD  
Lot: , Block: , Section: , Parcel: 313, Property Description:

**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**  
Account: 1587302 Street Address: 008401 ZUG RD  
Lot: , Block: , Section: , Parcel: 110, Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1587948 Street Address: 008705 MAPLE AVE  
Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 5.6.7.8 & ADJ 75 SQ FT NCONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1592476 Street Address: WASHINGTON AVE  
Lot: , Block: , Section: , Parcel: 270, Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1593649 Street Address: 013039 RAILROAD AVE  
Lot: , Block: , Section: , Parcel: 208, Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1594001 Street Address: WASHINGTON AVE  
Lot: , Block: , Section: , Parcel: 206, Property Description: (CHG TO AC NOT IN SUB 05)

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1594027 Street Address: 013005 9TH ST  
Lot: , Block: , Section: , Parcel: 264, Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1594035 Street Address: 9TH ST  
Lot: , Block: , Section: , Parcel: 265, Property Description: LT 40X125 FT

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1594423 Street Address: WASHINGTON AVE  
Lot: , Block: 100, Section: , Parcel: 262, Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1594431 Street Address: 013005 9TH ST  
Lot: , Block: , Section: , Parcel: 267, Property Description: (T-DT S/B 10-6-45 L797 F36)

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
 Account: 1614585 Street Address: 008604 CHESTNUT AVE  
 Lot: 16, Block: 18, Section: , Parcel: , Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
 Account: 1615178 Street Address: 008606 CHESTNUT AVE  
 Lot: 17, Block: 18, Section: , Parcel: , Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
 Account: 1616705 Street Address: 008700 CHESTNUT AVE  
 Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 69 THRU 75

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
 Account: 1618545 Street Address: WASHINGTON AVE  
 Lot: , Block: , Section: , Parcel: 207, Property Description: (CHG TO AC NOT IN SUB 05)

**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**  
 Account: 1622547 Street Address: 000000 RAILROAD AVE  
 Lot: , Block: , Section: , Parcel: 104, Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
 Account: 1622745 000000 RAILROAD AVE  
 Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 17.18 (COR USE)

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
 Account: 1623529 Street Address: 008520 CHESTNUT AVE  
 Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 10.11.12 NCONF USE-HOUSE

**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**  
 Account: 1627496 008410 ZUG RD  
 Lot: , Block: , Section: , Parcel: 108, Property Description: N CONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
 Account: 1627538 Street Address: 013050 9TH ST  
 Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 53.54.55

**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**  
 Account: 1627546 Street Address: 008418 ZUG RD  
 Lot: , Block: , Section: , Parcel: 209, Property Description: N CONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
 Account: 1627553 Street Address: 000000 9TH ST  
 Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 56 THRU 62 & 400 SQ FT EQ ABND PT OF 10 FT ALLEY

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
 Account: 1630292 Street Address: 008602 CHESTNUT AVE  
 Lot: , Block: 18, Section: , Parcel: , Property Description: LOTS 13.14.15

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
 Account: 1630300 Street Address: 008521 CHESTNUT AVE  
 Lot: , Block: 31, Section: , Parcel: , Property Description: LTS 1,2

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1630318 Street Address: 008519 CHESTNUT AVE

Lot: , Block: 31, Section: , Parcel: , Property Description: LOTS 3,4,5 & 6 NCONF  
USE-HOUSE**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1641737 Street Address: 013025 11TH ST

Lot: , Block: 19, Section: , Parcel: , Property Description: LTS 6.7.8.9

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1651199 Street Address: 013034 RAILROAD AVE

Lot: , Block: 18, Section: , Parcel: , Property Description: LOTS 5.6

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1652452 Street Address: 013030 RAILROAD AVE

Lot: , Block: 18, Section: , Parcel: , Property Description: LTS 7 THRU 10

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1652460 Street Address: 013024 11TH ST

Lot: , Block: 18, Section: , Parcel: , Property Description: LOTS 11 & 12 N-CONF  
USE-HOUSE**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**

Account: 1652817 Street Address: 008420 ZUG RD

Lot: , Block: , Section: , Parcel: 105, Property Description: BOWIE LOT NCONF  
USE-HOUSE**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**

Account: 1652965 Street Address: 012950 RAILROAD AVE

Lot: , Block: , Section: , Parcel: 251, Property Description: WYE AREA SHEET 1  
(CORR FINAL W/CHNG 2002 REASSMT)**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1655620 Street Address: 013030 9TH ST

Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 51.52

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1656552 Street Address: 013010 9TH ST

Lot: , Block: 17, Section: , Parcel: , Property Description: LOT 47 & W 5 FT LF LOT  
48 L5975 F869**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1656560 Street Address: 013012 9TH ST

Lot: , Block: 17, Section: , Parcel: , Property Description: LT 49 & E 15 FT LT 48 &  
300 SQ FT EQ PT ABND ALLEY L5975 F869**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**

Account: 1656982 Street Address: 008407 ZUG RD

Lot: , Block: , Section: , Parcel: 109, Property Description:

**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**

Account: 1657832 Street Address: 008421 ZUG RD

Lot: , Block: , Section: , Parcel: 106, Property Description: (IMPS RAZED FOR 99  
REA)

**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**

Account: 1657865 Street Address: 008419 ZUG RD  
 Lot: , Block: , Section: , Parcel: 107, Property Description: (IMPS RAZED FOR 99 REA)

**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**

Account: 1667997 Street Address: 008333 ZUG RD  
 Lot: , Block: , Section: , Parcel: 271, Property Description:

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1671981 Street Address: 000000 8TH ST  
 Lot: , Block: 17, Section: , Parcel: , Property Description: LOT 38 & 700 SQ FT ABND ALLEY (COR USE)

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1671999 Street Address: CHESTNUT AVE  
 Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 67.68

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1672005 Street Address: 008710 CHESTNUT AVE  
 Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 63,64,65 & 66 NCONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1672583 Street Address: 000000 12TH ST  
 Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 19 THRU 31

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1673359 Street Address: 000000 CHESTNUT AVE  
 Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 13.14

**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**

Account: 1684042 Street Address: 008415 ZUG RD  
 Lot: , Block: , Section: , Parcel: 174, Property Description: NCONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1692466 Street Address: 013031 9TH ST  
 Lot: , Block: , Section: , Parcel: 112, Property Description: CORP 44 F301

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1694421 Street Address: 000000 CHESTNUT AVE  
 Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 15.16 NCONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1694520 Street Address: 013002 9TH ST  
 Lot: , Block: 17, Section: , Parcel: , Property Description: W 85 FT LTS 9.10.11.12.13

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**

Account: 1698869 Street Address: 013001 11TH ST  
 Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 1 THRU 5 CONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1701341 Street Address: 008610 CHESTNUT AVE  
Lot: , Block: 18, Section: , Parcel: , Property Description: LTS 3,4 & PT LTS 1& 2 EX  
PT TO ST OFMD

**Existing Zone: C-S-C Proposed Zone: C-S-C/D-D-O**  
Account: 1701358 Street Address: CHESTNUT AVE  
Lot: , Block: 18, Section: , Parcel: , Property Description: PT LOT 18 EQ 2043 SQ  
FT

**Existing Zone: I-1 Proposed Zone: I-1/D-D-O**  
Account: 1710268 Street Address: 000000 CHESTNUT AVE  
Lot: , Block: , Section: , Parcel: 129, Property Description:

**Existing Zone: C-S-C Proposed Overlay Zone: C-S-C/D-D-O**  
Account: 1586296 Street Address: 013007 8TH ST  
Lot: , Block: 17 , Section: , Parcel: , Property Description: PT PARCEL A

**Existing Zone: C-S-C Proposed Overlay Zone: C-S-C/D-D-O**  
Account: 1607142 Street Address: 8TH ST  
Lot: , Block: 17 , Section: , Parcel: , Property Description: LOTS 35.36.37 & 300 SQ  
FT ABND ALLEY

**Existing Zone: C-S-C Proposed Overlay Zone: C-S-C/D-D-O**  
Account: 1594043 Street Address: WASHINGTON AVE  
Lot: , Block: 100 , Section: , Parcel: 263, Property Description: R R AVE BOWIE LOT  
64.9X148 FT

**Existing Zone: I-1 Proposed Overlay Zone: C-S-C/D-D-O**  
Account: 1658137 Street Address: 000000 RAILROAD AVE  
Lot: , Block: , Section: , Parcel: 111, Property Description: WYE AREA SHEET 1 OP  
PUBLIC UTILITY OPERATING PROPERTY

**Existing Zone: I-1 Proposed Overlay Zone: C-S-C/D-D-O**  
Account: 1583137 Street Address: Zug Road  
Lot: , Block: , Section: , Parcel: 143, Property Description:

**AMENDMENT 19**

Retain existing zoning (R-R and R-55 Zones) on residential properties located in the Old Town Bowie Mixed-Use Activity Center (by deleting endorsed SMA change number 10 and portions of SMA change number 9). Revise the land use map to designate these areas for residential, Low-Density land uses. Uphold the Endorsed SMA Zoning Change for commercial properties from the C-S-C (Commercial Shopping Center) Zone to the M-U-I (Mixed-Use Infill) Zone as follows below. A Development District Overlay Zone (DDOZ) is superimposed on the M-U-I zoned properties.

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1570431 Street Address: 013009 9TH ST  
Lot: LOT, Block: 100, Section: , Parcel: 261, Property Description:

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1571751 Street Address: 000000 RAILROAD AVE  
Lot: , Block: , Section: , Parcel: 268, Property Description:

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1586262 Street Address: 9TH ST  
Lot: 50, Block: 17, Section: , Parcel: , Property Description:

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1586312 Street Address: 013006 9TH ST  
Lot: , Block: 17, Section: , Parcel: , Property Description: E 40 FT LTS 9,10, 11,12 & 13 REAR OF LOTS

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1586403 Street Address: 000000 CHESTNUT RD  
Lot: , Block: , Section: , Parcel: 313, Property Description:

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1587948 Street Address: 008705 MAPLE AVE  
Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 5.6.7.8 & ADJ 75 SQ FT NCONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1592476 Street Address: WASHINGTON AVE  
Lot: , Block: , Section: , Parcel: 270, Property Description:

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1593649 Street Address: 013039 RAILROAD AVE  
Lot: , Block: , Section: , Parcel: 208, Property Description:

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1594001 Street Address: WASHINGTON AVE  
Lot: , Block: , Section: , Parcel: 206, Property Description: (CHG TO AC NOT IN SUB 05)

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1594027 Street Address: 013005 9TH ST  
Lot: , Block: , Section: , Parcel: 264, Property Description:

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1594035 Street Address: 9TH ST  
Lot: , Block: , Section: , Parcel: 265, Property Description: LT 40X125 FT

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1594423 Street Address: WASHINGTON AVE  
Lot: , Block: 100, Section: , Parcel: 262, Property Description:

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1594431 Street Address: 013005 9TH ST  
Lot: , Block: , Section: , Parcel: 267, Property Description: (T-DT S/B 10-6-45 L797 F36)

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1614585 Street Address: 008604 CHESTNUT AVE  
Lot: 16, Block: 18, Section: , Parcel: , Property Description:

**Existing Zone: C-S-C Proposed Zone: M-U-I**  
Account: 1615178 Street Address: 008606 CHESTNUT AVE  
Lot: 17, Block: 18, Section: , Parcel: , Property Description:

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1616705 Street Address: 008700 CHESTNUT AVE  
Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 69 THRU 75

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1618545 Street Address: WASHINGTON AVE  
Lot: , Block: , Section: , Parcel: 207, Property Description: (CHG TO AC NOT IN SUB 05)

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1622745 Street Address: 000000 RAILROAD AVE  
Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 17.18 (COR USE)

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1623529 Street Address: 008520 CHESTNUT AVE  
Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 10.11.12 NCONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1627538 Street Address: 013050 9TH ST  
Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 53.54.55

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1627553 Street Address: 000000 9TH ST  
Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 56 THRU 62 & 400 SQ FT EQ ABND PT OF 10 FT ALLEY

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1630292 Street Address: 008602 CHESTNUT AVE  
Lot: , Block: 18, Section: , Parcel: , Property Description: LOTS 13.14.15

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1630300 Street Address: 008521 CHESTNUT AVE  
Lot: , Block: 31, Section: , Parcel: , Property Description: LTS 1,2

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1630318 Street Address: 008519 CHESTNUT AVE  
Lot: , Block: 31, Section: , Parcel: , Property Description: LOTS 3,4,5 & 6 NCONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1641737 Street Address: 013025 11TH ST  
Lot: , Block: 19, Section: , Parcel: , Property Description: LTS 6.7.8.9

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1651199 Street Address: 013034 RAILROAD AVE  
Lot: , Block: 18, Section: , Parcel: , Property Description: LOTS 5.6

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1652452 Street Address: 013030 RAILROAD AVE  
Lot: , Block: 18, Section: , Parcel: , Property Description: LTS 7 THRU 10

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1652460 Street Address: 013024 11TH ST  
Lot: , Block: 18, Section: , Parcel: , Property Description: LOTS 11 & 12 N-CONF USE-HOUSE



**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1655620 Street Address: 013030 9TH ST

Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 51.52

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1656552 Street Address: 013010 9TH ST

Lot: , Block: 17, Section: , Parcel: , Property Description: LOT 47 &amp; W 5 FT LF LOT 48 L5975 F869

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1656560 Street Address: 013012 9TH ST

Lot: , Block: 17, Section: , Parcel: , Property Description: LT 49 &amp; E 15 FT LT 48 &amp; 300 SQ FT EQ PT ABND ALLEY L5975 F869

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1671981 Street Address: 000000 8TH ST

Lot: , Block: 17, Section: , Parcel: , Property Description: LOT 38 &amp; 700 SQ FT ABND ALLEY (COR USE)

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1671999 Street Address: CHESTNUT AVE

Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 67.68

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1672005 Street Address: 008710 CHESTNUT AVE

Lot: , Block: 17, Section: , Parcel: , Property Description: LOTS 63,64,65 &amp; 66 NCONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1672583 Street Address: 000000 12TH ST

Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 19 THRU 31

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1673359 Street Address: 000000 CHESTNUT AVE

Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 13.14

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1692466 Street Address: 013031 9TH ST

Lot: , Block: , Section: , Parcel: 112, Property Description: CORP 44 F301

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1694421 Street Address: 000000 CHESTNUT AVE

Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 15.16 NCONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1694520 Street Address: 013002 9TH ST

Lot: , Block: 17, Section: , Parcel: , Property Description: W 85 FT LTS 9.10.11.12.13

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1698869 Street Address: 013001 11TH ST

Lot: , Block: 19, Section: , Parcel: , Property Description: LOTS 1 THRU 5 NCONF USE-HOUSE

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1701341 Street Address: 008610 CHESTNUT AVE  
Lot: , Block: 18, Section: , Parcel: , Property Description: LTS 3,4 & PT LTS 1& 2 EX  
PT TO ST OFMD

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1701358 Street Address: CHESTNUT AVE  
Lot: , Block: 18, Section: , Parcel: , Property Description: PT LOT 18 EQ 2043 SQ  
FT

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1586296 Street Address: 013007 8TH ST  
Lot: , Block: 17 , Section: , Parcel: , Property Description: PT PARCEL A

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1607142 Street Address: 8TH ST  
Lot: , Block: 17 , Section: , Parcel: , Property Description: LOTS 35.36.37 & 300 SQ  
FT ABND ALLEY

**Existing Zone: C-S-C Proposed Zone: M-U-I**

Account: 1594043 Street Address: WASHINGTON AVE  
Lot: , Block: 100 , Section: , Parcel: 263, Property Description: R R AVE BOWIE LOT  
64.9X148 FT

**AMENDMENT 20**

Revise Map 20 (Bowie and Vicinity Bicycle, Pedestrian and Trail Facilities) to remove  
hiker/biker trails from the former PT-1.

**AMENDMENT 21**

Change the zoning for the property located on the east side of Old Central Avenue and  
US 301 (Hopkins property) from R-A to I-4.

**Existing Zone: R-A Proposed Zone: I-4**

Account: 0735621 Street Address: 016600 Old Central Ave.  
Lot: , Block: , Section: , Parcel: 31, Property Description: (COR USE)

**Existing Zone: R-A Proposed Zone: I-4**

Account: 0735639 Street Address: 000000 Old Central Ave.  
Lot: , Block: , Section: , Parcel: 29, Property Description: (COR USE)

**AMENDMENT 22**

**ATTACHMENT A –  
TEXT AMENDMENTS - BOWIE AND VICINITY MASTER PLAN  
Amendment of 2002 General Plan Tiers and Centers  
Rural Tier  
Developing Tier  
Bowie Main Street  
West Bowie Village  
Pointer Ridge Mixed-Use Activity Center  
Economic Development  
Bowie Regional Center  
Bowie Main Street  
Old Town Bowie  
West Bowie Village  
Pointer Ridge  
Historic Preservation  
Old Town Bowie DDOZ**

1 BE IT FURTHER RESOLVED that the Basic Plan for A-9968, Willowbrook, is hereby  
2 approved, and the subject property is rezoned from the E-I-A Zone to the R-S Zone, with the  
3 Basic Plan, and with the following limitations and conditions:

4 (1) Land use types and quantities:

- 5 • Total area: 427 acres
- 6 • Land in the 100-year floodplain. 89.7 acres
- 7 • Adjusted Gross Area (427 less half the floodplain): 382± acres
- 8 • Land devoted to mixed retirement development: 28 acres
- 9 • Adjusted Gross Area (382 less 28 acres): 354± acres

10  
11 Market Rate Development

- 12 • 354 acres @ 1.6 to 1.7 du/ac = 566 to 602 dwellings
- 13 • Approximately 80 percent single-family detached and 20 percent single family attached  
14 units

15  
16 Mixed Retirement Development

- 17 • 28 acres @ 2.2 to 8.0 du/ac = 61 to 224
- 18 • Approximately 14 percent single-family detached, 25 percent single family attached, and  
19 61 percent multifamily units

20  
21 Open Space

- 22 • Public Active Open Space: 20± acres
- 23 • Private Active Open Space: 10-12± acres
- 24 • Passive Open Space: 220± acres

25  
26 (2) A ten-foot-wide master plan hiker/biker trail shall be located in the Collington Branch  
27 Steam Valley, and the six-foot feeder trails shall be located near the development pods.

28  
29 (3) A buffer area shall be located between Leeland Road and any townhouse or multifamily  
30 development, sufficient to fully screen these units from view from the roadway, and to retain the  
31 current wooded character of the frontage.

1 (4) A small activity recreation area shall be centrally located within the proposed development,  
2 as shown in the Basic Plan submitted in May 2005.

3  
4 (5) The amenities proposed for the mixed retirement development shall be listed on the face of  
5 the Comprehensive Design Plan.

6 The following conditions and considerations of approval shall be printed on the face of the Basic  
7 Plan.

8  
9 **CONDITIONS:**

10 (1) At the time of the submission of a Comprehensive Design Plan or Preliminary Plan of  
11 Subdivision, the applicant shall provide a traffic study that analyzes the following intersections:

- 12 a. US 301/MD 725  
13 b. US 301/Village Drive  
14 c. US 301/Leeland Road  
15 d. US 301/Trade Zone Avenue  
16 e. Leeland Road/Safeway Access  
17 f. Oak Grove Road/Church Road  
18 g. Oak Grove Road/MD 193  
19 h. MD 202/MD 193

20 (2) At the time of preliminary plan of subdivision, the applicant shall provide the  
21 dedication for one-half of the 100 feet of dedication required to build Leeland Road (MC-600) to  
22 its ultimate cross section, per DPWT standards.

23  
24 (3) At the time of preliminary plan of subdivision, the applicant shall dedicate 100± acres  
25 of parkland to M-NCPPC, including the Collington Branch stream valley and 20 acres of  
26 developable land for active recreation, as shown on DPR Exhibit 1.

27  
28 (4) The land to be conveyed to M-NCPPC shall be subject to the conditions of Exhibit B,  
29 attached to the June 21, 2005, memorandum from the Parks Department.

30

31

1 (5) The applicant shall construct a ten-foot-wide master plan hiker/biker trail in the  
2 Collington Branch stream valley, and 6-foot wide feeder trails to the development pods.  
3

4 (6) A revised plan showing parkland dedication and master plan train shall be reviewed  
5 and approved by the DPR staff.  
6

7 (7) The applicant shall provide adequate private recreational facilities to meet the future  
8 subdivision requirements for the proposed development. The private recreational facilities shall  
9 be constructed in accordance with the standards outlined in the *Parks and Recreation Facilities*  
10 *Guidelines*.  
11

12 (8) The applicant shall construct recreational facilities typical for a 20-acre community  
13 park, such as ball fields, a playground, tennis or basketball courts, shelters, and restroom  
14 facilities. The list of recreational facilities shall be determined at the preliminary plan of the  
15 subdivision and specific design plan stage. The construction of park facilities shall be eligible  
16 for the award of density increments based upon the regulations of the RS Zone.  
17

18 (9) The submission package of the comprehensive design plan shall contain a signed  
19 natural resources inventory (NRI). The NRI shall be used by the designers to prepare a site  
20 layout that minimizes impacts to the regulated areas of the site.  
21

22 (10) A geotechnical study that identifies the location and elevation of the Marlboro clay  
23 layer throughout the site shall be submitted as part of the CDP application package.  
24

25 (11) A protocol for surveying the locations of all rare, threatened, and endangered species  
26 within the subject property shall be obtained from the Maryland Department of Natural  
27 Resources, prior to acceptance of the CDP and this protocol shall be part of the submittal  
28 package. The completed surveys and required reports shall be submitted as part of any  
29 application for preliminary plans.  
30  
31

1 (12) Prior to the signature certification of the preliminary plan of subdivision, a Phase I  
2 archeological investigation shall be conducted according to the Maryland Historical Trust  
3 (MHT) guidelines, *Standards and Guidelines for Archeological Investigations in Maryland*  
4 (Shaffer and Cole 1194); and a report shall be submitted in accordance to the MHT guidelines  
5 and the American Antiquity or Society of Historical Archaeology style guide. Archeological  
6 excavations shall be spaced along a regular 20-meter or 50-foot grid and excavations should be  
7 clearly identified on a map to be submitted as part of the report.

8  
9 (13) Public benefit features shown on the Basic Plan, and any future Comprehensive  
10 Design Plans, such as a church site, swimming pool, community buildings, recreation facilities,  
11 open space, etc. shall either be constructed or provided as described on the plan.

12  
13 **COMPREHENSIVE DESIGN PLAN CONSIDERATIONS:**

14 (1) The natural aesthetic qualities of the site should be accentuated by a design that is in  
15 part determined by the environmental constraints of the site. Streets should not be uniformly  
16 double loaded. Single loaded streets and/or breaks between lots should be strategically placed to  
17 provide visual relief and afford views into open space.

18  
19 (2) Recreational facilities should be dispersed throughout the subdivision so as to provide  
20 nearby recreational facilities for all residents. The type of recreational facilities shall be  
21 determined at the time of Comprehensive Design Plan. They should accommodate all age  
22 residents and should include such elements as a pool, tot lots, preteen lots, tennis courts and  
23 trails, and passive recreational facilities.

24  
25 (3) A 200-foot buffer shall be maintained between the residential lots and adjacent land  
26 other than parkland that is in the E-I-A Zone. The existing woodland may be augmented by  
27 additional plantings so that the project is sufficiently protected from the impacts of the adjacent  
28 development.

1 BE IT FURTHER RESOLVED that the staff is authorized to make appropriate text and  
2 map revisions to correct identified errors, reflect updated information, reconcile the  
3 Development District Overlay and land use recommendations with Adopted and Approved  
4 changes, and incorporate the Zoning Map changes reflected in this Resolution; and

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

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

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

Adopted this 7th day of February, 2006.

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  
Chairman

ATTEST:

\_\_\_\_\_  
Redis C. Floyd  
Clerk of the Council

TEXT AMENDMENTS - BOWIE AND VICINITY MASTER PLAN

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Amendment of 2002 General Plan Tiers and Centers

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Page 2

\* \* \*

2. The Rural Tier and Developing Tier boundaries are amended as follows:

\* \* \*

d. Property in the northeast quadrant of US 50 and MD 3 which is located within the 100-year floodplain of the Patuxent River is placed in the Rural Tier to preserve the environmental features of the area while providing a necessary connection to link two separate portions of the Rural Tier to form a contiguous Rural Tier through the Bowie and vicinity planning area.

e. M-NCPPC parkland located in the northwest quadrant of US 50 and MD 3 is placed in the Rural Tier to preserve the historical and environmental significance of the property.

f. Property located west of the Patuxent River, south of US 50, and north of Governor's Bridge Road is placed in the Rural Tier to form a contiguous Rural Tier through the Bowie and Vicinity planning area.

g. The portion of the Corporation of the Roman Catholic Clergymen property (also known as the Jesuit Property), and the Roman Catholic Archdiocese of Washington property south of MD 450 are placed in the Rural Tier to protect historic vistas and environmentally sensitive lands. The historic property of the Sacred Heart Parish should be shielded on all sides with an undisturbed visual and audio setting. Undeveloped properties in this area should be rezoned as needed to protect historic vistas and environmentally sensitive lands, and be placed in the Rural Tier. Those currently developed with commercial uses may continue as nonconforming uses in the Rural Tier.

h. The Rural Tier is extended to include all properties south of US 450, west of MD 3, north of US 50, and east of properties zoned R-55 (One-Family Detached Residential) that are currently classified in the R-O-S (Reserved Open Space), O-S (Open Space), R-A (Residential-Agricultural), R-E (Residential-Estate), R-R (Rural Residential) Zones.

i. The Northpeake properties located east of MD 197, south and west of Race Track Road, and north of the WB&A Trail, as well as several properties in this vicinity south of the WB&A Trail, are placed in the Rural Tier to protect the Horsepen Branch watershed and provide a connection between two separate portions of the Rural Tier in the northern part of the Bowie and vicinity planning area.



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**Rural Tier**

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Page 8

Revise Policy 3, "Protect landowners equity in their land," Strategy 2 as follows:

2. Encourage participation in a TDR program, pursuant to County legislation. Consider increasing the TDR Allocation Rate in order to preserve and enhance ecologically fragile and aesthetically valuable environments in the Rural Tier, including certain streams, stream valleys, floodplains, wetlands, groundwater steep slopes, woodlands, scenic vistas and scenic corridors.

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**Developing Tier**

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Page 10

Policy 3: Protect, maintain and enhance the unique historical, cultural, and architectural identity, heritage and character of the City of Bowie.

Strategies:

4. Properties located at key intersections within the planning area, such as the intersection of US 301 and MD 197, are recommended for site plan review and approval.

**Page 11**

*Replace the language of Policy 4 on Page 11 (modified as per PGCPB 05-169) with the following:*

**Policy 4: Develop high-quality senior citizen housing.**

Strategies:

1. Active senior citizen developments should be provided according to the following design guidelines:

- a. Development should be located [within one half mile of the edge of the Bowie Regional Center or mixed use activity centers to enhance its pedestrian orientation and] to provide easy access to commercial and cultural centers of the Bowie and vicinity planning area.
  - b. Development should include [pedestrian] linkages to shopping and services in the Bowie Regional Center or mixed-use activity centers.
  - c. Development should be of sufficient size to provide amenities, such as indoor parking or garages, gardens, plazas, swimming pools, or common eating areas.
  - d. Development should have direct access to a collector road or greater to allow easy access for emergency medical services.
  - e. Development should be served by public transit or shuttle buses to shopping and services in the Bowie Regional Center or mixed-use activity centers.
  - f. Prior to approval of new development, a market analysis should be conducted that evaluates and satisfactorily demonstrates the need for senior housing within one mile of a proposed site.
  - g. Development should occur at locations in accordance with the guidelines of the Bowie and Vicinity Master Plan and/or at locations deemed appropriate by the District Council.
  - h. Senior housing should be provided in locations proximate to existing residential communities.
  - i. All such senior adult residential development shall be subject to a Detailed Site Plan review.
  - j. All such active senior adult developments may be included in mixed-use and multifamily zones.
2. Additional active senior citizen development should be provided according to the following design guidelines:
- a. Development should be of sufficient size to provide amenities, such as indoor parking or garages, gardens, plazas, swimming pools, or common eating areas.
  - b. Development should have direct access to a collector road or greater to allow easy access for emergency medical services.
  - c. Development should occur at locations in accordance with the guidelines of the Bowie and Vicinity Master Plan and/or at locations deemed appropriate by the District Council.
  - d. Senior housing should be provided in locations proximate to existing residential communities.
  - e. All such senior adult residential development shall be subject to a Detailed Site Plan review.
  - f. All such active senior adult developments may be included in mixed-use and multifamily zones.

**Page 11**

**Policy 5:** Reduce traffic congestion, improve ingress/egress, and safety along corridors throughout the planning area., and] Facilitate future highway improvements on US301/MD3 while allowing limited, low traffic-generating development along this corridor.

**Strategy:**

2. Beall Crossing Subdivision: This property consists of ten undeveloped recorded lots and a dedicated public street which would require an additional curb cut on Race Track Road near its intersection with MD 450. A new preliminary plan of subdivision and record plat should be approved. The new layout should eliminate the curb cut onto Race Track Road and reorient the dedicated public street for the subdivision to either of the existing curb cuts at Evans Funeral Home or at the northern property line of the subdivision directly across from the rear (northernmost) entrance to the Hilltop Plaza Shopping Center.

**Page 12**

**Policy 6:** Improve site design to maximize the preservation of environmentally sensitive areas, encourage a diversity of housing types, provide a mix of land uses in appropriate locations, and reduce the cost of providing new roads and other public facilities.

**Strategies:**

1. Recommend and support future rezoning to a suitable mixed-use zone at the time of development and / or redevelopment in conformance with the stated land use concept and development guidelines at the following locations.
  - a. Property in the northeast quadrant of US 50 and MD 3 (known as the Melford Property): This area should be developed with a moderate-to-high density mixture of office, employment, retail, hotel, residential and parkland/open space uses. Figure 1 is an illustrative concept for the planned community at the subject location. This will offer a mix of employment and residential uses that can create a place of activity and interaction for those who live, work, or visit in the area. The residential component should develop in such a way that the residential buildings and settings complement Melford, a National Register Historic Site.

Development on this site shall conform to the following standards and guidelines:

(1) The mixed use community shall include the following uses:

- Corporate office
- **Condominium/Professional office**
  - Research and Development
  - Hotel
- Single-family detached residential (executive housing)
- Single-family attached residential (6 to 11 dwellings per acre); a minimum of 20% being senior housing units and a maximum of 25% being senior housing units, although the District Council may vary such percentages when approving a Concept Plan.
- Multifamily residential (at up to 30 dwellings per acre); a minimum of 20% being senior housing units and a maximum of 25% being senior housing units, although the District Council may vary such percentages when approving a Concept Plan.
- Live/work units (e.g., office over retail; residential over retail; residential over office)

Other uses may include:

- Flex space and warehouse as an interim use (See #8)
  - Professional training facilities

(2) The M-X-T (Mixed Use – Transportation Oriented) Conceptual Site Plan shall show all existing development and approved development under the E-I-A (Employment and Institutional Area) zone “as approved”. The mixed-use ratio for the design plans shall be the following, based on the total gross floor area for residential and Employment/Office/Retail/Hotel combined:

	Minimum	Maximum
Residential	20%	30%
Office/Employment/Retail/Hotel	70%	80%

The residential component shall be no greater than 866 dwelling units.

(3) The Conceptual Site Plan shall have an integrated network of streets, sidewalks (on all streets), and open space, public or private, and shall give priority to public space and appropriate placement of uses.

- (4) The community shall be focused upon an open space network consisting of the Melford house and its historic vista, and other public spaces, which are surrounded by a combination of commercial, civic, cultural or recreational facilities. This network shall be designed with adequate amenities to function as a fully shared space for the entire community.
- (5) The community shall contain additional linked open space in the form of squares, greens, parks, and trails that are accessible, safe and comfortable. The open space should provide a variety of visual and physical experiences. Some of these open spaces should be bordered by buildings and be visible from streets and buildings.
- (6) Retail uses shall be designed to:
  - Create a sense of place by, among other techniques, creating a design focused upon a village or main street theme; providing amenities such as plazas, parks, recreational opportunities, entertainment and cultural activities, public services and dining; and providing attractive gateways/entries and public spaces.
  - Create outdoor amenities, such as brick pavers, tree grates, decorative lighting, signs, banners high quality street furniture and extensive landscaping, including mature trees.
  - Create attractive architecture by using high-quality building materials such as stone, brick or split-face block, and providing architectural elements such as façade articulation, dormer windows, canopies, arcades, varied roofscapes and customized shopfronts to create a street-like rhythm.
  - Provide attractive, quality facades on all commercial buildings visible from public spaces and streets; and completely screen loading, service, trash, HVAC and other unsightly functions.
  - Create a retail area where pedestrians may travel with ease, with attractive walkways and continuous street front experiences to maximize the quality of the pedestrian environment[; a]. All uses are connected by sidewalks; crosswalks run through and across the parking lots and drive aisles to connect all buildings and uses; sidewalks

are wide, appealing, shaded and configured for safe and comfortable travel; pedestrian walkways are separated from vehicular circulation by planting beds, raised planters, seating walls, on-street parallel parking and/or structures; walking distances through parking lots are minimized and located to form logical and safe pedestrian crossings, and walkways are made more pedestrian-friendly through the use of arcades, canopies, street trees, benches, and tables and chairs.

- Screen parking from the streets and ensure that attractive buildings and signage are visible from the streets.
- Minimize the expanse of parking lots through the use of shared parking, structured parking or decks, and/or landscape islands.
- Provide a hierarchy of pedestrian-scaled, direct and indirect, high quality, energy efficient lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses.
- Create a signage package for high-quality signs and sign standards and requirements for all retail and office tenants and owners, which shall address size, location, square footage, materials, logos, colors, and lighting. Any revision to the existing approved signage plans shall incorporate the previously approved designs.
- Temporary signage on the site or attached to the exterior facades of a building shall not be permitted.
- Design retail pad sites to be compatible with the main retail/office/hotel component. If the retail pad sites are located along the street, parking shall be located to the rear of the pad sites.
- Green areas or public plazas should be provided between pad sites.
- Restaurants should have attractive outdoor seating areas with views of the public spaces/lakes or other natural features.

(7) Residential uses shall meet the following design standards:

- Single-family detached:
  - There shall be a range of lot sizes, with a minimum square footage on any lot of three thousand (3,000) square feet of finished living space.
  - At least twenty percent (20%) of the houses shall be a minimum of four thousand (4,000) square feet of finished living space.
  - Garages should not dominate the streetscape, and all garages should either be detached, or located in the rear (accessible by alleys or driveways), attached and set back a minimum of eight (8) feet from the façade, or attached and oriented for side entry access.
  
- Multifamily and single-family attached:
  - Building design and materials shall be high quality, enduring and distinctive.
  - Use of siding should be limited.
  - A significant number of amenities, such as are typically provided for luxury projects shall be provided.

(8) Any additional research and development type “flex space” and/or warehouses shall be limited to not more than ten percent (10%) of total non-residential space. Generally this flex space is intended as an “interim use” which shall be redeveloped predominantly with office use, as market conditions permit. When an area is initially developed as research/development, flex space and/or warehouses, that area should be the first considered for redevelopment when market conditions permit new office development. The long-term goal is that all of the non-residential uses would be office with retail (including a “main street”) and hotel.

(9) All stream channels on the site should be depicted on all plans in their entirety, with the regulated stream buffer shown as required.

(10) All residential development proposals shall demonstrate that interior noise levels will conform to State of Maryland (COMAR) noise regulations.

\* \* \*

- [(11) The stormwater management concept plans, shall incorporate bioretention and other low impact development techniques throughout the site.]
- (12) The proposed lighting system shall include the use of full cut-off lighting systems with limited light spill over. The lighting plan and design drawings shall be included with each Detailed Site Plan approved in the future.
- (13) Development plans shall show the minimization of impervious surfaces through various phases of the project. Early phases of the project may use surface parking and later phases of development will seek to reclaim the surface parking by the use of structured parking to the maximum extent possible.
- (14) 50% of parking for multifamily uses shall be structured parking.
- (15) The design of the stormwater management ponds shall show them as amenities with gentle natural slopes and extensive native planting.
- (16) Streams shall have a 100-foot natural buffer and a 150 foot-wide building and parking setback. There shall be a 150-foot buffer on the 100-year floodplain. If a utility must be extended into any buffer, than an equal area of natural buffer alternative shall be retained on the community property.
- (17) The following facilities shall be evaluated for transportation adequacy in all subsequent traffic analyses for the subject property:
- MD 450/MD 3 intersection
  - US 301/Harbour Way-Governors Bridge Road
  - Belair Drive/northbound On-Off ramp to MD 3
  - Belair Drive/southbound On-Off ramp to MD 3
- \* \* \*
- (18) At the time of submission of the Detailed Site Plan application, the owner shall present a plan and timetable for the protection, stabilization, restoration, and planned adaptive use of the buildings and gardens of the Melford Historic Site for approval by the Historic Preservation Commission and the Planning Board.
- (19) Prior to the acceptance of building permits in the area in the immediate vicinity of Melford House labeled as POD 1, the owner shall begin the restoration of the Melford House and outbuildings.



The restoration of Melford and outbuildings shall be completed prior to the release of any use and occupancy permit for POD 1.

- (20) Prior to submitting a Conceptual Site Plan, the applicant shall determine the extent of the land that should be the subject of a Phase I archeological investigation. The applicant's findings shall be submitted to the historic preservation staff of M-NCPPC for review and approval. Upon approval of this determination, plans may be approved and permits may be issued for any portion of the subject property excluded from the scope of the Phase I investigation. No plans may be approved and no permits shall be issued for the area subject to the Phase I investigation before satisfactory completion of the Phase I investigation, or if required Phase II and/or III.
- (21) Prior to the issuance of any building permits, a written agreement/MOU with the Historic Preservation (HPC) that defines/outlines responsibilities and timing for the maintenance/stabilization of all historic buildings within the Environmental Setting, to be followed by quarterly reports submitted by the property owner and/or developer, so that the HPC and staff may monitor the condition of the Melford House, grounds and cemetery.
- (22) Any Detailed Site Plan shall demonstrate that proposed buildings do not obstruct the historic vista of the Melford House.
- (23) Prior to acceptance of any Detailed Site Plan, the applicant shall demonstrate that plans for new construction within the Impact Review Area follow the guidelines on page 91 for the CDP 8601 document for the former Maryland Science and Technology Center.
- (24) 288+/- acres of the property are either already developed pursuant to a specific design plan (SDP) approved in the E-I-A Zone or a specific design plan has been approved. The Zoning Ordinance at Sections 27-282 and 27-527 describe a detailed site plan and a specific design plan. The property owner may submit a Conceptual Site Plan in the M-X-T Zone pursuant to Section 27-546 essentially showing the same development and plans "as in" the M-X-T Zone. If the entire property is placed in the M-X-T Zone, all existing development and/or approved specific design plans shall be shown "as approved" on the Conceptual Site Plan submitted in the M-X-T Zone. Use and occupancy permits have been issued for the following uses for

structures existing on the property or to be constructed:

Office/Medical Practitioner Office; Office;  
Office/Manufacturing; Contractor Office; Office/Industrial  
Laboratory; Office/Real Estate Subdivision Sales;  
Institutional/Educational/Church; Educational Institute;  
School/Studio for Artistic Instruction

All of these uses are also permitted in the M-X-T Zone, so no non-conforming uses are being created. The SDPs are as follows: SDP-0103; SDP-0301; SDP-0203/01; SDP-0104; SDP-0204 (sign); and SDP-0201 (building4-E, F, G). These existing SDPs shall still regulate development of the properties.

- (25) The 12.75-acre impact review area approved for the Melford Historic Site by the Historic Preservation Commission and the Planning Board (PGCPB No. 99-28A) should be integrated into a design plan that establishes viewsheds from the Melford Historic Site to the Patuxent River. Open space should be provided adjacent to the historic site that will allow it to be seen from greater distances within the Melford property. A dedicated pedestrian link between the Melford Historic Site and the cemetery should be created. Trails should be provided that connect it to the regional trail system.
- (26) Development abutting the Melford Historic Site, outbuildings, and cemetery should be compatible in scale, design, and character with the existing historical architectural character. Sensitive and innovative site design techniques, such as careful siting, variation in orientation, roof shape, building materials, screening, landscaping, berming and open space, should be incorporated into the proposal to minimize any adverse impacts to the historic site.
- (27) Appropriate signage should be placed near the historic site illustrating the history of the area.
- (28) Clearing for utility installation shall be minimized, especially in environmentally sensitive areas, and clearing for utilities in those areas shall be coordinated, to minimize ground or buffer disturbance. Woodland disturbed for that purpose shall be reforested in cooperation with the appropriate utility.
- (29) Community recreational facilities shall take full advantage of environmental features on and adjacent to the property, and shall include extensive trail and boardwalk systems. These

recreational facilities may also include educational features for the general public and public schools, such as kiosks along the trails, boardwalks at observation points, and education stations, with curriculum available to schools for use in specific locations.

- (30) The open space system, including but not limited to environmentally sensitive areas, shall extend through the site and link the uses. Portions of the open space system shall be visible to and accessible from public streets.

Delete the “trumpet Interchange” from the plan map.

- b. Property located at the northeast quadrant of the US 301/Mill Branch Road intersection: This property, given its proximity to the Bowie Regional Center, should be developed with high-quality commercial retail uses, including a hotel. Future development should promote the optimum use of the transportation system and public infrastructure, preserve environmentally sensitive areas, and provide for the needs of the workers and residents in the area.

The property should be rezoned to a suitable zone, such as the C-S-C (Commercial Shopping Center) Zone, to permit development of elements, such as an upscale hotel, etc. The development should incorporate the following design guidelines:

- (1) The development should include quality department stores but should not include discount or “big-box” commercial activities. No individual retail use, other than food or beverage stores (grocery store) shall exceed 125,000 square feet in size. Retail sales of alcoholic beverages in a food or beverage store are limited to 5,000 square feet or less.
- (2) A twenty-two (22) foot easement exists from the property located at the northeast quadrant of the US 301/Mill Branch Road intersection (the proposed development known as Mill Branch Crossing) to the Green Branch Regional Park. This existing easement should be vacated and replaced by a new temporary easement, fifty (50) feet in width located on the Mill Branch Crossing property at its eastern-most property line on Mill Branch Road. The new temporary easement should be vacated when it is replaced by permanent access via a right-of-way to be constructed at the time the Mill Branch property is developed. The new temporary easement on the eastern-most property line can form the boundary between the Developing Tier and the Rural Tier.

Page 13

Add text as follows to Policy 6, Strategy 3:

\* \* \*

3. Recommend and support future rezoning to residential Comprehensive Design Zones at selected locations.

- a. Property located on the north and south sides of MD 450 extending from Race Track Road to MD 3 owned by the Corporation of the Roman Catholic Clergymen:

\* \* \*

4. The property should be developed in one or more Comprehensive Design Zones or mixed-use zones. Residential uses that may include diverse housing types and/or a mixed or planned retirement community are encouraged and densities may be shifted to the property located north of MD 450 west of the public works access road.

5. Development in the Rural Tier, including the restoration and redevelopment of the existing commercial or other uses in the southwest quadrant of the MD 450/MD 3 intersection, should occur in an innovative and environmentally sensitive manner. The existing commercial uses may continue as nonconforming uses.

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### **Bowie Main Street**

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Page 22

\* \* \*

Background: The Bowie Main Street mixed-use activity center is located along MD 450 between Race Track Road on the east and Bowie High School on the west. The area includes approximately 682,000 square feet of retail space concentrated primarily in three commercial centers: Free State Mall, Marketplace, and Hilltop Plaza. Bowie Main Street also includes several civic and open space amenities in the form of an M-NCPPC park and a community center, two City of Bowie parks, the Bowie library, Bowie Center for the Performing Arts, and the Bowie High School.

\* \* \*

Goals:

- Provide a diverse and balanced mix of land uses at a pedestrian-friendly scale to revitalize the area.

\* \* \*

Policy 1: Encourage pedestrian-oriented, mixed-use development to foster the creation of a true “main street” environment.

Strategies:

1. Recommend and support future rezoning to an L-A-C (Local Activity Center) or Village Comprehensive Design zone or a suitable mixed-use zone at the time of development and/or redevelopment to allow for an appropriate mix of uses and intensities to achieve the desired character for Bowie Main Street. (See Map 6, Bowie Main Street – Existing and Proposed Zoning.)
2. Evaluate the need for a future sector plan for the Bowie Main Street mixed-use activity center as development pressure intensifies and/or opportunities emerge. This sector plan should:
  - a) Further refine the desired character and boundaries of the area,
  - b) Reevaluate the policies of this plan, and
  - c) Implement a Development District Overlay Zone with appropriate design standards, if necessary.

\* \* \*

Policy 2:

Policy 3: Ensure that design proposals are high quality and conform to form-based design guidelines to create a sense of place and a unique character for Bowie Main Street.

Strategies:

1. Encourage the highest quality of urban design through the application of design recommendations that:

\* \* \*

b. Provide streetscape amenities such as street trees, wide sidewalks accented with special paving materials, landscape buffer/planting strips between streets and sidewalks, pedestrian-scaled lighting fixtures, and street furnishings such as benches, trash receptacles, and bike racks. Use mature vegetation and trees as buffers to boost the appearance of the area.

\* \* \*

c. Use high-quality, durable and attractive materials with appropriate pedestrian-scaled architectural detailing in the design of all buildings.

\* \* \*

**f. Capitalize on every opportunity to provide a mix of uses (residential, retail, civic, and office) within existing retail centers.**

\* \* \*

h. Use the Bowie Center for the Performing Arts/Bowie High School complex to underline the unique character of the Bowie Main Street.

\* \* \*

Policy 4: Ensure that development in Bowie Main Street does not adversely impact the character of existing residential neighborhoods.

Strategies:

1. Use existing parkland adjacent to Bowie Main Street to buffer existing residential areas from new development.

\* \* \*

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### **West Bowie Village**

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Page 28

Goals:

\* \* \*

- Provide new single-family, compatible multi-family, and live/work units [to] that help support neighborhood businesses.

\* \* \*

Policy 2: Create a safe, attractive, and vital village center

Strategies:

\* \* \*

c. Use [Utilize] high-quality, durable and attractive materials and appropriate pedestrian-scaled architectural detailing in the design of all buildings.

d. Ensure buildings are appropriately sized for the site, conform to the proposed land use density, and are compatible with adjacent land uses and development.

\* \* \*

Delete existing “f” and replace with the following:

f. Protect the quality of life in the Westview Forest residential neighborhood by limiting commercial development in that portion of West Bowie Village located in the southwestern quadrant of old MD 450 and the Pope's Creek railroad tracks.

\* \* \*

Policy 3: Revitalize and strengthen existing businesses.

Strategies:

\* \* \*

\* \* \*

1. Enhance access to existing businesses by highlighting entries, providing signature signage, and using a consistent wayfinding system. Coordinate with the State of Maryland to provide special features such as unique and attractive entry signage at the intersection of Grenville Lane and MD 450.

\* \* \*

REVISE Maps 7 (West Bowie Village – Proposed Land Use) and 23 (Bowie and Vicinity – Proposed Land Use) to reclassify the land use recommendation for the Woodcliff Road property (Santos property) from mixed-use land uses to Residential, Low-Density land use. Revise the SMA to retain this property in its current zoning of R-R (Rural Residential).

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### **Pointer Ridge Mixed-Use Activity Center**

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Page 33

Vision: The Pointer Ridge Mixed-Use Activity Center is a community-scale [commercial and employment] area that supports the adjacent suburban residential neighborhoods by providing locally-serving retail, office, and public uses closely integrated with residential development.

Background: The Pointer Ridge Mixed-Use Activity Center consists of commercially zoned property located near the intersection of Pointer Ridge Drive and US 301, including Pointer Ridge Plaza, the Mitchellville Post Office, an existing office/condominium complex, [and] the 19-acre Amber Ridge site and identified R-R zoned properties up to the intersection of Mitchellville Road and US 301. The South Bowie Community Center is also part of the Pointer Ridge Mixed-Use Activity Center, providing a strong amenity to serve the needs of the community.

The mixed-use activity center currently serves a large portion of the South Bowie area. Pointer Ridge Plaza is an older commercial center currently scheduled for renovation.

Development in proximity to the Pointer Ridge Mixed-Use Activity Center, such as the approved retail component of the Karington mixed-use development and the proposed commercial development of the Amber Ridge site, would provide increased market competition. Whereas a detached concentration of specialized retail and office uses on the Amber Ridge site could potentially serve a large market area, Pointer Ridge Plaza may not be able to retain or expand upon its current market share within the region. The Pointer Ridge mixed-use activity center addresses Pointer Ridge Plaza, Amber Ridge, and surrounding sites as a cohesive whole, providing an opportunity to serve the retail, employment, residential, and civic needs of the community. The privately owned R-R zoned portion of the Pointer Ridge Mixed-Use Activity Center on the corner of Mitchellville Road and US 301 should serve to enhance the entire mixed-use activity center. Appropriate future rezoning and use of that property should be accomplished for that purpose. Traffic (particularly in regard to potential conflicts at Pointer Ridge Place and along Pointer Ridge Drive due to potential development of the Amber Ridge site), accessibility, pedestrian safety, and an appropriate mix of uses are key concerns and must be addressed in order to ensure the success of Pointer Ridge Mixed-Use Activity Center. (see Map 10, Pointer Ridge-Proposed Land Use.)

Goals:

\* \* \*

- Give top priority to traffic concerns and conflicts when determining how to provide adequate vehicular access to development sites.
- Preserve and enhance the suburban residential character of the Pointer Ridge and Ridgeview Estates neighborhoods.

\* \* \*

Policy 1: Encourage low- to moderate-density, pedestrian-oriented mixed-use development.

Strategies:

||

\* \* \*

1. Plan successful development and/or redevelopment of the Pointer Ridge Mixed-Use Activity Center in light of a possible L-A-C mixed-use development at Hall Road/Central Avenue and the proposed Karington development in the southwest quadrant of Central Avenue and U.S. 301.
  2. Encourage public agencies to locate public facilities to help create a civic core and provide a focal point for the Pointer Ridge Mixed-Use Activity Center.
- \* \* \*
3. Encourage the provision of public and private open space, parkland, and plazas to complement the community-oriented nature of the Pointer Ridge Mixed-Use Activity Center.



4. Explore the provision of quality senior housing within the Pointer Ridge Mixed-Use Activity Center. This senior housing should be attractive to current and future residents of nearby neighborhoods and accessible to these neighborhoods and Pointer Ridge mixed-use activity center services via pedestrian-friendly facilities. To accomplish this strategy, such senior housing is encouraged on the undeveloped Amber Ridge site.

Policy 2: Reduce traffic conflicts, provide multimodal options, and ensure that the traffic pattern of new development does not overwhelm the capacity of local streets.

Strategies:

1. Emphasize right-turn only ingress and egress to the Amber Ridge site along Pointer Ridge Place from Pointer Ridge Drive to help alleviate congestion at the existing traffic signal at the intersection of Pointer Ridge Drive and U.S. 301.
2. Consider access to the Amber Ridge site through a portion of the South Bowie community Center property from Pittsfield Lane. Work with the Department of Parks and Recreation and the City of Bowie to improve vehicular and pedestrian safety and access within the Pointer Ridge Mixed-Use Activity Center.
3. Development on the Amber Ridge C-S-C property should not include discount or "big-box" commercial activities. No individual retail use, other than food or beverage stores (grocery store) shall exceed 75,000 square feet in size. Retail sales of alcoholic beverages in a food or beverage store are limited to 5,000 square feet or less.

Policy 3: Ensure that design is high quality and conforms to form-based design recommendations to create a sense of place and a pedestrian-oriented environment.

Strategies:

1. Encourage the highest quality of urban design through the application of design recommendations that:
  - a. Create a consistent build-to line along all streets (other than US 301) to frame the streets and provide a pedestrian-friendly environment. Ensure that pedestrians are sufficiently buffered from US 301 and other streets by providing a landscaped strip with street trees between each street and sidewalk.
  - b. Provide quality visual and audio screening between existing residential neighborhoods and all commercial developments.

\* \* \*

- c. Use high-quality paving materials and continue sidewalk materials across crosswalks to signify their presence and importance.
- d. Provide buildings that are appropriately sized for the Pointer Ridge Mixed-Use Activity Center, conform to the proposed land use density, and recognize adjacent land uses and development.

\* \* \*

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## Economic Development

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Page 70

Vision: \* \* \*

Background: \* \* \*

Goals: \* \* \*

Policy 1: Maintain and enhance the mixed-use areas of Bowie and vicinity.

Strategies: In the Bowie Regional Center, local mixed-use activity centers, and at other appropriate mixed-use areas, acknowledge development opportunities and constraints and reflect these realities in the land use concept for each area.

*Move the plan text on Melford (Maryland Science and Technology Center)" from between "Bowie Regional Center" and "Old Town Bowie" on page 71 (as modified by PGCPB 05-169) to before "Bowie Regional Center" on page 70:*

Pages 70-72

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### **Bowie Regional Center**

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The plan envisions Bowie Regional Center as a major regionally marketed mixed-use employment area and destination that provides an integrated mix of opportunities to live, work, shop, and play. A substantial amount of commercial and residential development has already taken place. The strong retail market that has been established has helped the center achieve a regional identity.

The Center is envisioned as evolving into a major multimodal transportation hub provided there is coordinated and careful planning of needed multimodal cross-county transportation improvements that will accommodate the development and redevelopment opportunities that this center offers. The center has the potential to provide opportunities for transit-oriented and transit-adjacent development and redevelopment that should be designed and oriented to encourage and maximize transit use and facilitate economic development.

The Regional Center is located between three major transportation facilities – two freeways (US 50 and US 301) and a major arterial, MD 197 – that provide excellent access to and visibility for the center. The existing major road network also serves as a useful base for an expanded future transit network that will provide multimodal travel options to and within the center. The plan recognizes that complete redevelopment of the entire center, and development of the transit service network needed to support it, could take up to ten years. Sufficient parking for additional development, particularly during this interim period will pose a planning and implementation challenge that will require innovative solutions. Additional mixes of transit-oriented retail, office, residential, and hotel uses are envisioned as the market changes or responds to the implementation of the vision for the center. However, careful planning will be needed to ensure both compatibility with the surrounding neighborhoods, and multimodal connectivity between development and the transportation improvements, other services and amenities. Further, implementation of the transportation improvements needed to accommodate and attract the desired development in the regional center will need to be closely coordinated with implementation of both the Countywide Master Plan of Transportation and each succeeding Transit Service and Operations Plan.

The boundaries established for the Bowie Regional Center in this plan are focused on three areas; one of these areas will become the future [transit] transportation hub of the planning area. This plan recommends a new sector plan when the location of this [transit] transportation hub can be determined. The sector plan should consider limiting the size of the Bowie Regional Center based on five- and ten-minute walking distances from this future [transit] transportation hub. At that time, the sector plan should recommend the appropriate zoning to achieve a major mixed-use activity center, as well as a [transit] transportation-accessible destination providing diverse and spatially integrated opportunities to live, work, shop, and play.

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Bowie Main Street

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\* \* \*

Since Bowie Main Street cannot compete directly with Bowie Town Center on the regional level, it must establish its own identity or market niche. Revitalized grocery stores and the introduction of additional civic uses (e.g., governmental, recreation) would help achieve this objective by providing new activity generators. Given the nature of the existing built environment, a mix of uses could enhance future development. Grocery-anchored properties continue to make up the majority of U.S. retail space. They are considered the least economically sensitive retail format and hold up extremely well during economic downturns. Any long-term revitalization of this area must provide a plan that will allow for the phasing of redevelopment and intensification.

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Old Town Bowie

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The character and charm of Old Town Bowie is its small scale and atypical entrepreneurial orientation. Its market niche assets include its pedestrian scale, historic character and location, uniqueness, and its existing antiques and collectible shops. Constraining development in Old Town Bowie are current low retail sales and capture rates, low weekday activity, limited visibility, access issues, and small parcel sizes.

\* \* \*

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West Bowie Village

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The realignment of MD 450 away from West Bowie Village is expected to have a significant impact upon vehicular traffic, visibility, retail sales, and, ultimately, business retention. Successful economic revitalization of West Bowie Village will require enhanced connectivity to reduce the isolation of the mixed-use activity center. Residential and mixed-use development in the area presents an opportunity for the automobile-oriented village to re-create itself as a more neighborhood-oriented retail and professional services center. An enhanced pedestrian and bike path network, providing access to Bowie Main Street and adjacent residential neighborhoods, will help reduce the isolation of West Bowie Village and promote reinvigoration of the area.

\* \* \*

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Pointer Ridge

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The economic development potential of the existing commercial center is regionally constrained by the concentration of retail activity to the north on US 301, the high-speed nature of through traffic, and a limited primary residential market in part a result of the low-density Rural Tier development to the east. Opportunities include frontage along US 301, high traffic counts, visibility, the residential attractiveness of the rural setting to the east, and possible mixed-use and senior/age-restricted residential development.

Given the large format retail offerings to the north, the Pointer Ridge Mixed-Use Activity Center should diversify its uses by adding at-place employment and senior housing. The commercial center has redevelopment potential to expand employment by adding office space. Modest office development of two to three stories could be congruent with the scale of the area while adding to the daytime population and shortening commute times for residents and employees. Senior and age-restricted housing could expand the residential market and allow long term residents to age in place. Additional retail integrated with this residential development could eventually be introduced on the larger Amber Ridge site as part of a pedestrian-friendly environment.

Policy 2: Attract new employment opportunities to the planning area to improve the balance of jobs to housing, enhance the tax base, reduce vehicle miles traveled to jobs, provide at-place employment, and support public investment in transit.

- 1: Compatible commercial development, employment uses and mixed-use development, including live-work dwelling units, should be promoted in the Bowie Regional Center, all mixed-use activity centers, and other appropriate areas. Staff still recommends the original language. The Bowie Regional Center is a defined Center per the general plan, and is therefore more important than the four mixed-use activity centers from a policy perspective.

\* \* \*

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Historic Preservation

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Page 74

Replace Strategy 1 of Policy 2 with the following text:

1. Update the *Historic Sites and Districts Plan* to incorporate the following changes:

a. Designate the following properties as Historic Sites:

- (1) 71B-002-23 (Knights of St. John Hall)
- (2) 74B-006 (Carroll Chapel and Cemetery)
- (3) 74B-012 (Queen Anne Bridge)

b. List the following property as an Historic Resource:

- (1) 71A-022-4 (Noble Strother House)

c. Delete the following properties from the Inventory of Historic Resources because they no longer exist:

- (1) 71A-011 (Site of Bowie Cemetery)
- (2) 71A-014 (Bowie-Arnold House)
- (3) 74A-013 (Site of Hill Tenant House)

d. List the following properties as "Documented Properties Not Included in the Inventory of Historic Resources" in Appendix L of the *Historic Sites and Districts Plan*:

- (1) 71A-006 (Concrete Railroad Bridge)
- (2) 71A-016 (Collington Rosenwald School)
- (3) 71A-043 (Eugene Roberts House)
- (4) 71B-002-02 (Frank B. Luers House)
- (5) 71B-002-04 (Joffe Store)
- (6) 71B-002-14 (William Luers House)
- (7) 71B-011 (Jacob Seitz House)
- (8) 74B-029 (Mills Property)
- (9) 71B-12 (Bernard Luers House)

Delete Strategies 2 and 3 of Policy 2 on pages 74-75 of the preliminary master plan.  
Renummer Strategy 4 (to Strategy 2).

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## Sectional Map Amendment

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Page 83

Change Numbers 1A, 1B, 1C, 1D

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*Use and Location:* The historic Sacred Heart Church, located on the south side of MD 450 (1A), a triangular-shaped parcel currently zoned R-R, located on the east side of the Bowie City Public Works access road (1B), and a triangular property (p/o Parcel 1) located on the west side of the Bowie City Public Works access road (1C), property located north of MD 450, west of Public Works Road (1D). (Tax Map 38, Grids D3, E2, p/o Parcel 55 and p/o Parcel 1). These properties, located on both sides of MD 450, are largely undeveloped, and include a church and a sand and gravel processing site.

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*Discussion:* The rezoning of the subject properties from the R-R (Rural-Residential) and O-S Zones to the R-E (Rural-Estate), R-A (Rural-Agricultural), and O-S (Open-Space) Zones are in accordance with the recommendations of the master plan. The rezoning of these properties is intended to protect the historic church, environmentally sensitive areas, and the Rural Tier.

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## Old Town Bowie DDOZ

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### Applicability and Administration

Page 102:

1. Legally existing development. Until a site plan is submitted, all buildings, structures, and uses which were lawful or could be certified as a legal nonconforming use on the date of SMA approval are exempt from the Development District Standards and from site plan review and are not nonconforming. However, if a permit application is submitted for a nonresidential use and it is determined that a legal use has been discontinued for more than 180 days in accordance with Section 27-241©, the uses and structures on the lot shall comply with all applicable Development District Standards and with the requirement for site plan review. Notwithstanding this provision, building permit(s) and U&O permit(s) may be issued for any existing building under 2,000 square feet if the building permit application is filed by April 1, 2006.

\* \* \*

<b>Table 6 Standards Thresholds and Applicability</b>					
	<b>Process<sup>1</sup></b>	<b>Building Envelope</b>	<b>Streetscape</b>	<b>Architecture and Landscape</b>	<b>Parking<sup>2</sup></b>
Threshold		Applicable Design Standards			
* * *					
4. Additions to an existing nonresidential building(s) when more than 15 percent or 750 square feet of existing or proposed GFA (which ever is less) is proposed. <u>Notwithstanding this provision, building permit(s) and U&amp;O permit(s) may be issued for any existing building under 2,000 square feet if the building permit application is filed by April 1, 2006.</u>	DSP	✓	✓	✓	✓
* * *					

\* \* \*

Underscoring indicates language added to the adopted plan text.  
 [Brackets] indicate language deleted from the adopted plan text.  
 Asterisks \*\*\* indicate intervening existing Plan text that remain unchanged



**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**  
**SITTING AS THE DISTRICT COUNCIL**  
**2020 Legislative Session**

Bill No. CB-22-2020

Chapter No. 12

Proposed and Presented by Council Members Turner and Davis

Introduced by Council Members Turner, Davis, Streeter, Hawkins, Harrison and Franklin

Co-Sponsors \_\_\_\_\_

Date of Introduction June 9, 2020

**ZONING BILL**

1 AN ORDINANCE concerning

2 R-S Zone

3 For the purpose of permitting certain employment and institutional uses permitted by right in the  
4 E-I-A (Employment and Institutional Area) Zone to be permitted in the R-S (Residential  
5 Suburban) Zone of Prince George's County, under certain specified circumstances, and  
6 providing procedures for the amendment of approved Basic Plans to guide the development of  
7 such uses.

8 BY repealing and reenacting with amendments:

9 Sections 27-124.02, 27-195, 27-197, 27-511, 27-512, 27-513,  
10 and 27-515,

11 The Zoning Ordinance of Prince George's County, Maryland,  
12 being also

13 **SUBTITLE 27. ZONING.**

14 The Prince George's County Code  
15 (2015 Edition, 2019 Supplement).

16 SECTION 1. BE IT ENACTED by the County Council of Prince George's County, Maryland,  
17 sitting as the District Council for that part of the Maryland-Washington Regional District in  
18 Prince George's County, Maryland, that Sections 27-124.02, 27-195, 27-197, 27-511, 27-512,  
19 27-513 and 27-515 of the Zoning Ordinance of Prince George's County, Maryland, being also  
20 Subtitle 27 of the Prince George's County Code, be and the same are hereby repealed and

reenacted with the following amendments:

**SUBTITLE 27. ZONING.**

**PART 2. GENERAL.**

**DIVISION 4. REGULATIONS APPLICABLE IN ALL ZONES.**

**SUBDIVISION 8. WOODLAND CONSERVATION AND TREE PRESERVATION.**

**Sec. 27-124.02. Woodland Conservation and Tree Preservation.**

(a) Development proposals of all types in all zones, except the Chesapeake Bay Critical Area Overlay Zones and development comprised of lands zoned Residential, R-M, and M-X-T for which there is an approved single Conceptual Site Plan applicable to all of the properties, or land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code, shall comply with the requirements for woodland conservation, tree preservation, and tree canopy coverage pursuant to the provisions of Subtitle 25 of the Prince George's County Code.

(b) In the case of development comprised of lands zoned Residential, R-M, and M-X-T, for which there is an approved single Conceptual Site Plan applicable to all of the properties, the Woodland Conservation/Afforestation Threshold shall be in accordance with the requirements for the M-X-T Zone and the tree canopy coverage requirement shall be in accordance with the requirements of the M-X-T Zone.

(c) In the case of land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code, the Woodland Conservation/Afforestation Threshold shall be in accordance with the requirements for the E-I-A Zone and the tree canopy coverage requirement shall be in accordance with the requirements of the E-I-A Zone.

**PART 3. ADMINISTRATION.**

**DIVISION 2. ZONING MAP AMENDMENTS.**

**SUBDIVISION 3. COMPREHENSIVE DESIGN ZONES.**

**Sec. 27-195. Map Amendment Approval.**

(b) Criteria for approval.

(1) Prior to the approval of the application and the Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:

(A) The proposed Basic Plan shall either conform to:

1 (i) The specific recommendation of a General Map plan, Area  
2 Master Plan map, or urban renewal plan map; or the principles and guidelines of the plan text  
3 which address the design and physical development of the property , the public facilities  
4 necessary to serve the proposed development, and the impact which the development may have  
5 on the environment and surrounding properties; [or]

6 (ii) The principles and guidelines described in the Plan  
7 (including the text) with respect to land use, the number of dwelling units, intensity of  
8 nonresidential buildings, and the location of land uses; or

9 (iii) The regulations applicable to land zoned R-S and  
10 developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of  
11 this Code.

12 \* \* \* \* \*

13 **Sec. 27-197. Amendment of approved Basic Plan.**

14 (c) If an amendment of an approved Basic Plan does not involve a change in land  
15 area or an increase in land use density or intensity, [or] is for the purpose of adding a  
16 Planned Environmental Preservation Community, or is for the purpose of allowing uses  
17 permitted in the E-I-A Zone on land in the R-S Zone pursuant to Section 27-515(b) of this Code,  
18 the Plan may be amended by the Council in accordance with the following procedures:

19 (1) The applicant shall file the request (in triplicate) with the Clerk of the  
20 Council. The petition shall be accompanied by a new reproducible copy of the proposed new  
21 Basic Plan (graphic only) or three (3) copies of the proposed new Basic Plan Text (as necessary  
22 depending on the amendment proposed). The Clerk’s office shall advise the applicant (in  
23 writing) that the Technical Staff has found that the request is complete. If an amendment to an  
24 approved Basic Plan is proposed for the purpose of adding a Planned Environmental  
25 Preservation Community, the applicant must hold a meeting to solicit public comment on the  
26 Plan for the purpose of incorporating comments concerning use, design, and density, to the  
27 extent possible, into the Plan. The applicant shall send by certified mail notice of the date, time,  
28 place and subject matter of the meeting to all adjoining property owners, including owners  
29 whose properties lie directly across a street, alley, or stream, to all persons of record in the  
30 original application, and to every municipality located within one (1) mile of the applicant’s  
31 property. Evidence that the applicant has complied with this requirement shall be provided prior

1 to the acceptance of the applicant’s petition by the Clerk of the Council.

2 (2) The Clerk of the Council shall refer copies of the request and  
3 accompanying documents to the Planning Board and to the People’s Zoning Counsel. The  
4 Planning Board and the People’s Zoning Counsel shall submit any comments which they have  
5 on the request to the Council, the Zoning Hearing Examiner, the petitioner, and all persons of  
6 record in the original Zoning Map Amendment application. The comments shall be submitted not  
7 later than sixty (60) days after the date the Clerk refers the petition to them, unless such deadline  
8 is waived in writing by the applicant.

9 (3) Within one hundred twenty (120) days after referral of the petition to the  
10 Planning Board and People’s Zoning Counsel, the Zoning Hearing Examiner shall conduct a  
11 public hearing on the petition. The hearing shall be held in accordance with Section 27-129. The  
12 hearing shall not be held until after the sixty (60) day review period has expired, unless both the  
13 Planning Board and People’s Zoning Counsel have submitted their comments.

14 (4) Within thirty (30) days from the close of the hearing record, the Zoning  
15 Hearing Examiner shall file a written recommendation with the District Council, unless such  
16 deadline is waived in writing by the applicant.

17 (5) Any person of record may appeal the recommendation of the Zoning  
18 Hearing Examiner within fifteen (15) days of the filing of the Zoning Hearing Examiner’s  
19 recommendation with the District Council. If appealed, all persons of record may testify before  
20 the District Council.

21 (6) Persons arguing shall adhere to the District Council’s Rules of Procedure,  
22 and argument shall be limited to thirty (30) minutes for each side, and to the record of the  
23 hearing.

24 (7) In approving the petition, the District Council shall find that the  
25 requirements of Section 27-195(b) have been met. If the Council does not act within forty-five  
26 (45) days of the filing of the written recommendation, the petition shall be considered to have been  
27 denied.

28 \* \* \* \* \*

29 **PART 8. COMPREHENSIVE DESIGN ZONES**  
30 **DIVISION 2. SPECIFIC COMPREHENSIVE DESIGN ZONES.**  
31 **SUBDIVISION 6. R-S ZONE (RESIDENTIAL SUBURBAN DEVELOPMENT).**

1 **Sec. 27-511. Purposes.**

2 (a) The purposes of the R-S Zone are to:

3 (1) Establish (in the public interest) a plan implementation zone, in which (among  
4 other things):

5 (A) Permissible residential density is dependent upon providing public benefit  
6 features and related density increment factors; [and]

7 (B) The location of the zone must be in accordance with the adopted and  
8 approved General Plan, Master Plan, Sector Plan, public urban renewal plan, or Sectional Map  
9 Amendment Zoning Change; and

10 (C) Applicable regulations are satisfied for uses authorized pursuant to Section  
11 27-515(b) of this Code.

12 (2) Establish regulations through which adopted and approved public plans and  
13 policies (such as the General Plan, Master Plans, Sector Plans, public urban renewal plans, or  
14 Section Map Amendment Zoning Changes) can serve as the criteria for judging individual  
15 development proposals;

16 (3) Assure the compatibility of proposed land uses with existing and proposed  
17 surrounding land uses, and existing and proposed public facilities and services, so as to promote  
18 the health, safety, and welfare of the present and future inhabitants of the Regional District;

19 (4) Encourage amenities and public facilities to be provided in conjunction with  
20 residential development;

21 (5) Encourage and stimulate balanced land development; [and]

22 (6) Improve the overall quality and variety of residential environments in the  
23 Regional District [.]; and

24 (7) Allow qualifying properties in the R-S Zone to develop with uses in the E-I-A Zone  
25 pursuant to Section 27-515(b) of this Code.

26 **Sec. 27-512. Uses.**

27 (a) The general principle for land uses in this zone is that uses shall be either  
28 residential in nature, or necessary to serve the dominant residential uses. These latter uses shall  
29 be integrated with the residential environment without disrupting the residential character or  
30 residential activities. The land uses in the zone may also consist of any uses authorized pursuant  
31 to Section 27-515(b) of this Code.

1 (b) The uses allowed in the R-S Zone are as provided for in the Table of Uses (Division 3  
2 of this Part).

3 **Sec. 27-513. Regulations.**

4 \* \* \* \* \*

5 (d) Other regulations.

6 (1) Each lot shall have frontage on, and direct vehicular access to, a public street,  
7 except lots for which private streets or other access rights-of-way have been authorized pursuant  
8 to Subtitle 24 of this Code.

9 (2) Additional regulations concerning development and use of property in the R-S  
10 Zone are as provided for in Divisions 1, 4, and 5 of this Part, General (Part 2), Off-Street Parking  
11 and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

12 (3) Notwithstanding any other requirement of this Subdivision, the types of dwelling  
13 units permitted shall be limited to one-family detached and attached dwellings. No more than  
14 thirty-five percent (35%) of the total number of dwelling units shall be attached units; however,  
15 the restrictions for attached dwelling units of this subsection, above, shall not apply to Mixed  
16 Retirement Development in the R-S Zone.

17 (4) Notwithstanding any other provision of this Subtitle, a grading permit to support  
18 the development of uses permitted in the E-I-A Zone on land in the R-S Zone pursuant to Section  
19 27-515(b) may be issued so long as it is in conformance with an approved Comprehensive  
20 Design Plan.

21 (5) Notwithstanding the provisions of Section 27-123 of this Code, the minimum  
22 standards set forth in the Landscape Manual for landscaping, buffering, and screening for all uses  
23 permitted in the E-I-A Zone on land in the R-S Zone pursuant to Section 27-515(b) may be  
24 modified by the approved Comprehensive Design Plan.

25 \* \* \* \* \*

**DIVISION 3. USES PERMITTED.**

**Sec. 27-515. Uses permitted.**

**(b) TABLE OF USES.**

USE	ZONE								
	M-A-C	L-A-C	E-I-A	R-U	R-M	R-S	R-L	V-L	V-M
<b>(4) MISCELLANEOUS</b>									
* * * * *	*	*	*	*	*	*	*	*	*
<u>Where not otherwise specifically permitted, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception)</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>P<sup>38</sup></u>	<u>X</u>	<u>X</u>	<u>X</u>

\* \* \* \* \*

**38** Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:

- (a) The use is located on a parcel , a portion of a parcel, or an assemblage of adjacent land that:
  - (i) was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;
  - (ii) contains at least 400 acres and adjoins a railroad right-of-way; and
  - (iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.
- (b) Regulations regarding green area set forth in Section 27-501(a)(2) shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.
- (c) Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.
- (d) Additional requirements for uses developed pursuant to this footnote shall include the following:
  - (i) Street connectivity shall be through an adjacent employment park; and
  - (ii) A public park of at least 20 acres shall be provided.

SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five (45) calendar days after its adoption.

Adopted this 14th day of July, 2020.

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: \_\_\_\_\_  
Todd M. Turner  
Council Chair

ATTEST:

\_\_\_\_\_  
Donna J. Brown  
Clerk of the Council

KEY:  
Underscoring indicates language added to existing law.  
[Brackets] indicate language deleted from existing law.  
Asterisks \*\*\* indicate intervening existing Code provisions that remain unchanged.



## Exhibit A

# National Capital Business Park DESIGN GUIDELINES

Revised – February 22, 2021

## INTRODUCTION

The following section presents design principles to be followed in forthcoming specific development proposals for future lots and parcels within the National Capital Business Park (NCBP). It is the intent of these guidelines to be flexible enough to apply to all uses allowed in the project, as well as to ensure proper functional and aesthetic relationships.

There are many aspects of design that contribute to achieving the proper balance in placing a modern employment park such as the NCBP in the landscape. The design guidelines presented herein focus on specific aspects of the particular considerations regarding building orientation, setbacks, heights, signage, etc.

The standards in these design guidelines are not intended to create a rigid and inflexible set of standards which attempt to apply to all situations. Conversely, the following design guidelines attempt to establish minimum and/or maximum elements to help maintain a high-quality employment use character for the NCBP that will last both now and into the foreseeable future. Such elements will be the basis of review at the next phase of site plan submittal (i.e., Specific Design Plan). The elements shown in these design guidelines are not to be considered specific solutions, but simply examples of how an effective site plan can be developed. Conformance with the regulations set forth in these design guidelines shall be the basis for approval of the Specific Design Plan(s).

## STRUCTURES

### **Building and parking minimum setbacks:**

From Roadways

- (a) Buildings along internal roadways shall be setback at least 30 feet from the roadway. Parking setbacks shall also be a minimum of 10' feet, with a preference for 15' where possible.
- (b) Buildings along Prince George's Boulevard and Queens Court shall be setback at least 40 feet from the public right-of-way. Parking setbacks shall be minimum of 10' feet, with a preference for 15' where possible.

#### From Parcel Lines

- (a) Building setbacks from parcel lines: front – 25', side – 20'\* , rear 20'\*  
\*+ ½ foot for every one foot over 45'.
- (b) Parking setbacks from parcel lines; front 15', side 15', rear 15'

Variation of setbacks permitted on a case by case basis by Planning Board at Specific Design Plan.

### **GENERAL ARCHITECTURAL GUIDELINES**

Some of the principal ideas of the architectural design include:

1. Focus on sustainability
  - a. Inclusive of broad, welcoming front entrances where possible.
  - b. Where appropriate, integrated vehicular drop-offs shall be implemented.
  - c. Creation of pedestrian-friendly buffers with sidewalk planting strips.
  - d. Inclusive of an assortment of sustainable/ resourceful techniques tied into building design.
2. Sustainable/ resourceful techniques that are encouraged (not required) may include, but not be limited to:
  - a. The implementation of solar panels on roof tops and carports, where applicable and appropriate.
  - b. The implementation of electrical vehicular charging stations at select parking spaces (per tenant program requirements).
3. Façade and building mass articulation.
  - a. Building design with dynamic facades.
    - Varying façade depth where possible to create complimentary façade planes and perspective views.
    - Manipulating façade heights for visual interest.
  - b. Establishing dominant, sub-dominant and subordinate forms and features.

- c. A multi-tenant design may include multiple formal entrances.
  - Encouraging additional accent areas along facades.
- 4. Utilization of efficient design and construction techniques.
  - a. Tilt-up concrete building is more economically viable than other methods.
  - b. Allowing for a variety of façade treatments.
    - Allowing for integrated accents such as reveal and form-liner patterns.
    -

## **BUILDING DESIGN GUIDELINES**

### **Facades and Exterior Walls:**

Facades shall be articulated to vary its perceived massing and reduce monotony. Both exterior walls, and entryways shall provide consistent architectural treatments harmonious with, top tier market offerings. Where possible, proposed aesthetics for buildings shall relate to the community's identity, character, and scale.

- Facades may incorporate wall projections or recesses of varying depths, elevations and type.
- Specifically, facades that face site entrances shall be aesthetically interesting and may vary in design from other facades.
- Where multiple tenant entrances are required, additional glazing, formal entrances, and wall-based awnings/ canopy shall be explored.
- All sides of the building should include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades shall be avoided.

### **Entryways:**

Entryway design elements and variations shall give orientation and aesthetically pleasing character to the building.

Entryways shall utilize consistent architectural treatment with the facades and exterior walls. Each entryway shall have clearly defined, highly visible pedestrian entrances featuring some or all of the following:

- Corner glazing
- Overhangs
- Recesses/projections
- Material variations
- Additional Lighting
- Pertinent Signage

**Roofs:**

Where possible, variations in rooflines shall be used to add interest to, and reduce the perceived mass of the building. Roof features should complement the character of the facade and entryway.

- Parapets may be used to conceal flat roofs and roof top equipment (such as HVAC units) from public view out to the site perimeter. Alternating lengths and designs shall be utilized.

**Materials and Colors:**

Exterior building materials and colors comprise a significant part of the visual impact of the building. Therefore, they shall be aesthetically pleasing and compatible with materials and colors used on the adjoining properties

Predominant exterior building materials should be of a high-quality and comprise of some combination of the following:

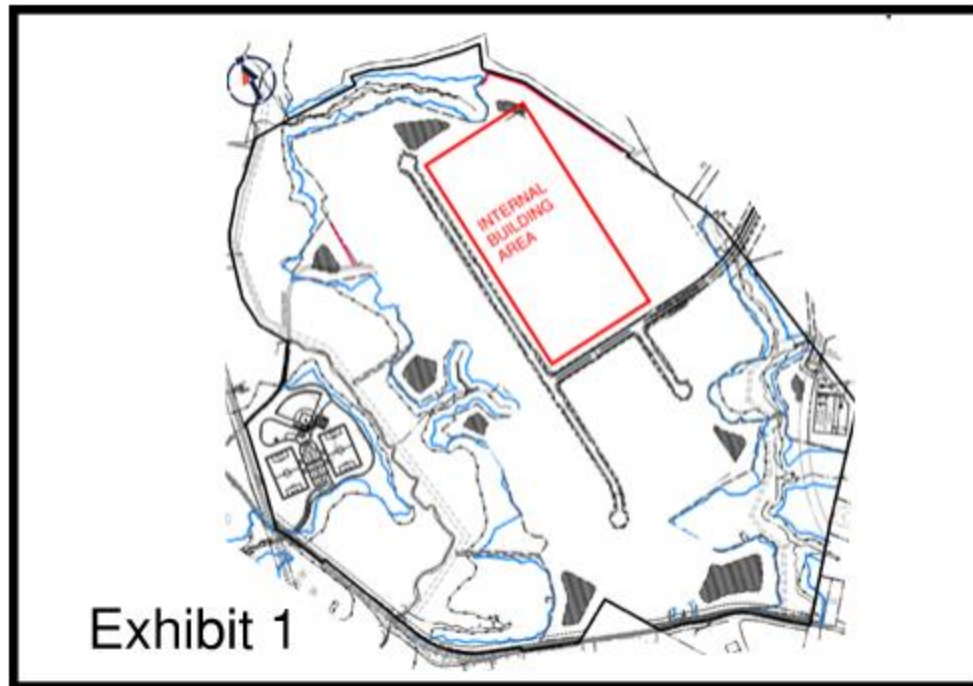
- Concrete (tilt up/precast construction)
- Brick/Masonry
- Fiber cement or composite panels
- The use of metal as an accent material
- Glass

Facade colors should primarily consist of low-reflectance, subtle, neutral colors that blend well with the environment and not cause abrupt changes. The use of high-intensity colors or metallics on the primary façade if utilized, shall be limited.

Window glass shall not be heavily tinted in a manner that reduces the visual link between indoors and outdoors.

**Height limitations:**

Buildings generally shall not exceed 50' feet in height from the average finished grade to the top of the parapet wall at the exterior façade. Additional height (up to 10 feet) at interior parapet walls is permissible for screening of rooftop mechanical equipment. Notwithstanding the above, buildings shown in the "internal building area" (see exhibit 1 below) shall not exceed a height of 130 feet. Exception/deviations from these height limitations can be made on a case by case basis during Specific Design Plan.



### **Building Intensities:**

The floor area restrictions coupled with prescribed envelopes, will affect the layout of each lot. Due to environmentally sensitive areas which are to be preserved and are therefore unavailable for building coverage, individual lots/tracts may be developed with up to 0.5 FAR for a single story building and up to 1.0 for a multi-story building. The total site area of 426 +/- acres (in the R-S Zone) shall not exceed 3.5 million square feet. Exception/deviations from these limitations can be made on a case by case basis during specific design plan.

### **Building Examples:**

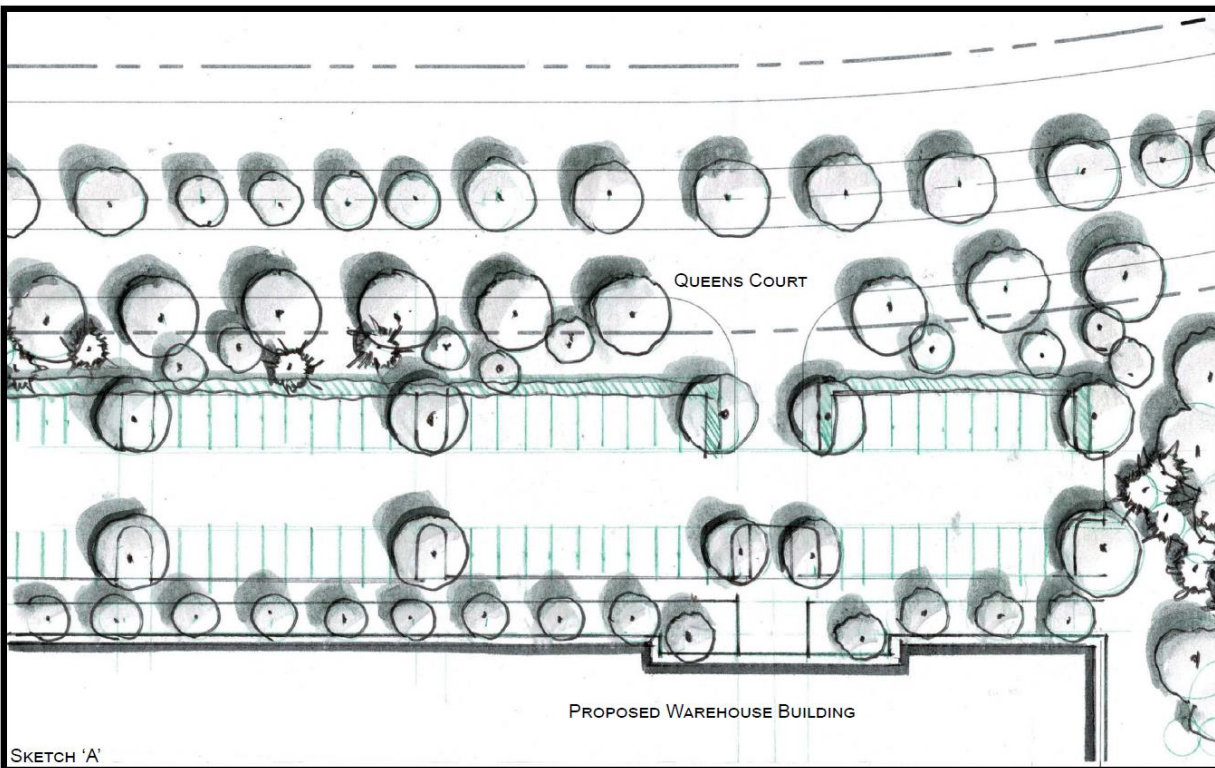
The following are examples of buildings that are similar in nature to what is intended at the NCBP. These images are for illustrative purposes only, and are not intended as commitments to size, massing, materials, windows, color etc.



**Views:**

External views from Queens Court and the internal roads will be treated in a sensitive and appropriate manner. Loading and parking areas shall be effectively screened from views along these major roadways by alternative methods: walls, berms, landscaping or a combination thereof. Also, large buildings with expansive facades shall be landscaped to soften views containing extensive building area (See Sketch A).

Trees and evergreens should be massed into groves rather than spread-out over the entire site to be successful. This creates a variety of forms when the plant material approaches a critical mass of significant volume to compete with the more dominant masses.



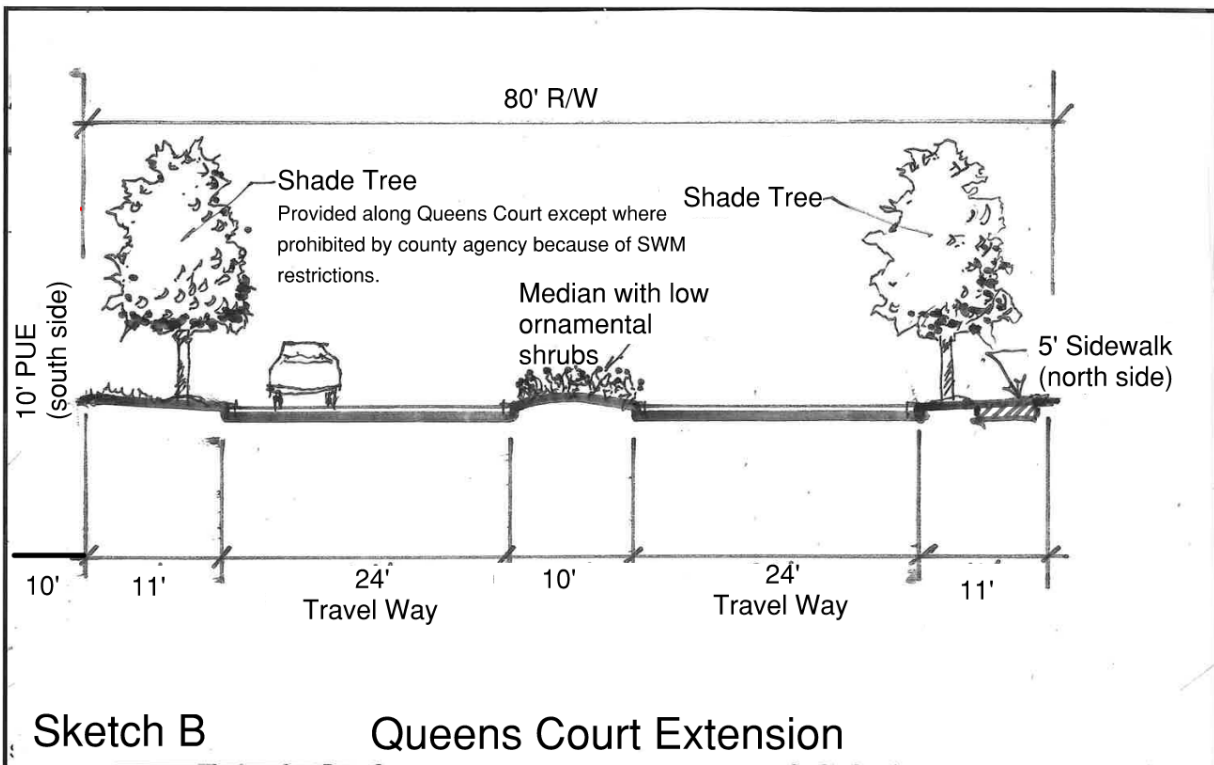
## **VEHICULAR ACCESS AND PARKING**

A clear hierarchy of roadways will be developed in the NCBP to efficiently distribute traffic flow throughout the site and provide convenient, clear access to individual users. Particular consideration should be given to creating a circulation system that responds to truck traffic as well as to auto traffic while avoiding conflicts. Separating facilities for the two types of users is desirable as much as possible. This will further help to orient views associated with loading away from other vehicular traffic resulting in less screening requirements.

Primary access to the site will be Queens Court via its intersection with US 301. All traffic from this collector roadway will be directed to the interior of the site and distributed onto either Prince George's Boulevard (for access to the most eastern parcels in the I-1 Zone portion of the NCBP), or continue directly from Queens Court (extended) into the main north/south spine road proposed for the project. Prince George's Boulevard will not be constructed beyond the length necessary to provide direct access to the most eastern parcels with the NCBP. Further, there will not be any

direct vehicular access to or from Leeland Road from any of the parcels within the NCBP (save and except for the public park proposed on the north side of Leeland Road).

The following cross section reflects the main entrance for the project off of Prince George's Boulevard. Queens Court will be constructed to an 80' Right of way with center median, and areas between the right of way and parking areas for screening. Small berms and low landscaping will be used. (Sketch B)

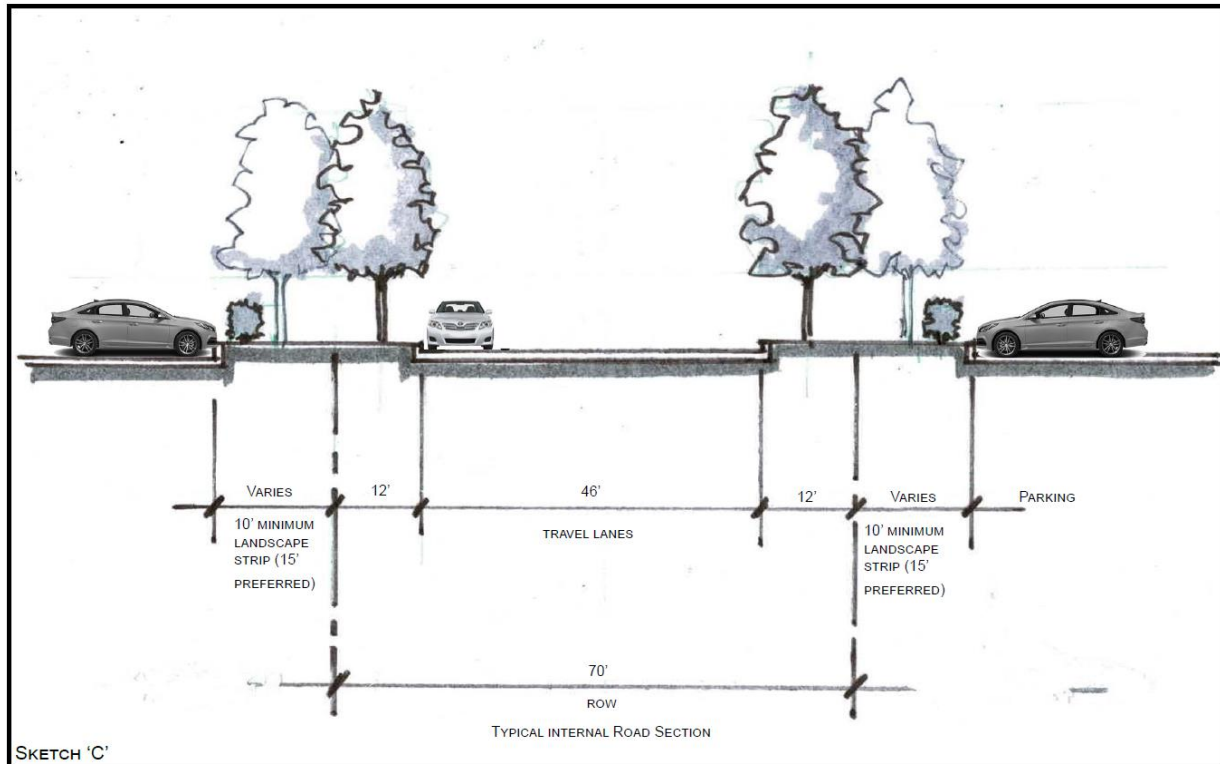


### Internal Roadways:

Local access from Queens Court shall be provided by internal roadways. Public internal roadways shall conform to the Department of Public Works standards for 70 foot commercial/industrial roadway (See Sketch C). In some cases, access may be provided by roadways on private property across a joint ingress-egress easement for one or two parcels where a public road is not warranted. Internal access points shown on the Comprehensive Design Plan may be developed as a public street or private access depending upon the size and configuration of individual parcels at the time of Preliminary Plan. A secondary access to Popes Creek Drive and/or Prince George's



Boulevard may be provided if development conditions warrant. Impacts (including transportation and environmental) from any such secondary access points will be evaluated at time of preliminary plan of subdivision.



### **Parking and Loading:**

Parking requirements for warehouse facilities (or other similar uses permitted in the E-I-A Zone) relative to other land use types do not create major site impacts. Ancillary office uses which will occur in conjunction with most distribution or light manufacturing facilities will be the greatest parking generators for the project. Large parking compounds should include green space and entrance features where possible, as long as walking distance to entrances does not become excessive. Interior parking areas will adhere to the Prince George's County Landscape Manual.

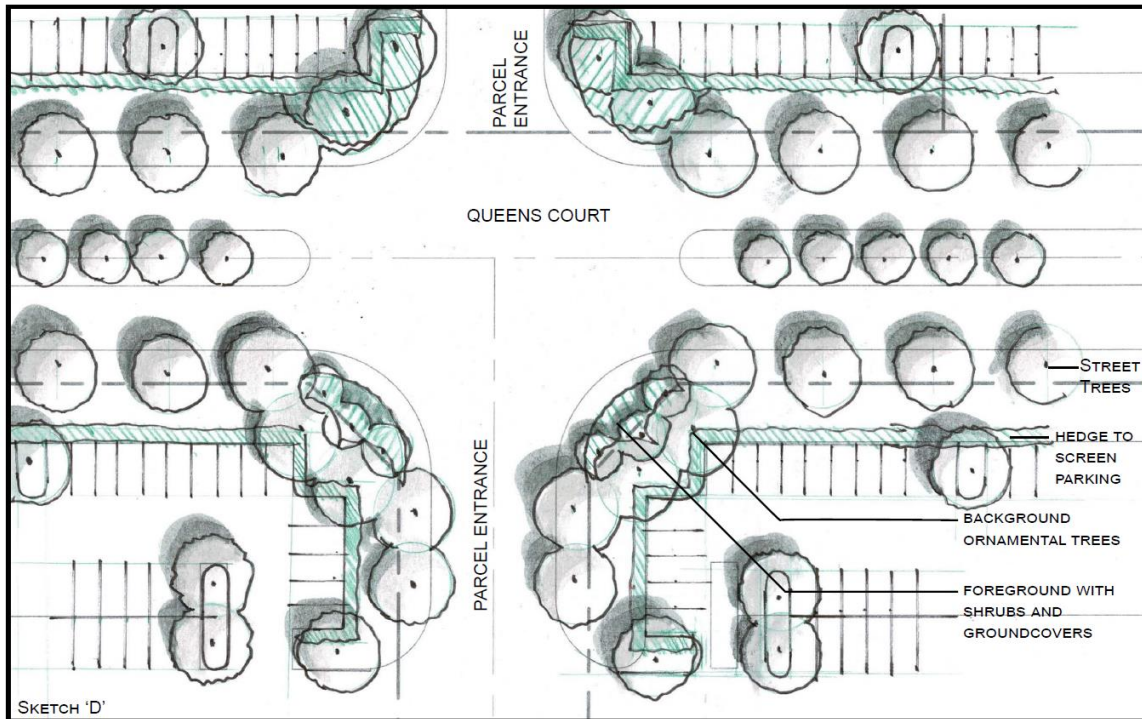
Loading facilities potentially have a major impact on the appearance of site development in the NCBP. Wherever possible, loading areas should be separated from auto parking and access areas. Where loading areas are oriented towards a collector roadway, additional landscape elements shall be provided to effectively screen loading areas from view.

**Landscape Concepts:**

Landscape elements can provide visual benefits important to the overall appearance of a finished development. Specific guidelines such as quantities of plants per linear foot are often unmanageable and cannot respond to the variety of situations that invariably arise. Extensive setbacks that are required without adequate planting, as seen in existing developments, are not assurance of an attractive project. The most realistic solution is a stated commitment to effective landscaping and screening elements with some general guidelines and an agreement to evaluate site plans at the time of Specific Design Plan submittal.

Landscape elements in the NCPB shall utilize the requirements applicable to the E-I-A Zone and in the County Landscape Manual for landscaping, buffering and screening all uses. Further, the minimum green area within each lot/parcel shall be 10% of the net lot/parcel area.

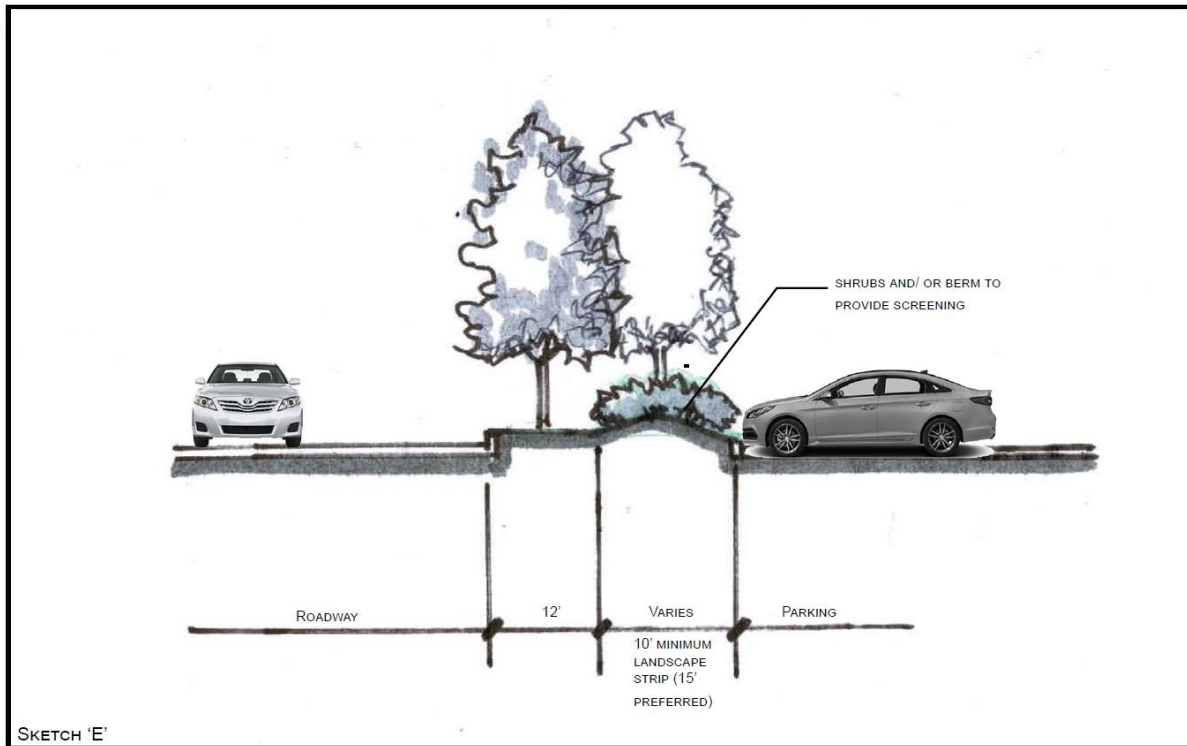
A hierarchy of plant material can reinforce other elements in the landscape such as circulation patterns and directional systems. Therefore, the streetscape planting should emphasize entry locations by concentrating on a variety of evergreen and flowering plants with a full range of foreground, middle ground, and background elements. (See Sketch D).



These areas will be visually distinguished from the remainder of the streetscape by an increased plant density, color, and depth. In contrast, the remainder of the streetscape should emphasize a linear arrangement to lead the eye forward, diverting attention to the next landscape focal point. This approach emphasizes the vehicular circulation design and lends a sensibility to the appearance of views.

Parking areas shall be internally landscaped with shade trees to reduce glare and provide shade. Additionally, plant elements within parking areas should be designed to control the flow of vehicular activity by emphasizing traffic diverters and making them more prominent. Sight distance is critical at landscape islands, and shrubs should be avoided here, concentrating on shade trees and groundcovers. These islands can be slightly bermed to discourage pedestrian traffic and bring the low groundcovers into view without jeopardizing sight distance. All vehicular parking lots shall provide shade trees at the ends of the parking bays to emphasize this access circulation element. Interior planting shall be required for any parking lot. The minimum amount of required interior planting shall be based on the Prince George's County Landscape Manual.

Shrub masses at parking lots should be reserved for use at perimeter planting strips. A landscape buffer here reduces the impact of parking areas and enhances the streetscape by diverting attention to other focal points such as entrances. A combination of low berms (2-3 feet), shrubs, or evergreens should be used to screen the views of large areas of pavement (See Sketch E).



Interior landscaping shall not be required in loading areas or associated storage facilities. Emphasis here will be on screening views of these facilities from public roadways and should be of sufficient height and type to screen views of these facilities from ground level. Outdoor storage areas may be permitted provided the following conditions shall have been satisfied with respect to:

1. The storage area shall be sited and so screened such that items stored therein shall not be viewable from streets or abutting developed parcels; or
2. The location, size and nature of the storage area and the kind of items to be stored therein are not detrimental to the appearance of the project.

### Signage:

Project signage can be broken down into functional categories such as directional signage, informational signage, traffic signage and project identification signage. Although signs are often not considered a major element in the landscape, a well-coordinated signage program with uniform materials, design and graphics can help produce a professional image and lend continuity to the streetscape. Prince George's County Code Part 12, Division 3 Sec. 27-613 and 27-614 states that design standards for all on-site signs attached to a building, and all freestanding on-site signs shall be

determined by the Planning Board at Specific Design Plan review. Stop signs and other traffic signage will conform to Prince George's County standards and those adopted by the U.S. Department of Transportation.

#### **A. Permitted Sign Locations**

1. Multi-story Buildings – unless otherwise noted in site specific criteria, each multi-story building will be permitted one free-standing sign at a point near the project entrance, and one building-mounted sign.
2. Single-story Buildings – unless otherwise noted in site specific criteria, each tenant in a single-story building will be permitted one building mounted sign. If tenant has entrances on two sides of their building, a sign may be permitted each side of the building.

#### **B. Permitted Sign Types**

1. Free-standing sign
  - a. The maximum height is limited to 10' feet above grade
  - b. sign illuminations, if desired, must be internal and with translucent letters and an opaque background.
  - c. sign must be mounted on a substantial base.
  - d. free-standing sign will only be permitted for tenant identification if tenant occupies more than 50% of the building's floor area.
2. Building-Mounted Sign
  - a. sign location on the building must be compatible with the architectural design of the building.
  - b. no signs may extend above the roof or parapet line of the building.
  - c. building-mounted signs must be individual pinned-off letters.
  - d. maximum letter size is thirty-six (36) inches for multi-story buildings and twenty-four (24) inches for single-story buildings. Special

elements such as logos may be larger. The scale of the building and the particular location proposed shall determine the permitted letter size for a building.

- e. For multi-story buildings that are located within the “Internal Building Area” of the NCBP, main entry/ primary tenant identification signage may have a height greater than 36” in order to maintain ideal proportions and scale in relation to more expansive building facades. Building signage size shall vary appropriately based on the location of the building signage along the façade, as building signage located higher on the façade of taller buildings may require larger dimensions to achieve legibility.
- f. the pinned-off letters shall have a return or depth in proportion to their size.
- g. illumination, if desired, may be internal through a translucent letter face or opaque letters projected slightly off the wall and back lit from a source concealed within the letter.
- h. the one building-mounted sign on multi-story buildings may be used to name the building or show the building’s largest occupant.
- i. A second sign may be permitted on multi-story buildings for the second largest tenant or occupant if this tenant or occupant leases or occupies at least 15% of the floor area of the building.
- j. Building tenants within the NCBP may require specific company branded signage that may aid in the successful operation of particular tenant functions. These types of signage shall be in addition to directional, identifying and general site signage located throughout the NCBP. The aim of highlighting specific company branded signage is to plan for and accommodate their inclusion where tenant specific functions, zones, departments etc. require additional signage to meet their unique communication needs. Where tenant branded signage is typically accented by particular materials, colors, lighting or other accents per tenant specific brand and marketing guidelines, such signage shall be encouraged to be integrated into the NCBP as seamlessly as possible in order to achieve aesthetic cohesion with the overall signage character of the wider NCBP.

### 3. Interpretive Signs

a. Signage maybe provided at strategic locations within the site boundary highlighting areas of historical significance, cultural importance, or landmark features. Signage to be flat panel (2' x 3') mounted on a single pole, and set at ADA accessible height. Exact number, locations and graphics to be determined.



### C. **Prohibited Signs**

1. No sign may be erected which does not have the written approval of the BOA.
2. No sign may be erected without the necessary Prince George's County approvals.
3. No flashing or moving signs will be permitted.
4. No exposed neon or other exposed light source will be permitted.
5. No permanent building identification signs will be permitted where letters are painted on the sign or building face and do not project.
6. No box signs or placard signs will be permitted.

### D. **Signage Submission**

1. Tenant is responsible for submitting their signage to the BOA for approval. This submission must include the following:
  - a. size
  - b. materials
  - c. color
  - d. finish and
  - e. type face
  
2. Tenant signage must be building mounted. The placement must relate architecturally to door and window openings or other elements of the building.

### **Lighting:**

Minimum and maximum lighting standards should assure safe vehicular and pedestrian access, while minimizing excessive or "spill-over" lighting and its negative off-site impacts. The extensive use of neon lighting is strongly discouraged. Wherever feasible, lighting should be capped or otherwise directed to minimize excessive falloff onto adjoining lots.

- Illuminated signage and exterior building lighting shall be compatible with the architecture of the project and shall not detract from the visibility of surrounding buildings.
- Architectural lighting shall be used to illuminate building facades, building entrances, or features.
- Night lighting must be provided for all pedestrian walkways and where stairs, curbs, ramps, and crosswalks occur.
- Exterior lighting fixtures shall utilize cutoff shields or other appropriate measures to conceal the light source from adjoining uses and rights-of-way.

### **Fencing:**

Fences will be of an attractive design where they are visible from roadways. Chain-link and other non-decorative fencing which may be associated with loading areas for security purposes will be effectively screened by berms, walls, planting or a combination thereof when adjacent to roadways or developed lots.



**Utility Services:**

All utility services will be placed underground. Equipment boxes and maintenance points will be enhanced with plant material to de-emphasize their visual impact. Where topography permits, plant material may be used to provide screening. Buildings will have parapet walls to conceal roof-top mechanical equipment.

**Public Benefit Features:**

NCBP has been designed to incorporate the following public benefit features which will enhance the project:

- The NCPB will assist in the creation of a new employment center along Crain Highway and adjacent to the existing Collington center employment park.
- The Comprehensive Design Plan provides for preservation, to the fullest extent practicable, of sensitive environmental features along the 100-year floodplain, steep slopes, wetlands, and areas of erodible soils.
- Significant amounts of existing woodlands have been preserved.
- Landscaping concepts have been established which will provide a natural setting throughout the project.
- Parking and loading areas will be sensitively designed and buffered from adjoining streets.

**Compatibility with the Basic Plan:**

The basic plan and the comprehensive design plan for the NCBP have been developed simultaneously and the design aspects established together to represent complete compatibility. The project is proposed to be totally developed within six years from approval of all necessary entitlement applications. The comprehensive design plan is specific in its identification of environmental evaluation areas of the site. Land use areas and design details are also delineated, and specific guidelines provide for future development.

**Internal and External Compatibility:**

Internally, the development proposed within the NCBP will be highly compatible in both function and appearance. The design guidelines set forth herein represent an appropriate rubric for the development of an attractive and highly functional employment area within the County.

Externally, the NCBP compliments the existing and proposed uses for the adjacent Collington Center employment area in a controlled setting. The setting of the development will not be a distraction from any residential uses in the area, as the preservation of existing woodland buffers and additional landscaping will be utilized to screen and soften any views from adjoining roadways. As mentioned herein, the employment areas proposed in the NCPB will not have direct vehicular access to Leeland Road. This diversion of vehicular traffic from Leeland Road to the internal roads within the Collington Center, and ultimately US 301, will serve to enhance the quality and character of the Leeland Road corridor which is largely residential in nature.

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Dennis Whitley, III \*  
Robert J. Antonetti, Jr.

Bradley S. Farrar  
L. Paul Jackson

\*Also admitted in the District of Columbia

December 1, 2020

**VIA HAND DELIVERY**

Ms. Jill Kosack, Supervisor  
Urban Design Section  
Prince George's County Planning Department  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

**RE: NATIONAL CAPITAL BUSINESS PARK (formerly "Willowbrook")  
Comprehensive Design Plan Amendment (CDP-0505/01)  
Statement of Justification**

Dear Ms. Kosack:

On behalf of our client, Manekin, LLC (the "Applicant"), Robert J. Antonetti, Jr., and Shipley and Horne, P.A. submits this statement of justification in support of Comprehensive Design Plan Amendment 0505/01 (CDP-0505/01). The National Capital Business Park project (formerly known as Willowbrook) is a tract of land located on the north side of Leeland Road and contains approximately 442± acres in the R-S, I-1 and R-A Zones. Approximately 426± acres of the property are zoned R-S (the "Property") and is the only land subject to this comprehensive design plan. The Property is located within Planning Area 74A and Council District 4.

This statement of justification presents the supporting rationale necessary for the review and evaluation of CDP-0505/01. Through the submission of this application, the Applicant seeks to amend the approved comprehensive design plan to reflect the development of up to 3.5 million square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. It is anticipated that a majority of the uses on the Property will be warehouse uses. The Applicant is concurrently processing an amendment to the basic plan for the property (A-9968-02) which, upon approval, will redesignate the site for employment and institutional uses (which will include warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses) not to exceed 3.5 million square feet of gross floor area.

The proposed amendment is being filed in accordance with the appropriate provisions of

the Prince George's County Zoning Ordinance (the "Zoning Ordinance") as modified by CB-22-2020. Said legislation was adopted by the District Council on July 14, 2020, for the purposes of allowing uses permitting in the E-I-A Zone on land in the R-S Zone pursuant to Section 27-515(b) of the Zoning Ordinance. The approval of CDP-0505/01 for the National Capital Business Park (the "NCBP") represents an extension of the adjacent 414-acre, E-I-A-Zoned Collington Center. The most recent basic plan amendment for Collington Center was approved by the District Council on November 24, 1997 through their approval of A-9284-C (Zoning Ordinance 38-1997). Other changes proposed in this application include revisions to certain conditions of approval and considerations included as part of the prior comprehensive design plan (CDP-0505) for the Property.

The Applicant now desires to amend certain conditions previously approved with CDP-0505 to be consistent/compatible with the employment and institutional uses proposed for the property. This amendment will delete any previously approved/proposed residential uses for the property and set forth the design guidelines to be utilized for future development within the NCBP. Said design guidelines will establish standards for building heights, setbacks, lot coverage and open space for the project. This application will also establish illustrative development envelopes for buildings and parking areas within the NCBP. Further, CDP-0505/01 will propose a circulation and transportation plan as well as a phasing plan for the project.

**A. Neighboring Properties Use and Zoning:**

The NCBP is a 442± acre site situated on undeveloped land located north of Leeland Road and west of US 301. The Property is conveniently located near major transportation routes and is located in the Growth Tier Boundary as designated by the 2014 General Plan, and is zoned R-S (Residential Suburban). The NCBP is partially bounded on the west by the Popes Creek Branch CSX Railroad tracks, vacant M-NCPPC park land to the north, Collington Center to the northeast, Leeland Road to the south, and the former Safeway Distribution Center to the southeast. To the east and west are streams and their associated tributaries.

West of the site is the Collington Branch Stream Valley which is approximately 100' wide at its narrowest and provides a natural buffer between the subject Property and the neighboring development. Further beyond the Collington Center is the mixed-use South Lake development, which is near the intersection of Central Avenue and US 301, and comprises uses such as office, retail, multifamily apartments and condominiums, senior units, townhomes, and single-family detached units. Also, along the western boundary of the Property is the Popes Creek Branch CSX Railroad tracks. The Oak Creek residential development is northwest of the intersection of Oak Grove Road and Church Road. East of the site, there is a stream valley, as well as an additional parcel that buffers the NCBP development from the former Safeway Distribution Center. Southeast of the NCBP, and west of US 301 is the Beechtree residential development. North of the NCBP are the developed subdivisions of Collington and The Hamptons in the R-R (Rural Residential) Zone. Finally, to the south, is the proposed Locust Hill development zoned R-L (Residential Low).

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**B. Previous Approvals**

The past approvals for the subject Property includes the following applications:

**July 28, 2005** - Basic Plan Zoning Map Amendment A-9968 approved via Prince George's County Planning Board Resolution 05-178

**November 29, 2005** - Basic Plan Zoning Map Amendment A-9968 approved via Prince George's County District Council Resolution CR-90-2005 (DR-2), rezoning the subject property from the E-I-A Zone to R-S Zone

**December 13, 2005** - Natural Resources Inventory Plan NRI-098-05 approved by the Environmental Planning Section

**December 19, 2006** - Natural Resources Inventory Plan NRI-098-05-01 approved by the Environmental Planning Section

**January 11, 2007** - Natural Resources Inventory Plan NRI-098-05-02 approved by the Environmental Planning Section

**February 8, 2007** - Preliminary Plan of Subdivision 4-06066 and Type 1 Tree Conservation Plan TCP1-010-06-01 approved via Prince George's County Planning Board Resolution 07-43

**January 4, 2007** - Comprehensive Design Plan CDP-0505 approved by the Prince George's County Planning Board via Planning Board Resolution 06-273

**April 9, 2007** – The Prince George's County District Council affirms the Planning Board's decision for Comprehensive Design Plan CDP-0505

**May 16, 2007** - Stormwater Management Concept Plan 45944-2015 approved by the Department of Permitting, Inspection and Enforcement

**December 12, 2014** - Type 1 Tree Conservation Plan TCP1-010-06 certified by the Environmental Planning Section

**September 8, 2016** - Stormwater Management Concept Plan 15988-2016 approved by the Department of Permitting, Inspection and Enforcement

**March 30, 2017** - Specific Design Plan SDP-1603 and Type 2 Tree Conservation Plan TCP2-028-2016 approved for Phase 1, Willowbrook via Prince George's County Planning Board Resolution 17-44

**April 24, 2017** - The Prince George's County District Council elects not to review Specific Design Plan SDP-1603 rendering the Planning Board's decision as final

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**February 15, 2018** – Reconsideration Request for Preliminary Plan of Subdivision 4-06066 approved via Prince George’s County Planning Board Resolution 07-43(A)

**September 20, 2018** - Basic Plan Amendment A-9968-01 approved by the Planning Board via Prince George’s County Planning Board Resolution 18-92

**April 2, 2019** - Basic Plan Amendment A-9968-01 approved by the Zoning Hearing Examiner

**May 13, 2019** - Basic Plan Amendment A-9968-01 approved by the Prince George’s County District Council via Zoning Ordinance No. 5-2019

**May 17, 2019** - Type 2 Tree Conservation Plan TCP2-028-2016 is certified by the Environmental Planning Section

**May 31, 2019** - Specific Design Plan SDP-1603 is certified by the Urban Design Section

**October 8, 2019** - Basic Plan Amendment A-9968-01 is certified by the Zoning Hearing Examiner

**February 9, 2020** - Natural Resources Inventory Plan NRI-098-05-03 approved by the Environmental Planning Section

**October 6, 2020** - Site Development Concept Plan Number 42013-2020-00 is submitted to the Department of Permitting, Inspection and Enforcement for review

**Present** - *Basic Plan Amendment A-9968-02 is pending approval.*

**C. Purposes of Request**

The main purposes of this amendment to prior approved CDP-0505 are as follows:

1. To revise the approved CDP land use quantities to reflect a deletion of all residential uses and replace them entirely with employment and institutional uses (which will include warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses) not to exceed 3.5 million square feet of gross floor area.
2. To provide the location of conceptual development envelopes for future buildings and parking areas to support the proposed employment and institutional uses within the NCBP.
3. To establish a circulation network that routes all truck/vehicle traffic from the NCBP through the adjacent Collington Center (developed as part of the E-I-A Zone).

4. Revise existing comprehensive design plan (CDP-0505) conditions of approval as appropriate.
5. Propose a location for a potential 20 ± acre park and trail facilities within the project (denoted by asterisk on amended CDP).
6. To propose design principles and standards to be followed in forthcoming specific development proposals for future lots and parcels within the NCBP.

**D. Proposed Development Concept**

The National Capital Business Park represents a well thought out employment and institutional development that is organized into complimentary development pockets. The building blocks of this development include interconnecting streets and complimentary (conceptual) building and parking envelopes. The foundation of the NCBP is a significant green area network which substantially surrounds the proposed development. This includes utilization of the adjacent stream valley to define the western edges of the proposed development areas. The project has been designed to be a compact development that will minimize impacts to sensitive environmental features and preserve priority woodland and land area along the stream valley corridor and other sensitive environmental areas. The proposed design guidelines for the NCBP are attached as Exhibit A.

The NCBP is proposed to be developed with employment and institutional type uses similar to the abutting Collington Center. The project also shows a potential 20-acre public park adjacent to the Collington stream valley and on the north side of Leeland Road. The future park will have direct vehicular access to Leeland Road. The exact configurations of the parcels within the NCBP will be determined as part of a future preliminary plan of subdivision.

Vehicular access to the NCBP will be provided via an extension of existing Queens Court within the adjacent Collington Center. The Applicant has worked closely with Department of Permitting, Inspections and Enforcement (DPIE) and the County's Office of Central Services (OCS) to begin the process to obtain the needed right-of-way dedication through the abutting County-owned property to the north that will accommodate the extension of Queens Court. The Applicant has also been in communication with the State Highway Administration (SHA) concerning the proposed median break and signalization of the US Route 301 and Queens Court intersection. The signalization of this intersection is included in the County's 6-year Capital Improvement Projects window and will allow the trips from this project to be safely and efficiently distributed through Collington Center and out to US Route 301 through both Queens Court and (to a lesser extent) Trade Zone Avenue.

The submitted comprehensive design plan shows the portions of the master planned alignment of Prince George's Boulevard (I-300) that run through the subject Property. While only a portion of this roadway exists on the subject property (the balance of which is shown on

the developed former Safeway Distribution Center to the southeast), the Applicant does not intend to construct the majority of the unbuilt portions of this roadway due to the significant environmental impacts that would result from its construction. It should be noted that the NCBP will not create/construct any road network that would potentially allow direct access to Leeland Road. It is a requirement per CB-22-2020 that traffic from the NCBP be routed through an adjacent employment park (i.e. Collington Center).

The Applicant has met with many of the nearby community groups and civic associations, and while supportive of the project, they have expressed a strong desire to not have commercial truck traffic routed to scenic/historic Leeland Road. As noted above, the Applicant has worked diligently with the required county and state agencies to obtain legal access through the Collington Center which will eliminate unnecessary impacts to sensitive environmental features and the need to have any commercial truck traffic mixing with residential traffic along scenic/historic Leeland Road. The only access point to Leeland Road that is shown on the submitted CDP amendment will serve the public park along the west side of the property. The Applicant has been meeting bi-weekly with DPIE and will be completing all dedication and frontage improvements along Leeland Road as required by the agency.

#### **E. Green Development/Building Techniques**

It is anticipated that future buildings within the NCBP will utilize green and/or sustainable building techniques. Future buildings will include “Tilt Wall” design. Tilt Wall design typically means that the structural components of the building have high recycled content and are sourced regionally. Most steel products can be purchased with over 90% recycled content and sourced from mills typically within a few hundred miles or less. Concrete can also be sourced almost entirely by region and the addition of fly ash (a byproduct of coal combustion) adds to the recycled content of the mix. Also, the nature of the Tilt Wall design means fewer joints, and thus fewer “problem areas” to focus on for envelop tightness. Panels can be much larger in size than alternative methods of construction. Thermal massing of concrete walls also reduces energy loads at peak times. From a life-cycle point of view, although concrete and steel contain high embodied energy from their manufacturing processes, these impacts are more than offset by the durability and strength of Tilt Wall construction. Tilt Wall buildings have been shown historically to be far more resilient than many other construction methods to natural disasters such as hail, wind, earthquakes, and fire. The material is also impervious to corrosion, rotting, rust, and insect infestation. These buildings often simply outlast other modern building method alternatives in many cases.

Additionally, the Applicant will institute the use of low impact development techniques and Environmental Site Design in the handling of storm water runoff, to the maximum extent practicable. Further, the proposed NCBP project will result in a significant preservation of existing woodlands and sensitive environmental features throughout a considerable portion of the site.



**F. Proposed Amendments to Conditions (CDP-0505)**

**Conditions**

1. *Prior to certificate of approval of the subject plans, applicant shall complete the following actions, revise the plans as follows and/or provide the required documentation:*
  - a. *Applicant shall have a qualified archeologist do Phase I (Identification) archeological investigations for the subject site in accordance with the Maryland Historical Trust (MHT) guidelines, The Standards and Guidelines for Archeological Investigations in Maryland (Schaffer and Cole, 1994), and the Prince George's County Planning Board's Guidelines for Archeological Review (May 2005). The archeologist shall present the results of the Phase I in draft form in accordance with the guidance of the MHT guidelines and the American Antiquity or Society of Historical Archeology style guide for review and approval. Following such approval, four copies of the final report shall be submitted to M-NCPPC Historic Preservation staff. Applicant shall present proof of such approval to the Urban Design Section prior to certification of the plans.*
  - b. *If, as a result of the findings of the Phase I study required by condition 1 (a) above, it is determined by the Staff Archeologist that potentially significant archeological resources exist in the project area, prior to Planning Board approval of any specific design plan or final plat, the applicant shall provide a plan for evaluating the resource at the Phase II level or avoiding and preserving the resource in place.*

**COMMENT/REVISION:** This condition has been satisfied and should be deleted.

2. *Applicant and the applicant's heirs, successors, and/or assignees shall construct the master plan trail along the subject site's portion of Collington Branch. Park dedication and alignment of the trail shall be coordinated with the Department of Parks and Recreation.*

**COMMENT/REVISION:** While the Applicant intends to provide a 20 +/- acre park (as delineated on CDP-0505/01), the proposed master plan trail alignment may be modified in a manner to locate it outside of the Collington Branch frontage. Final determination of the location of the trail should be determined jointly by DPR and the Applicant.

3. *Applicant and the applicant's heirs, successors, and/or assignees shall construct a Class I Master Plan Trail along the subject site's entire frontage of Leeland Road.*

**COMMENT/REVISION:** The Applicant agrees with this condition. However, the trail location may be modified to at appropriate points to avoid impacts to environmental features.

4. *Standard sidewalks shall be provided along both sides of all internal roads, unless modified by DPW&T.*

**COMMENT:** The Applicant agrees with this condition.

5. *A detailed analysis of the master plan trails, internal trail network, and neighborhood connector trails shall be completed at the time of specific design plan. Connector trails to the master plan trails, to other park or recreational facilities, and between neighborhoods shall be provided.*

**COMMENT/REVISION:** This condition should be modified to delete any requirement for connector trails between neighborhoods, as the NCBP will not have any residential components.

6. *All trails shall be located off private lots, and located on M-NCPPC or HOA land, or within a public road right-of-way.*

**COMMENT/REVISION:** This condition should be revised to indicate that all trails shall be located on land owned by M-NCPPC, land owned by an appropriate commercial ownership association (not an HOA), or within a public right-of-way.

7. *Prior to issuance of building permit:*

- a. *With the submission of each building permit, the applicant, his heirs, successors or assigns shall pay to Prince George's County a fee calculated as  $\$1,550/\text{DU} \times (\text{FHWA Construction Cost Index at time of payment})/(\text{FHWA Construction Cost Index for second quarter, 1989})$  as its share of costs for improvements to US 301 between MD 725 and MD 214.*
- b. *In lieu of the payment of fees required in Condition 7(b) above, and subject to approval by the Department of Public Works & Transportation (DPW&T) and the State Highway Administration (SHA), the applicant, his heirs, successors or assigns may be required to construct a third northbound through lane on US 301 from a point just north of Leeland Road to a point just north of Trade Zone Avenue. Additionally, the improvement may include a third eastbound left turn lane along Leeland Road at its intersection with US 301. The total cost of these improvements or other variation determined by SHA shall not exceed an amount calculated as  $\$2,170,000.00 \times (\text{FHWA Construction Cost Index at time of payment})/(\text{FHWA Construction Cost Index for 2}^{\text{nd}} \text{ quarter, 1989})$ .*

**COMMENT/REVISION:** This condition should be revised to reflect the pro-rata contribution of the NCBP towards the US 301 CIP. The US 301 CIP contribution should be based on square footage, and the fee should be staged in appropriate increments to be consistent with the actual square footage developed. As currently worded, the CIP contribution is premised on the existence of dwelling units. Since no dwelling units are proposed, this condition is no longer appropriate. In the alternative, the Applicant should pay a pro-rata share at the time of building permit that is based on a square footage amount in accordance with the recommendations of the traffic impact study provided in Exhibit B.

8. *At the time of preliminary plan, the applicant shall be conditioned to dedicate all rights-of-way for MC-600 (Leeland Road) as identified by the Planning Department.*

**COMMENT:** The Applicant agrees with this condition.

9. *Prior to the issuance of any building permit the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, his heirs, successors or assigns:*

- a. *Leeland Road – Construct Leeland Road – Oak Grove Road to provide a minimum of 2 lanes of the ultimate 4-lane master plan alignment between US 301 and MD 193, in accordance with DPW&T standards;*

- b. *MD 193/Oak Grove Road Intersection (roundabout) – The applicant shall provide an exclusive right turn lane at the westbound approach;*

- c. *MD 202/MD 193 Intersection – Provide a left turn, a shared left/through lane, and a right turn lane on the southbound MD 193 approach;*

- d. *Provide a second left turn on the eastbound MD 202 (towards Upper Marlboro) approach;*

- e. *The applicant shall conduct signal warrant studies at the following intersections, and install and signal if deemed to be warranted, or provide an alternate improvement as deemed necessary by DPW&T;*

- *Leeland Road/Safeway Access*
- *Leeland Road/Site Access B*
- *Leeland Road/Site Access A*
- *Oak Grove Road/Church Road*
- *Oak Grove Road/Whistling Duck Drive*

**COMMENT/REVISION:** This condition should be modified to delete off-site intersections along Leeland Road which are not within the scope of the traffic study for the NCBP. It should be noted that the NCBP will not have any direct vehicular connection to Leeland Road, and that all internal traffic will be routed through the adjacent Collington Center. This circulation pattern is consistent with the requirements of CB-22-2020. Finally, the Applicant is not placing any direct vehicular traffic on Leeland Road and should only be responsible for frontage improvements for the portion of the roadway directly abutting the subject Property.

*10. The preliminary plan submittal package shall include a wetlands report regarding the three stream segments shown on Watershed Restoration Action Strategy (WRAS) that were not shown on the signed Natural Resources Inventory (NRI), providing an assessment of their characteristics and appropriate classification. The NRI and all associated plans shall be revised, if necessary, to reflect the results of that assessment.*

**COMMENT/REVISION:** This condition was satisfied as part of the approved preliminary plan 4-06066 and should therefore be deleted.

*11. The preliminary plan submittal package shall include a report regarding the twelve (12) WRAS sites identified on the Willowbrook Stream Corridor Assessment based on the Stream Corridor Assessment prepared by the Maryland Department of Natural Resources. The report shall identify the existing conditions and make specific recommendations regarding stream restoration and/or mitigation methods. Any restoration proposals that require impacts to the Patuxent River Primary Management Area (PMA) shall be included in the Letter of Justification for impacts associated with the proposed development.*

**COMMENT/REVISION:** This condition was satisfied as part of the approved preliminary plan 4-06066 and should therefore be deleted.

*12. At the time of submission of the first Specific Design Plan, a Watershed Restoration Plan shall be submitted which addresses the implementation of the WRAS sites report submitted at time of preliminary plan. The scope of the Watershed Restoration Plan may be expanded to address additional sites or concerns identified during preliminary plan review.*

**COMMENT/REVISION:** This condition was satisfied as part of SDP-1603 and should therefore be deleted.

*13. At time of Specific Design Plan submission, each SDP shall include a statement regarding how the proposal uses green building techniques and alternative energy sources.*

**COMMENT:** Details pertaining to green building techniques and alternative energy sources can be discussed at the time of future specific design plans that include proposed buildings. See also the discussion in Section E. above for anticipated green development/building techniques to be utilized in the NCBP.

*14. The following note shall be placed on the preliminary plan and all future Tree Conservation Plans: "All community lighting shall use full cut-off optics and be directed downward to reduce glare and light spill-over."*

**COMMENT:** The Applicant agrees with this condition.

*15. Prior to certificate approval of the CDP, the alignment of the hiker/biker trail shown in the Collington Branch stream valley shall be removed from all plans and substituted with the following note: "The placement of the hiker-biker trail will be evaluated at time of preliminary plan review and shall limit permanent and temporary impacts to the PMA to only those necessary for construction. The majority of the trail shall be located outside the PMA or in locations where impacts already exist." All proposed impacts to the PMA for trails shall be shown on the TCP I associated with the preliminary plan and shall be part of the Letter of Justification.*

**COMMENT/REVISION:** The above condition was previously satisfied at the time of CDP-0505 and should be deleted. The location of the hiker-biker trail will be determined jointly by the Applicant and DPR.

*16. Prior to certificate approval of the CDP, the TCP I shall be revised to show the provision of a wooded scenic buffer along Leeland Road through preservation, reforestation or afforestation with a minimum width of 40 feet outside of the public utility easement.*

**COMMENT:** The Applicant agrees with this condition.

*17. At time of preliminary plan, a scenic easement shall be established along the north side of Leeland Road with a minimum width of 40 feet outside of the public utility easement. The purpose of the scenic easement shall be to retain the wooded character of the Leeland Road frontage.*

**COMMENT:** The Applicant agrees with this condition.

*18. At time of TCP II, the wooded scenic buffer along the north side of Leeland Road shall be given special consideration in order to maintain the wooded character of the frontage. This shall include: the planting of native species, the planting of larger planting materials in order to establish the scenic buffer more quickly, and management*

*techniques for enhancing preserved woodlands such as removing invasive vines and non-natives, trimming, and/or understory planting.*

**COMMENT:** The Applicant agrees with this condition.

*19. At least 30 days prior to any hearing on the preliminary plan application, the NRI shall be revised to reflect all relevant information regarding the rare, threatened and endangered species, field-run topography, and the location and classification of all existing streams.*

**COMMENT:** The Applicant agrees with this condition and will reflect this information as part of a future preliminary plan application.

*20. At least 30 days prior to Planning Board hearing for the preliminary plan, a detailed geotechnical report based on the existing conditions of the site, including the most current topographical information (or as shown on the NRI) shall be submitted. It shall also address the existing outcrop pattern of Marlboro clays and areas of slope stability concerns with respect to the existing conditions. The study shall provide the appropriate plans and/or exhibits, showing the location of all slope stability cross-sections, and identify the unmitigated 1.5 safety factor lines. The unmitigated 1.5 safety factor lines based on that report shall then be placed on the TCP I and the preliminary plan.*

**COMMENT:** The Applicant agrees with this condition and will reflect this information as part of a future preliminary plan application.

*21. At least 30 days prior to any Planning Board hearing on the preliminary plan application, the existing conditions and proposed 1.5 safety factor line shall be shown on the preliminary plan and Type I Tree Conservation Plan. No structures, septic fields, or lots less than 40,000 square feet in area shall be placed within the mitigated 1.5 safety factor line. All subsequent plans shall also show this information. If proposed engineering of the site will change the location of the existing 1.5 safety factor line, the proposed 1.5 safety factor line must also be shown on all plans.*

**COMMENT/REVISION:** The above condition should be amended to remove any references to residential lots or septic fields.

*22. At least 30 days prior to any Planning Board hearing for the preliminary plan, the associated TCP I shall be revised to show a 100-foot protection buffer for rare, threatened and endangered species with respect to all streams and wetlands on the site. The PMA shall be revised to include that 100-foot buffer. Impacts shown to the 100-foot buffer and PMA on the TCP I associated with the CDP shall be re-evaluated and reduced*

*or eliminated during the review of the preliminary plan. Impacts should be limited to those that are essential for the development of the site.*

**COMMENT:** The Applicant agrees with this condition and will reflect this information as part of a future preliminary plan application.

*23. Prior to signature approval of the preliminary plan, a copy of the stormwater management concept plan shall be submitted. The plan shall include the use of sheet flow buffers, vegetated channels, and rooftop and non-rooftop disconnection to the fullest extent possible in addition to other stormwater management techniques.*

**COMMENT:** The Applicant agrees with this condition and will reflect this information as part of a future preliminary plan application.

*24. At least 30 days prior to any Planning Board hearing on the preliminary plan application, a conceptual Habitat Protection and Management Program shall be submitted for approval with the Preliminary Plan of Subdivision. The Program shall include, but not be limited to:*

- a. Hydrologic monitoring for a minimum of a year prior to the issuance of the first grading permit to establish a baseline of data, during construction, and post construction for the following elements: water quality, benthic macroinvertebrate, hydrologic flow, sedimentation.*
- b. Monitoring during construction for the following: sediment and erosion control measures, stormwater management controls, special measures for RTE habitat.*
- c. Monitoring of the RTE Species during and post-construction.*

**COMMENT/REVISION:** This condition should be deleted as all of the above requirements for a Habitat Protection and Management Program have been satisfied, and all requested stream monitoring have been completed and submitted to the Environmental Planning Section of M-NCPPC.

*25. At least 30 days prior to any Planning Board hearing on the first SDP application, a detailed Habitat Protection and Management Plan shall be submitted to be approved with the first SDP which addresses specific implementation methodologies for the long-term protection and assessment of the RTE habitat location on this site.*

**COMMENT/REVISION:** This condition should be deleted as all of the above requirements for a Habitat Protection and Management Program have been satisfied, and all requested

documentation has been completed and submitted to the Environmental Planning Section of M-NCPPC.

*26. Prior to the issuance of the first grading permit, a minimum of one year of hydrologic monitoring data, as determined by the program, shall be submitted, to establish a baseline for evaluation impacts to the RTE habitat resulting for construction activities, and post development.*

**COMMENT/REVISION:** This condition should be deleted as all of the above requirements for a Habitat Protection and Management Program have been satisfied, and all requested stream monitoring have been completed and submitted to the Environmental Planning Section of M-NCPPC.

*27. As part of the submission package for the first SDP, a plan and text shall be submitted that addresses a sediment and erosion control protocol that is more stringent than the minimum required. It shall include phasing of the site in such a way that the erosion prevention and sediment control mechanisms such as sediment basins stay in place until the last lot is built in the phase. The plan shall incorporate additional control measures and inspections to ensure maximum filtration of runoff and complete implementation of the plan. The package shall be reviewed by the Environmental Planning Section staff in coordination with the staff of the Soil Conservation District.*

**COMMENT:** The Applicant agrees with this condition and will reflect this information as part of a future SDP application.

*28. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., copies of all federal and State wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans shall be submitted to the Planning Department.*

**COMMENT:** The Applicant agrees with this condition.

*29. Prior to certificate of approval of the CDP, the Type I Tree Conservation Plan shall be revised as follows:*

- a. Revise the plans to label all graphic elements fully, and include all graphic elements in the legend;*
- b. Show no 1.5 safety factor line, PMA or woodland conservation on any lot and show calculate all woodland retained on any lot as cleared;*



- c. Show conceptual clearing of the I-1 property in order to account for the development of this parcel on the TCP I;*
- d. Revise the limits of disturbance on the parcel to the dedicated to the Department of Parks and Recreation to show how the 100 foot-wide RTE buffer can conceptually be preserved;*
- e. Add the following note: "The limits of disturbance shown on this plan are conceptual and do not depict approval of any impacts to regulated features."*
- f. Remove the "50 foot stream buffer" and the "100 foot stream buffer" from the plan sheets and legends; only the PMA should be shown;*
- g. Show the PMA in conformance with the revised NRI;*
- h. Show the location of the plant populations of rare threatened and endangered species so the protection of the sensitive species habitat;*
- i. Show woodland conservation and the limits of disturbance set back a minimum of 10 feet from the bottom of any retaining wall in order to provide for construction and maintenance;*
- j. Show woodland conservation and the limits of disturbance set back a minimum of 10 feet away from any townhouse lot line;*
- k. Provide woodland conservation on-site to the fullest extent possible contiguous to the primary and secondary corridors identified on the site, especially in areas of high quality woodland;*
- l. Revise the worksheet as needed to reflect the above revisions;*
- m. Have the revised plan signed and dated by the qualified professional who prepared the plan.*

**COMMENT/REVISION:** The condition above should be deleted as the above requirements were fully met prior to certificate approval of the CDP-0505.

- 30. Prior to the signature approval of the preliminary plan, written authorization from the Department of Parks and Recreation shall be submitted for any woodland conservation provided on land to be dedicated.*

**COMMENT:** The Applicant agrees with this condition and will reflect this information prior to the signature approval of any future preliminary plan application.

*31. At the time of Specific Design Plan, the SDP and TCP II shall have the same sheet sections, sheet key, and sheet order. The sheet key shall be placed on all sheets.*

**COMMENT:** The Applicant agrees with this condition.

*32. Prior to the issuance of the building permits for lots adjacent to planting areas, all afforestation and associated fencing shall be installed. A certification prepared by a qualified professional may be used to provide verification that the afforestation and fence installation have been completed. It must include, at a minimum, photos of the afforestation areas and the associated fencing for each lot, with labels on the photos identifying the locations, and a plan showing the locations where the photos were taken.,*

**COMMENT/REVISION:** The condition should be revised to reflect planting for “parcels” (not lots) should be completed prior to issuance of building permits for each respective parcel (adjacent to said planting area).

*33. Recreational facilities shall include such amenities as community centers (Active Adult and Family Community Centers) with pools, tennis courts, playgrounds, ball fields, soccer fields, basketball courts, open play areas, picnic areas and a hiker-biker trail. The main community center shall include at least 8,000 square feet GFA. The project shall be of competition size.*

*The schedule for the construction of the private recreational facilities is:*

<b><i>Recreational Facilities</i></b>	<b><i>Percentage of Building Permits Issued when the Particular Facility is Complete</i></b>
<i>Community Center including pools(s), tennis courts and playground</i>	<i>20 percent of market rate building permits</i>
<i>Active Adult Community Center</i>	<i>20 percent of active adult building permits</i>
<i>Open Play Field</i>	<i>40 percent of market rate building permits</i>
<i>Open Picnic/Play area</i>	<i>60 percent of market rate building permits</i>

*The development project shall include a recreational plan substantially similar to Exhibit A, an illustrative plan that the applicant has added to the record, without objection, after the oral argument heard on March 12, 2007. The project’s recreation facilities shall be consistent with those typically provided for an active recreational community of this size.*

**COMMENT/REVISION:** This condition should be deleted as the NCBP will not contain residential units, nor any of the above stated private recreational facilities (which were required to meet the recreational needs of the previously proposed residential population).

*34. At the time of specific design plan consideration, existing woodland will be augmented by additional plantings, as necessary to provide protection against off-site impacts.*

**COMMENT/REVISION:** This condition should be deleted as the NCBP will be developed with employment and institutional uses (as described in this statement of justification) similar to those in the adjoining Collington Center. As such, there will not be any adverse off-site impacts from surrounding uses.

**G. Compliance with The Prince George's County Zoning Ordinance**

**Sec. 27-524: Amendment of Approved Comprehensive Design Plan**

*(a) All amendments of approved Comprehensive Design Plans shall be made in accordance with the provisions of this Division for initial approval, except as set forth below.*

**COMMENT:** The proposed Amendment to the approved comprehensive design plan includes substantial changes in use, design, and revisions to conditions of approval from CDP-0505 as outlined in Section F above. As such, this application must be evaluated against the criteria of approval set forth in Section 27-521. set forth in Section 27-197(c) (See below).

**Section 27-521: Required Findings for Approval**

*(a) Prior to approving a Comprehensive Design Plan, the Planning Board shall find that:*

*(1) The plan is in conformance with the Basic Plan approved by application per Section 27-195; or when the property was placed in a Comprehensive Design Zone through a Sectional Map Amendment per Section 27-223, was approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;*

**COMMENT:** The proposed CDP amendment is in general conformance with the Basic Plan A-9968-02 which has been submitted for the NCBP and is pending approval. The proposed development seeks approval of employment and institutional uses that are

permitted in the R-S Zone pursuant to CB-22-2020. The property was placed in the R-S Zone as part of the *2006 Approved Bowie & Vicinity Master Plan and Sectional Map Amendment* (the “2006 Master Plan”). Prior to the R-S Zone approval, the entire R-S portion of property was zoned E-I-A (Employment and Institutional Area).

The E-I-A Zone is intended for a concentration of non-retail employment and institutional uses such as medical, manufacturing, office, religious, educational, and warehousing. The property was previously placed in the E-I-A Zone as part of the *1991 Approved Bowie, Collington, Mitchellville & Vicinity Master Plan and Sectional Map Amendment* (the “1991 Master Plan”). The 1991 Master Plan text referred to this land area as the “Willowbrook Business Center.” The basic plan for this previously planned center (A-9829) was approved as part of the 1991 Master Plan and allowed for an FAR between .3 and .38 for a total of 3,900,000- 5,000,000 square feet of “light manufacturing, warehouse/distribution, ancillary office and retail commercial” uses. As mentioned herein, the development of the site with the requested employment uses will be done in a way to integrate with the adjacent Collington Center. Since the NCBP will not be utilizing Leeland Road as a direct access point for any of its vehicular trips, the balance of the Leeland Road corridor will remain highly appropriate for residential development.

- (2) *The proposed plan would result in a development with a better environment than could be achieved under other regulations;*

**COMMENT:** The proposed comprehensive design plan will provide for balanced land development that will respect existing environmental condition on the site, while creating employment area synergies with Collington Center immediately to the north of the property. The intent of the instant proposal is to utilize the flexibility of the comprehensive design zone to develop an employment park that provides uses in a manner which will retain the dominant employment and institutional character of the area, and to improve the overall quality of employment and institutional centers in Prince George's County in accordance with the purposes of the E-I-A Zone.

The project will provide a significant tax base and employment opportunities (including the addition of over 5,000 jobs) for the County and will promote the health, safety, and welfare of present and future inhabitants of the regional district. Further, the proposed development will improve the quality of residential environments in nearby communities such as Beechtree and Oak Creek by not placing additional burdens on certain public facilities. Specifically, the uses contemplated by the NCBP will not create vehicle trips that would directly access Leeland Road, (as opposed to the previously approved Willowbrook project which would send 100% of its vehicular trips to Leeland Road), nor will the NCBP generate any new students to be added the County's public school system. Additionally,

the NCBP will be designed to utilize the significant green areas on its perimeter to essentially screen the employment and institutional uses from surrounding communities such as Oak Creek and Beechtree. Finally, the NCBP will provide a 20-acre community park that existing residential communities can conveniently utilize. In sum, all of the above items will enhance the environment for existing and planned residential uses in the immediate area.

- (3) *Approval is warranted by the way in which the Comprehensive Design Plan includes design elements, facilities, and amenities, and satisfies the needs of the residents, employees, or guests of the project;*

**COMMENT:** The approval of the instant CDP amendment is warranted as the proposed program of development includes well-conceived design guidelines (See attached Exhibit A), and will result in a land use pattern that will include all the necessary facilities to meet the needs of employees and guests of the NCBP.

- (4) *The proposed development will be compatible with existing land use, zoning, and facilities in the immediate surroundings;*

**COMMENT:** The proposed development is absolutely compatible with existing land uses, zoning, and facilities in the immediate surroundings. The proposed development seeks approval of employment and institutional uses that are permitted in the R-S Zone pursuant to CB-22-2020. As mentioned herein, the development of the site with such uses will be done in a way to integrate with adjacent Colling Center. Since the NCBP will not be utilizing Leeland Road as a direct access point for any of its vehicular trips, the balance of the Leeland Road corridor will remain highly appropriate for low-density residential development.

- (5) *Land uses and facilities covered by the Comprehensive Design Plan will be compatible with each other in relation to:*

(A) *Amounts of building coverage and open space;*

(B) *Building setbacks from streets and abutting land uses; and*

(C) *Circulation access points;*

**COMMENT:** The land uses and facilities covered by the comprehensive design plan will be compatible with each other in relation to the amount of building coverage, open space, building setbacks from streets, abutting land uses and circulation access points. The proposed CDP amendment shows planned building and parking envelopes to support the creation of a maximum of 3.5 million square feet of employment and institutional uses.

These uses will potentially include warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses, and will be a natural extension of the existing Collington Center immediately to the north. The NCBP will be accessed by the extension of Queens Court leading directly into adjacent Collington Center. The proposed internal street network, and the design guidelines set forth in Exhibit A will allow for the forthcoming uses within the NCBP to be completely compatible with one another both in scale and appearance.

- (6) *Each staged unit of the development (as well as the total development) can exist as a unit capable of sustaining an environment of continuing quality and stability;*

**COMMENT:** The currently approved CDP contains a phasing plan for this very large and significant project. The conceptual phasing plan can be found on Sheet 11 of CDP-0505/01. NCBP is planned to include up to three (3) phases ranging in size from approximately 500,000 square feet to approximately 1.5 million square feet each. The actual phasing will be determined by market demand. Each phase will potentially include the following amount of employment uses:

**Phase 1:** 942,000 sf

**Phase 2:** 1,607,000 sf

**Phase 3:** 547,000 sf

It is estimated that these phases in totality will create at least 5,000 new jobs within the County. The aforementioned phasing program is for illustrative purposes only and is subject to change at the time of future entitlement applications.

- (7) *The staging of development will not be an unreasonable burden on available public facilities;*

**COMMENT:** The requested amendments in this application to the approved CDP will not represent an unreasonable burden on public facilities. To the contrary, the NCBP will lead to improvements by the Applicant of the US 301/Queens Court intersection (pursuant to its contribution to the US 301 CIP), as well as a significant reduction of vehicular trips using Leeland Road. Moreover, the conversion of the uses on this site from residential to employment and institutional uses will eliminate impacts to the public-school system while at the same time significantly increasing the County's commercial tax base.

- (8) *Where a Comprehensive Design Plan proposal includes an adaptive use of a Historic Site, the Planning Board shall find that:*

- (A) *The proposed adaptive use will not adversely affect distinguishing exterior architectural features or important historic landscape features in the established environmental setting;*
- (B) *Parking lot layout, materials, and landscaping are designed to preserve the integrity and character of the Historic Site;*
- (C) *The design, materials, height, proportion, and scale of a proposed enlargement or extension of a Historic Site, or of a new structure within the environmental setting, are in keeping with the character of the Historic Site;*

**COMMENT:** This project does not include an adaptive reuse of any Historic Site. Therefore, this criterion does not apply.

- (9) *The Plan incorporates the applicable design guidelines set forth in Section 27-274 of Part 3, Division 9, of this Subtitle, and except as provided in Section 27-521(a)(11), where townhouses are proposed in the Plan, with the exception of the V-L and V-M Zones, the requirements set forth in Section 27-433(d);*

**COMMENT:** This application incorporates the applicable design guidelines set forth in Section 27-274. A more detailed discussion is provided below (immediately following discussion of Section 27-521 conformance).

- (10) *The Plan is in conformance with an approved Type 1 Tree Conservation Plan;*

**COMMENT:** The instant revision to the CDP requested by the Applicant will be in conformance with the approved tree conservation plan for the project.

- (11) *The Plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130-(b)(5).*

**COMMENT:** With the approval of the requested amendment, the CDP for the NCBP will continue to preserve and/or restore regulated environmental features to the fullest extent possible in accordance with Subtitle 24-130(b)(5).

- (12) *Notwithstanding Section 27-521(a)(9), property placed in a Comprehensive Design Zone pursuant to Section 27-226(f)(4), shall follow the guidelines set forth in Section 27-480(g)(1) and (2); and*

**COMMENT:** This section is not applicable to the NCBP.

- (13) *For a Regional Urban Community, the plan conforms to the requirements stated in the definition of the use and satisfies the requirements for the use in Section 27-508(a)(1) and Section 27-508(a)(2) of this Code.*

**COMMENT:** This section is not applicable to the NCBP.

**Section 27-274. - Design guidelines**

- (a) *The Conceptual Site Plan shall be designed in accordance with the following guidelines:*

- (1) *General.*

- (A) *The Plan should promote the purposes of the Conceptual Site Plan.*

**COMMENT:** The amended CDP will promote all the relevant purposes in Sections 27-272 (i.e. purposes of conceptual site plans) as the submitted plan provides for the orderly, planned and efficient development of the property. The instant proposal is consistent with the provisions of CB-22-2020 and the regulations of the E-I-A Zone. As such, the proposed intensity of uses in this CDP amendment is consistent the density ranges permitted in the E-I-A Zone. The submitted plan also fulfills the applicable purposes of the R-L and E-I-A Zones.

The submitted plan demonstrates compatibility with surrounding properties and nearby subdivisions and provides ample green space, woodland conservation areas, and the preservation of sensitive environmental features. The plan is in harmony with the site design guidelines established in Section 27-274 and further illustrates general grading, planting, sediment control and stormwater concepts to be employed in the final design of the site, as well the approximate locations of buildings, parking lots, streets, green areas and other physical features.

- (B) *The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for noncompliance with any of the design guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.*

**COMMENT:** The Applicant is not proposing the development of townhouse or three-family dwellings. Thus, this section is not applicable to CDP-0505/01.

- (2) *Parking, loading, and circulation.*



- (A) *Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:*
- (i) *Parking lots should generally be provided to the rear or sides of structures;*
  - (ii) *Parking spaces should be located as near as possible to the uses they serve;*
  - (iii) *Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;*
  - (iv) *Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and*
  - (v) *Special areas for van pool, carpool, and visitor parking should be located with convenient pedestrian access to buildings.*

**COMMENT:** All surface parking, parking space sizes and driveway aisles have been designed generally in accordance with the requirements of Part 11 of the Zoning Ordinance. Specific details pertaining to parking spaces, loading spaces, and landscaping principles to be implemented at the NCBP are reflected in the design guidelines attached as Exhibit A.

- (B) *Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:*
- (i) *Loading docks should be oriented toward service roads and away from major streets or public view; and*
  - (ii) *Loading areas should be clearly marked and should be separated from parking areas to the extent possible.*

**COMMENT:** Loading spaces associated with any future development within the NCBP will be designed in accordance with the design guidelines set forth in Part 11 of the Zoning Ordinance and Exhibit A. Said guidelines incorporate the provisions of

this section.

- (C) *Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:*
- (i) *The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;*
  - (ii) *Entrance drives should provide adequate space for queuing;*
  - (iii) *Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;*
  - (iv) *Parking areas should be designed to discourage their use as through-access drives;*
  - (v) *Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;*
  - (vi) *Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;*
  - (vii) *Parcel pick-up areas should be coordinated with other on-site traffic flows;*
  - (viii) *Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;*
  - (ix) *Pedestrian and vehicular circulation routes should generally be separated and clearly marked;*
  - (x) *Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and*

- (xi) *Barrier-free pathways to accommodate the handicapped should be provided.*

**COMMENT:** The Applicant has included a traffic impact study (see Exhibit B) as part of this statement of justification. This traffic impact study clearly demonstrates that all transportation facilities, either existing and/or proposed to be constructed by the Applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed square footage in this application. All internal streets, sidewalks and crosswalks will be identified on future specific design plans and will allow for barrier-free access. Further, driveway entrances will be appropriately located to allow for safe movement of vehicles and pedestrians. All vehicular and pedestrian circulation on the site will be designed in accordance with the above requirements, and will therefore, be safe, efficient, and convenient for both pedestrians and drivers.

(3) *Lighting.*

- (A) *For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character. To fulfill this goal, the following guidelines should be observed:*

- (i) *If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;*
- (ii) *Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;*
- (iii) *The pattern of light pooling should be directed on-site;*
- (iv) *Light fixtures fulfilling similar functions should provide a consistent quality of light;*
- (v) *Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and*
- (vi) *If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should*

*provide visual continuity throughout the site.*

**COMMENT:** The lighting within the NCBP will be reviewed in detail at the time of specific design plan and will be designed in accordance with the above guidelines. The use of full cut-off optic lighting systems will be implemented and will be directed downward to limit light spill-over.

(4) *Views.*

(A) *Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.*

**COMMENT:** The NCBP has been carefully designed to work with the natural contours of the property and preserve the natural features of the site to the fullest extent practicable. A total of approximately 215 ± acres of open space is proposed on the submitted plan, a majority of which is located along the edges of the property. Nearly all development areas proposed within the NCBP will be located substantially within the interior of this open space envelope, thus providing an appropriate natural boundary of this project from surrounding developments.

(5) *Green area.*

(A) *On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:*

(i) *Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;*

(ii) *Green area should link major site destinations such as buildings and parking areas;*

(iii) *Green area should be well-defined and appropriately scaled to meet its intended use;*

(iv) *Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;*

(v) *Green area should be designed to define space, provide screening and privacy, and serve as a focal point;*

- (vi) *Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and*
- (vii) *Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.*

**COMMENT:** The NCBP will have approximately 215 ± acres of open space area, a majority of which is located along the edges of the property. These open space green areas incorporate significant on-site natural features and woodland conservation requirements that will enhance the physical and visual character of the site. Nearly all development areas proposed within the NCBP will be located substantially within the interior of this open space envelope, thus providing an appropriate natural boundary of this project from surrounding developments.

- (B) *The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).*

**COMMENT:** The proposed development envelopes in the NCBP works with the natural contours of the property and preserves the natural features of the site to the fullest extent practicable. The approximately 215 ± acres of open space area that is proposed in the NCBP will primarily be located along the edges of the property. The majority of development areas proposed within the NCBP will be located substantially within the interior of this open space envelope, thus providing an appropriate natural boundary of this project from surrounding developments. The submitted plan also includes a 100-foot protection buffer for rare, threatened and endangered species with respect to all streams and wetlands on the site.

- (6) *Site and streetscape amenities.*
  - (A) *Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:*
    - (i) *The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;*
    - (ii) *The design of amenities should take into consideration*

*the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;*

- (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;*
- (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;*
- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;*
- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and*
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.*

**COMMENT:** The proposed development with the NCBP will reflect a modern logistics/employment area. The uses proposed include warehouse/distribution, office, light-industrial/manufacturing, and /or institutional uses. The project will design any appropriate streetscape amenities in a manner consistent with these guidelines. Such amenities will be determined at time of specific design plan.

*(7) Grading.*

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:*
  - (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;*
  - (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;*

- (iii) *Grading and other methods should be considered to buffer incompatible land uses from each other;*
- (iv) *Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and*
- (v) *Drainage devices should be located and designed so as to minimize the view from public areas.*

**COMMENT:** The above methods have been incorporated in the overall design and layout of the NCBP. The grading has been designed to work with the natural contours of the site and to preserve the natural features of the site to the fullest extent practicable. Site Development Concept Plan Number 42013-2020-00 has been submitted to the Department of Permitting, Inspection and Enforcement (DPIE) and is currently pending. All drainage devices have been located and designed so as to minimize the view from public areas.

(8) *Service areas.*

- (A) *Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:*
  - (i) *Service areas should be located away from primary roads, when possible;*
  - (ii) *Service areas should be located conveniently to all buildings served;*
  - (iii) *Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and*
  - (iv) *Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.*

**COMMENT:** The Applicant concurs with the above design guidelines, and if applicable, will address these requirements at the time of specific design plan.

(9) *Public spaces.*

- (A) *A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To*

*fulfill this goal, the following guidelines should be observed:*

- (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;*
- (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;*
- (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;*
- (iv) Public spaces should be readily accessible to potential users; and*
- (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.*

**COMMENT:** The applicant is not proposing a large-scale commercial (retail), mixed-use, or multifamily development. Therefore, the above criteria is not applicable to the subject application.

*(10) Architecture.*

- (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.*
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.*
- (C) These guidelines may be modified in accordance with Section 27-277.*

**COMMENT:** The design guidelines for the NCBP sets forth certain standards for future building architecture. The specific architectural details of buildings will be reflected in future SDPs.

*(11) Townhouses and three-family dwellings.*



- (A) *Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.*
- (B) *Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.*
- (C) *Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.*
- (D) *To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.*
- (E) *To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.*
- (F) *Attention should be given to the aesthetic appearance of the offsets of buildings.*

December 1, 2020

CDP-0505/01

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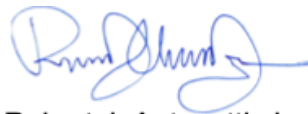
**COMMENT:** These provisions are not applicable to CDP-0505/01 as no townhouse or three-family dwellings are proposed.

**H. CONCLUSION**

This Comprehensive Design Plan Amendment application meets all applicable requirements for approval as discussed herein. As such, the Applicant respectfully requests that CDP-0505/01 be approved.

Thank you in advance for your consideration of this application. If you have any questions or comments, please do not hesitate to contact the undersigned.

Sincerely,


A handwritten signature in blue ink, appearing to read "Robert J. Antonetti, Jr.", written in a cursive style.

Robert J. Antonetti, Jr.

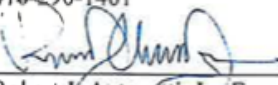
**PLANNING AND DEVELOPMENT TEAM CONSENT AND ACKNOWLEDGEMENT**

Pursuant to Section 27-518(a) of the County Zoning Ordinance, the following individuals consent and agree with the attached Statement of Justification and all supporting documents related to CDP-0505/01:

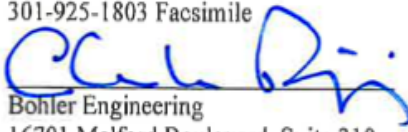
APPLICANT:

  
\_\_\_\_\_  
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Contact: R. Colfax "Cole" Schnorf, Jr.  
[CSchnorf@Manekin.com](mailto:CSchnorf@Manekin.com)  
410-290-1461

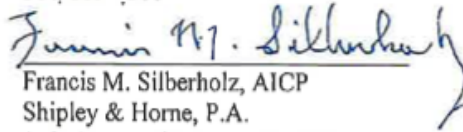
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**Dennis Whitley, III\***  
**Robert J. Antonetti, Jr.**

**Bradley S. Farrar**  
**L. Paul Jackson, II\***

\* Also admitted in the District of Columbia

March 11, 2021

**VIA ELECTRONIC MAIL**

Mr. Henry Zhang, Master Planner  
Development Review Division  
Prince George's County Planning Dept.  
14741 Gov. Oden Bowie Drive  
Upper Marlboro, MD 20772

**RE: Supplemental Statement of Justification  
National Capital Business Park (formerly "Willowbrook")  
Comprehensive Design Plan Amendment (CDP-0505/01)**

Dear Mr. Zhang:

On behalf of our client, NCBP Property, LLC (the "Applicant"), Robert J. Antonetti, Jr., and Shipley and Horne, P.A. submits this supplemental statement of justification in support of Comprehensive Design Plan Amendment, CDP-0505/01 (the "CDP"). This letter is intended to supplement the Statement of Justification dated December 1, 2020 included with the initial submission of the CDP application. Specifically, this letter is in response to comments received from you on March 9, 2021, requesting that the Statement of Justification be updated to address the 16 conditions and 2 considerations provided in the staff report dated February 17, 2021 for pending Basic Plan Amendment, A-9968-02.

On March 4, 2021, the Planning Board endorsed the recommendations in the staff report for the BPA and transmitted the same to the Zoning Hearing Examiner's Office. The Zoning Hearing Examiner held a public hearing on the BPA on March 10, 2021. At said hearing, the Zoning Hearing Examiner heard proffers from the Applicant to amend several of the recommended conditions in the BPA staff report. This supplemental statement of justification also addresses these proffered BPA condition changes.

The staff report for the BPA included the following 16 conditions and 2 considerations:

***RECOMMENDATION***

*The District Council approval of Basic Plan A-9968 (Order Zoning Ordinance 5-2019) adopted the findings and conclusions of the Zoning Hearing Examiner, with 23 conditions and 5 considerations. Staff*

recommends **APPROVAL** of the amendment with the following conditions and considerations, that supersede all previous approvals:

1. ***Proposed Land Use Types and Quantities***

*Total Area: 442.30 acres*

*Total in (I-1 Zone): 15± acres (not included in density calculation)*

*Total area (R-A Zone): 0.78± acres (not included in density calculation)*

*Total area (R-S Zone): 426.52 acres per approved natural resource inventory*

*Land in the 100-year floodplain: 92.49 acres*

*Adjusted gross area (426 less half of the floodplain): 380.27 acres.*

*Proposed use: Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 3.5 million square feet.*

***Open Space***

*Public active open space: 20± acres*

*Passive open space: 220± acres*

**COMMENT:** The Applicant is agreement with the above land use quantities. However, the Passive Open Space acreage noted above should be corrected to 215 acres (as reflected on the pending BPA drawing). An asterisk should also be added to the end of the “Proposed Use” listed above, and the following corresponding note should be added to the bottom of the Land Use Quantities:

**\*100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted above**

The Applicant requested that these changes be included as part of the final decision of the BPA at the Zoning Hearing Examiner hearing held on March 10, 2021.

2. *At the time of the submission of a comprehensive design plan or preliminary plan of subdivision, the applicant shall provide a traffic study that analyzes the following intersections:*

- a. *US 301/MD 725*
- b. *US 301/Village Drive*
- c. *US 301/Leeland Road*

- d. US 301/Trade Zone Avenue
- e. ~~Oak Grove Road/Church Road~~
- f. ~~Oak Grove Road/MD 193~~

**COMMENT:** The intersections referenced in 2(e) and 2(f) above were not included in the scoping agreement approved for BPA A-9968-02 by the Transportation Planning Section, and therefore, should be deleted from the above condition.

Also, please be advised that the Applicant proffered at the March 10, 2021, ZHE Hearing to amend this condition to include all of the intersections reflected in the approved transportation scoping agreement for BPA A-9968-02. The intersections included in the approved scoping agreement are as follows:

Study Intersections:

1. US 301 SB & Wawa Crossover
2. US 301 NB & Wawa Crossover
3. US 301 & Trade Zone Avenue
4. US 301 & Queens Court
5. US 301 & Median Crossover
6. US 301 & Leeland Road
7. US 301 & Beechtree Parkway / Swanson Road
8. US 301 & Village Drive
9. US 301 & MD 725
10. US 301 & Chrysler Drive
11. Prince George's Blvd. & Trade Zone Avenue
12. Prince George's Blvd. & Commerce Drive
13. Prince George's Blvd. & Queens Court

The Applicant requested that these changes be included as part of the final decision of the BPA at the Zoning Hearing Examiner hearing held on March 10, 2021.

3. *At the time of preliminary plan of subdivision, the applicant shall provide the dedication for one-half of the 100 feet of dedication required to build Leeland Road (MC-600) to its ultimate cross section, per the Prince George's County Department of Public Works and Transportation standards.*

**COMMENT:** The Applicant is agreement with the above condition. The required dedication for Leeland Road (MC 600) is properly reflected on the submitted CDP.

4. *At the time of preliminary plan of subdivision, the applicant shall dedicate 100+ acres of parkland to the Maryland-National Capital Park and Planning Commission, including the Collington Branch stream valley and 20 acres of developable land for active recreation, as shown on the Prince George's County Department of Parks and Recreation Exhibit A (Bates*

*Stamped 62 of 63, Exhibit 28, A-9968-01).*

**COMMENT:** The Applicant is agreement with the above condition. However, it should be noted that the Applicant held a joint community meeting with the Department of Parks and Recreation (DPR) and the Oak Creek and Beech Tree Homeowner's Associations on February 3, 2021 and February 4, 2021 (respectively) in order to obtain community input on the specific types of park facilities that should be provided. DPR has not yet determined if the park will be an active or passive park. The Applicant is working closely with DPR on this issue.

5. *The land to be conveyed to the Maryland-National Capital Park and Planning Commission shall be subject to the conditions of Exhibit B, attached to the June 21, 2005 memorandum from the Prince George's County Department of Parks and Recreation (Bates Stamped 63 of 63, Exhibit 28, A-9968-01).*

**COMMENT:** The Applicant is agreement with the above condition.

6. *The applicant, the applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.*

**COMMENT:** The Applicant is agreement with the above condition. The conceptual locations for the 10-foot-wide master plan hiker/biker trail along the Collington Branch Stream Valley, and the 10-foot-wide feeder trail to the employment uses, are properly reflected on the revised CDP. The conceptual alignment of these trails are subject to modification as final engineering is determined as part of future entitlement applications.

7. *A revised plan showing parkland dedication and master plan trail shall be reviewed and approved by the Prince George's County Department of Parks and Recreation staff at the time of comprehensive design plan.*

**COMMENT:** The Applicant is agreement with the above condition. The conceptual locations for the 10-foot-wide master plan hiker/biker trail along the Collington Branch Stream Valley, and the 10-foot-wide feeder trail to the employment uses, are properly reflected on the revised CDP. The conceptual location of the master plan trail was determined by a recent field inspection with the Applicant and DPR.

8. *The applicant shall construct recreational facilities typical for a 20-acre community park, such as ball fields, a playground, tennis or basketball courts, shelters, and restroom facilities. The list of recreational facilities shall be determined at the preliminary plan of subdivision and specific design plan stage.*

**COMMENT:** The Applicant is agreement with the above condition. However, it should be noted

that DPR has not yet determined the amenities to be constructed within the park. The Applicant is working closely with DPR on this issue and a list of facilities will be determined at preliminary plan.

9. *The submission package of the comprehensive design plan shall contain a signed natural resources inventory (NRI) plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.*

**COMMENT:** The Applicant is agreement with the above condition. A signed natural resources inventory (NRI) plan has been submitted with the subject CDP application. The site layout shown on the submitted CDP minimizes impacts to the regulated areas of the site to the greatest degree possible.

10. *A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the comprehensive design plan application.*

**COMMENT:** The Applicant is agreement with the above condition. The required geotechnical study was submitted with the CDP acceptance package.

11. *A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the comprehensive design plan, and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any application for preliminary plans.*

**COMMENT:** The Applicant is agreement with the above condition. A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property was included within the approved Habitat Management Plan for the property (approved by Environmental Planning Section). The completed surveys and required reports have been completed as part of the approval of the Habitat Management Plan. If necessary, the Applicant can resubmit any completed surveys or reports at time of preliminary plan.

12. *Prior to acceptance of the preliminary plan of subdivision, a revised natural resources inventory plan shall be submitted and approved.*

**COMMENT:** The Applicant is in agreement with the above condition. A signed natural resources inventory (NRI) plan has been submitted with the subject CDP application.

13. *At the time of comprehensive design plan review, specific acreage of parkland dedications shall be determined. This area may include a 1.7± acre parcel of land which was not previously committed for parkland dedication. The conditions of conveyance shall be determined by appropriate staff of the Maryland-National Capital Park and Planning Commission.*



**COMMENT:** The specific acreage of parkland dedication is reflected on the submitted CDP. The 1.7 acres referenced in this condition is on the west side of the railroad tracks and is currently not being shown for conveyance to M-NCPPC. Nonetheless, the Applicant is prepared to dedicate the 20 acres public park area as well as the 100± acres of parkland to the Maryland-National Capital Park and Planning Commission set forth in condition 4 herein.

14. *At the time of comprehensive design plan, the applicant shall address its plan to grade a 10-acre developable portion of the dedicated parkland (including a 1.7± acre parcel of land from the Willowbrook project area which was not previously committed for parkland dedication) on the western side of the property, east of the Pennsylvania Railroad right-of-way to accommodate ball fields and a parking lot.*

**COMMENT:** Please be advised that the Applicant has requested the following revisions to this condition at the March 10, 2021 Zoning Hearing Examiner Hearing for BPA A-9968-02:

Note - the ~~Strike through~~ represents requested deleted language. Underline represents requested added language:

14. *At the time of comprehensive design plan, the applicant shall address its plan to grade a 10-acre developable portion of the dedicated parkland (~~including a 1.7± acre parcel of land from the Willowbrook project area which was not previously committed for parkland dedication~~) on the western side of the property, east of the Pennsylvania Railroad right-of-way to accommodate public recreational facilities ~~ball fields~~ and a parking lot.*

The submitted CDP is in conformance with the above condition as modified. The Applicant has no plans to grade the 1.7 acre parcel on the west side of the railroad tracks within the subject property. It should be noted that the Applicant held a joint community meeting with the Department of Parks and Recreation (DPR) and the Oak Creek and Beech Tree Homeowner's Associations on February 3, 2021 and February 4, 2021 (respectively) in order to obtain community input on the specific types of park facilities that should be provided in the public park.

15. *The applicant, the applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.*

**COMMENT:** The Applicant is agreement with the above condition. The conceptual location for the 10-foot-wide master plan shared-use path along the site's frontage of Leeland Road is properly reflected on the revised CDP.

16. *The conceptual location of the Collington Branch Stream Valley Trail, its feeder trail connecting to the proposed employment uses, and the Leeland Road shared-use path shall be shown on the comprehensive design plan.*

**COMMENT:** The Applicant is agreement with the above condition. The conceptual locations for the 10-foot-wide master plan hiker/biker trail along the Collington Branch Stream Valley, the 10-foot-wide feeder trail connecting to the proposed employment uses, and the Leeland Road shared-use path are all properly reflected on the revised CDP.

**ADDITIONAL COMMENT RELATED TO CONDITIONS:** Please be advised that the Applicant requested the following new condition to be added at the March 10, 2021 Zoning Hearing Examiner Hearing for A-9968-02:

17. In the event the applicant elects to pursue an alternative access point(s) to the adjacent Collington Center via Popes Creek Drive and/or Prince George's Blvd, the transportation and environmental impacts of any additional access point(s) shall be evaluated at time of comprehensive design plan or preliminary plan.

**COMMENT:** A general note has been added to the revised CDP stating that in the event the applicant elects to pursue an alternative access point(s) to the adjacent Collington Center via Popes Creek Drive and/or Prince George's Blvd, the transportation and environmental impacts of any additional access point(s) shall be evaluated at time of preliminary plan.

***Comprehensive Design Plan Considerations:***

1. *The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.*

**COMMENT:** The Applicant is in agreement with the above consideration. The site layout shown on the CDP has been designed to preserve the natural aesthetic qualities of the site and all regulated environmental features to the fullest extent possible.

2. *All proposed internal streets and developments should follow complete streets principles and support multimodal transportation as well as facilities to encourage walking, bicycling, and transit use, such as short- and long-term bicycle parking, including shower facilities and changing facilities, covered transit stops, crosswalks, etc.*

**COMMENT:** All proposed internal streets have been designed to follow complete streets principles to the degree appropriate for an employment park. The Applicant will be coordinating with DPIE on the need for these facilities. The Applicant is not proposing any long-term bicycle parking, including shower facilities and/or changing facilities, as such facilities are inappropriate for the industrial/employment uses proposed.

March 11, 2021  
Supplemental Statement of Justification  
NCBP, CDP-0505-01  
Page 8

Conclusion

Based on the reasons described herein, the Applicant respectfully requests approval of CDP-0505-01. Should you have any questions or concerns regarding this application, please do not hesitate to contact me at your earliest convenience.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert J. Antonetti, Jr.", with a stylized flourish at the end.

Robert J. Antonetti, Jr.

RJA/jjf

cc: NCBP Property, LLC

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**Additional Back-up**

**For**

**CDP-0505-01**

**National Capital Business Park**

**National Capital Business Park  
(CDP-0505/01)  
Formerly “Willowbrook”**

Revised Conditions  
4/15/2021

1. Prior to certification of this comprehensive design plan (CDP), the applicant shall:
  - c. Provide additional development standards governing pedestrian and bicycle facilities under Vehicular Access and Parking Section in the *National Capital Business Park-Design Guidelines*, as follows:
    - (6) Shared-lane markings (sharrows), bikeway guide signs D-11/Bike Route and D1-1, D1-2, and D1-3/destination signs and R-411/Bicycles May Use Full Lane signs be provided within all internal roadways that direct people bicycling to the proposed developments and the Colington Branch Trail as well as highlight to motorists the potential presence of people bicycling along internal roads, unless modified by the Department of Permitting, Inspections, and Enforcement with written correspondence at the time of Specific Design Plan. ~~Bicycle lanes be provided along all internal roadways.~~
    - (7) Short-term bicycle parking near the entrance of all buildings.
    - (8) Long-term bicycle parking including a changing room, shower, bicycle repair station, or other facilities, shall be considered at time of SDP.
    - (9) A direct connection between the proposed feeder trail and bicycle facilities on Road A.
  - d. Revise the Type 1 tree conservation plan (TCP1), as follows:
    - (3) Show all specimen trees on the plan and in the specimen tree table to remain. Variance requests for removal of specimen trees shall accompany the preliminary plan application.

~~Strikethrough~~ represents deleted language 1  
Underline represents added language

- (6) Revise the plan and the worksheet to remove woodland conservation from land to be dedicated to the Prince George's County Department of Parks and Recreation, unless written confirmation is provided by the Parks Department.
2. At time of preliminary plan of subdivision submission, the applicant shall:
  - a. Submit a revision to the Habitat Management Program to the Development Review Division that reflects the current development proposal, existing hydrologic monitoring, timing of the analysis of Rare, Threatened and Endangered (RTE) species population counts and condition, habitat characterization and condition, and the details of the habitat management program for RTE fish species: water quality monitoring, pollution prevention measures, and corrective measures, shall be updated. The monitoring program shall meet all current requirements of the Maryland Department of Natural Resources, Wildlife and Heritage Service.
4. Prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement, a fee calculated as \$1.33 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary. The fee set forth above shall be modified at the time of approval of the preliminary plan of subdivision to reflect the project cost in the adopted Prince George's County Public Works & Transportation Capital Improvement Program.
5. Unless modified at the time of preliminary plan. ~~P~~prior to approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
  - a. US 301 at Leeland Road
    - (1) Provide three left turn lanes on the eastbound approach.
    - (2) Provide two left turn lanes on the northbound approach.

~~Strikethrough~~ represents deleted language 2  
Underline represents added language

b. Prince George's Boulevard at Queens Court-Site Access

- (1) Provide a shared through and left and a shared through and right lane on the eastbound approach.
- (2) Provide a shared through and left and a shared through and right lane on the westbound approach.
- (3) Provide a shared through and left and a shared through and right lane on the northbound approach.