



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

# Detailed Site Plan Bell Station Center, Parcel B

# DSP-21031

REQUEST	STAFF RECOMMENDATION
Development of a 68,475-square-foot commercial shopping center.	With the Conditions Recommended herein: <ul style="list-style-type: none"> <li>• Approval of Detailed Site Plan DSP-21031</li> <li>• Approval of Type 2 Conservation Plan TCP2-094-97-05</li> </ul>

<b>Location:</b> In the southeast quadrant of the intersection of MD 193 (Glenn Dale Boulevard) and Bell Station Road.	
Gross Acreage:	8.99
Zone:	CGO
Zone Prior:	C-S-C
Reviewed per prior Zoning Ordinance:	Section 27-1703(a)
Dwelling Units:	N/A
Gross Floor Area:	68,475 sq. ft.
Planning Area:	70
Council District:	04
Municipality:	N/A
<b>Applicant/Address:</b> Broglen, LLC 10905 Fort Washington Road, Suite 103 Fort Washington, MD 20744	
<b>Staff Reviewer:</b> Tierre Butler <b>Phone Number:</b> 301-780-2458 <b>Email:</b> Tierre.Butler@ppd.mncppc.org	



Planning Board Date:	05/26/2022
Planning Board Action Limit:	05/31/2022
Staff Report Date:	05/12/2022
Date Accepted:	03/22/2022
Informational Mailing:	10/19/2021
Acceptance Mailing:	03/15/2022
Sign Posting Deadline:	04/26/2022

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-21031  
Type 2 Tree Conservation Plan TCP2-094-97-05  
Bell Station Center, Parcel B

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

**EVALUATION CRITERIA**

The property is within the Commercial, General and Office Zone (CGO). This application, however, is being reviewed and evaluated in accordance with the prior Prince George's County Zoning Ordinance, as permitted by Section 27-1703(a) of the Zoning Ordinance. The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance for the Commercial Shopping Center (C-S-C)
- b. The requirements of Zoning Map Amendment A-9995-C
- c. The requirements of Preliminary Plan of Subdivision 4-13019
- d. The requirements of the 2010 *Prince George's County Landscape Manual*
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance
- g. Referral comments

**FINDINGS**

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

1. **Request:** This detailed site plan (DSP) requests the development of a 68,475-square-foot commercial shopping center.

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	CGO (Prior C-S-C)	CGO (Prior C-S-C)
Use(s)	Vacant	Commercial Shopping Center
Total Gross Acreage	8.99	8.99
Total Gross Floor Area (GFA)	0 sq. ft.	68,475 sq. ft.
Building A	-	10,000 sq. ft.
Building B	-	8,500 sq. ft.
Building C	-	45,475 sq. ft.
Building D	-	4,500 sq. ft.

**Parking Spaces**

<b>Use</b>	<b>NUMBER OF SPACES REQUIRED</b>	<b>NUMBER OF SPACES PROVIDED</b>
Shopping Center - 68,475 sq. ft. total	274	288
Handicap-accessible spaces	7	11 (2 van accessible)
<b>Total</b>	<b>274</b>	<b>288</b> (277 Standard, 11 handicap-accessible)

**Loading Spaces**

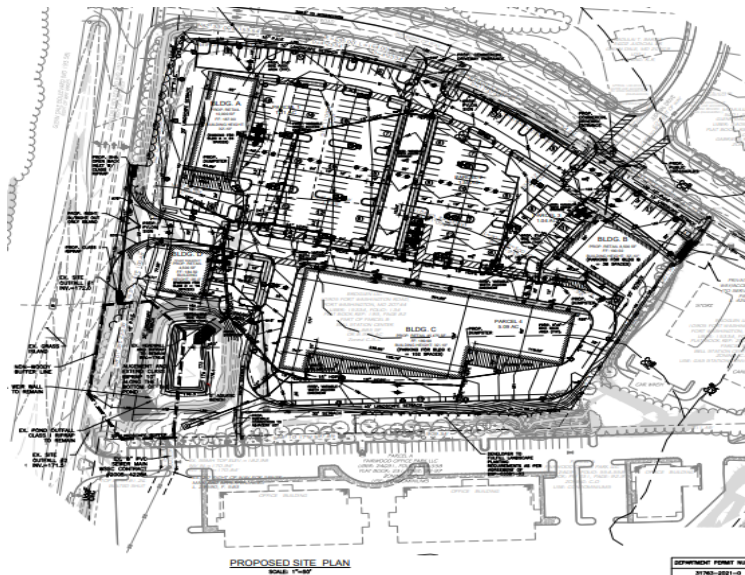
	<b>Required</b>	<b>Provided</b>
3.0 per shopping center between 25,000–100,000 sq. ft.	3	5
<b>Total</b>	<b>3</b>	<b>5</b>

3. **Location:** The subject site is located in the southeast quadrant of the intersection of MD 193 (Glenn Dale Boulevard) and Bell Station Road in Planning Area 70 and Council District 4. The site is zoned Commercial, General and Office (CGO) and previously zoned Commercial Shopping Center (C-S-C).
4. **Surrounding Uses:** The subject property is located on the south side of Bell Station Road and to the north is a residential subdivision known as Gabriel's Run in the Residential, Rural Zone. Abutting the property to the west is the right-of-way of MD 193; to the south is the Fairwood Office Park, zoned CGO; and to the east is Parcel 5, which is zoned Commercial, Service and improved with a gas station, car wash, food and beverage store, and eating and drinking establishment.
5. **Previous Approvals:** The subject property is located on Tax Map 45 in Grids E-1 and E-2 and consists of an 8.99-acre part of Parcel B, which is recorded among the Prince George's

County Land Records in Plat Book 193 on page 82, dated April 10, 2002. On February 16, 2010, the Prince George's County District Council approved Zoning Map Amendment A-9995-C to rezone the subject property from the Commercial Miscellaneous (C-M) to the C-S-C Zone, subject to one condition. The property has a Preliminary Plan of Subdivision (PPS), 4-13019, which was approved by the Prince George's County Planning Board on October 9, 2014 (PGCPB Resolution No. 14-113). The development has an approved Stormwater Management (SWM) Concept Plan 31763-2021.

6. **Design Features:** The proposed application is for construction of a 68,475-square-foot commercial shopping center. The site will contain three buildings, A, B and C, which will accommodate multiple tenants, and one pad site, Building D, which will be for a single tenant. Building A is 10,000 square feet and is located on proposed Parcel 1 in the northwest corner of the property. Building B is 8,500 square feet and is located on proposed Parcel 3 in the northeast corner of the property. The large in-line building, C, is 45,475 square feet and is located on proposed Parcel 4, along the property's southern boundary. Building D is 4,500 square feet and located on proposed Parcel 4, north of the existing SWM pond, which is to remain. Proposed Parcel 2 contains only portions of the central parking lot and drive aisles that serves all of the buildings.

The site will have four different access points; there will be two full turning movement access points from Bell Station Road, a third right-in/right-out access from MD 193, and a private driveway connecting to Parcel 5 (the gas station) to the east. The site is proposing a total of 288 parking spaces located mainly in one lot in the northern middle of the property. There is a loading space and dumpster proposed adjacent to each building, with two of each being provided for Building C.



*Figure 1: Site Plan*

### **Signage**

The site proposes one freestanding pylon sign at the access point from MD 193 and one at the access point from Bell Station Road in the middle of the site. The proposed signs will be 20.5 feet tall and will feature individual tenant panels below the shopping center name. The

site is also proposing building-mounted signage for each future tenant that will be detailed at the time of permitting, within the zoning requirements.

**Lighting**

Pole-mounted lighting is proposed throughout the parking lot, and building-mounted lights are provided at all doors. A photometric plan was submitted with this application and reflects adequate lighting throughout the site with minimal spillover onto adjacent neighboring properties. Staff recommends approval of the lighting, as proposed.

**Architecture**

The proposed buildings will consist of a combination of exterior insulation finishing system, concrete block, stone veneer, and brick that will be neutral colors of white, red, brown, and black. Each building will be approximately 33 feet high, except Building D which is 26.5 feet high, have aluminum storefront doors and windows with awnings, and a varied roofline, including some gabled roof features.

**COMPLIANCE WITH EVALUATION CRITERIA**

- 7. **Prior Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the C-S-C Zone of the prior Zoning Ordinance:
  - a. The subject application is in conformance with the requirements of Section 27-461 of the Zoning Ordinance, as a variety of commercial uses are permitted in the C-S-C Zone.
  - b. The DSP conforms with Sections 27-454 and 27-462, Regulations for Commercial Zones, of the Zoning Ordinance.
  - c. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance. The parking and loading spaces are located and designed to provide safe vehicular and pedestrian circulation, and the lighting provides adequate illumination. The site and architecture are unified with harmonious use of materials and features.
  
- 8. **Zoning Map Amendment A-9995-C:** On February 16, 2010, the District Council approved A-9995-C, to rezone the subject property from C-M to C-S-C with one condition, which is discussed as follows:
  - 1. **A detailed site plan shall be required to be approved by the District Council to ensure visual compatibility with the surrounding residential and commercial uses, safe access, and efficient internal circulation and pedestrian connectivity. This C-S-C site appears to be conducive to an upscale restaurant park, individual pad site for a bank facility, credit union, or similar type amenities that are compatible with the surrounding area.**

The subject DSP has been submitted in accordance with this condition and will be required to be approved by the District Council. The site and architecture are visually compatible with the surrounding uses because the proposed buildings are appropriately spaced around the perimeter of the property and include quality

building materials. The site contains landscaping around the edges to buffer the development and internal landscaping within the parking compound. The vehicular and pedestrian access connections between Parcels 1–4 and 5 are sufficient, and the site is served by a network of facilities that provide adequate on-site vehicle and pedestrian circulation.

Given the multiple access driveway connections in close proximity to each other along Bell Station Road, as well as the interparcel access to the gas station facility on Parcel 5, staff raised concerns regarding potential vehicular and pedestrian conflicts and possible impediments to the operations along Bell Station Road. Staff had initially recommended that the western vehicle access along Bell Station Road be closed. The applicant declined this recommendation citing Maryland State Highway Administration (SHA) access management policy corner clearance standards for collector roadways. However, the SHA access management standards provide additional requirements for the number of access connections along a collector roadway that the DSP submission may not conform to. As a condition of approval, staff recommends that the applicant demonstrate conformance to the SHA access management requirements for the number of driveways permitted on collector roadways, or modify the site to meet the requirements prior to certification of the DSP. Conformance to the access management standards will be in keeping with this Zoning Map Amendment condition to ensure safe access to the site.

9. **Preliminary Plan of Subdivision 4-13019:** On October 9, 2014, the Planning Board approved PPS 4-13019, with 15 conditions (PGCPB Resolution No. 14-113). The relevant conditions are discussed, as follows:
  2. **Prior to certification of a Type 2 tree conservation plan (TCP2), demonstration shall be provided to the Environmental Planning Section that the entire required off-site woodland conservation requirement has been met.**

Staff reviewed the Type 2 tree conservation plan (TCP2) and determined that this condition has not yet been met. Therefore, a condition is included herein requiring this to be addressed, prior to certification.

4. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-005-14). The following note shall be placed on the final plat of subdivision:**

**“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-005-14), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland- National Capital Park and Planning Commission (M-NCPPC), Prince George’s County Planning Department.”**

Staff finds the submitted TCP2 is in conformance with the approved TCP1-005-14.

5. **Prior to submittal of the first DSP, the following shall be submitted:**
- a. **The conceptual Erosion and Sediment Control Plan shall be submitted. The limits of disturbance (LOD) shall be consistent between the plans and,**

Staff has agreed to allow this information to be submitted prior to certification, since the site has already been fully graded, per prior approvals.

- b. **A valid stormwater concept plan and approval letter.**

A Stormwater Concept Plan and approval letter (31763-2021) have been provided with this application.

7. **At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a ten-foot public utility easement (PUE) along the public right-of-way, in conformance with the existing plat of subdivision for the property.**

The DSP shows the required 10-foot-wide public utility easements (PUEs) along Bell Station Road and MD 193 in conformance with the approved PPS. However, the DSP does not show the required PUE along the northwest property line at the intersection of the Bell Station Road and MD 193 in conformance with the PPS. The site plan should be revised to show the correct PUE along this portion of property frontage. Conformance to this condition will be reviewed further at the time of final plat for Parcels 1 through 4.

8. **Prior to the approval of the final plat the applicant, or the applicant's heirs, successors and/or assignees shall obtain approval of the detailed site plan required pursuant to Zoning Map Amendment A-9995-C which shall include all of Parcels 1-4. This first DSP shall establish the framework for a cohesive design of the future pad site development for Parcels 1-4. The DSP shall include:**

- a. **Vehicular Access by establishing the future location of the internal circulation between Parcels 1-4 and the public street system. The DSP shall label the extent of the access easement.**
- b. **Pedestrian Access and circulation between Parcels 1-4 and the public street system. The conceptual locations shall be further refined as each future pad site is developed.**
- c. **Guidelines for signage and architecture.**
- d. **Review of perimeter landscaping and buffering.**
- e. **Interparcel connection (vehicular and pedestrian) between Parcels 1-4 and Parcel 5.**



The applicant has submitted this DSP in conformance with this condition and pursuant to A-9995-C. Vehicular and pedestrian access connections between Parcels 1–4 and 5 are sufficiently provided on the DSP plan. The site is served by a network of facilities that provide adequate onsite vehicle and pedestrian circulation between Parcels 1–4. Full details of the signage, architecture, and landscaping are provided on the DSP, are found to be in conformance with all applicable regulations and are of high-quality and appropriate for the development.

**9. Prior to approval of building permits for Parcels 1-4, the applicant, or the applicant's heirs, successors, and/or assigns shall obtain approval of the detailed site plan required pursuant to Zoning Map Amendment A-9995-C. The DSP shall include:**

- a. Architecture and Signage**
- b. Landscaping and Lighting**
- c. Screening of trash enclosures and parking.**
- d. Review of loading area orientation and screening.**

The applicant has submitted this DSP, including architecture, signage, and landscape and lighting plans, in conformance with this condition and pursuant to A-9995-C. A common architectural theme will be used for all four buildings with visual interest and high-quality materials. Freestanding and building-mounted signage are being proposed, which are in conformance with applicable regulations. The landscaping includes extensive planting around the edges of the property to buffer the development and internal landscaping of the parking lots. However, staff has concerns regarding the loading screening for Building A. The DSP should be revised to provide a minimum 6-foot-high fence or masonry wall to screen the adjacent loading space from MD 193. There is adequate lighting on-site, with full cut-off fixtures that will not spillover onto adjacent properties.

Based on the truck turning plans, staff finds the loading operations and location of the loading areas for Buildings B and D to be inadequate. The truck turning plans show that truck maneuvers at these locations will result in trucks encroaching into the adjacent drive aisle, which will potentially cause conflicts with vehicles and pedestrians accessing the site. At Building B, a pedestrian path is located in between the loading area and the building. In addition, the plans show that a truck will need to encroach upon the curb area before it can reach the loading area. At Building D, the entire visitor parking area is located in between the loading area and the building. Staff is also concerned that the loading operations proposed on-site present several safety implications and that the inability for trucks designed for this site to make adequate turning maneuvers to the designated loading areas will shift loading operations to other areas of the site that will block travel lanes or parking spaces, which will hinder circulation. As a condition of approval, staff recommends that the applicant modify the loading areas for Buildings B and D to be adjacent to the buildings where trucks can make safe maneuvers and not impede the general

circulation of the site. In addition, the vehicle turning exhibit shows insufficient space at the southeast corner of Building C as trucks travel south-southwest to access the loading area. The exhibit appears to display a truck making contact with the building at this location. Staff requests the applicant update the plans to provide a wider drive-aisle to the east of Building C to ensure trucks accessing the loading area have sufficient space.

- 11. Total development within Parcels 1 through 4 of the subject property shall be limited to development which generates no more than 91 AM and 358 PM peak-hour trips in consideration of the approved trip rates and the approved methodologies for computing pass-by rates. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The DSP is subject to the approved trip cap for Parcels 1 through 4 as provided in the approved PPS application, which considers the development of 95,000 sq. ft. of retail uses. The DSP submission included a trip generation study using the Institute of Transportation Engineers Trip Generation Manual, 11th Edition. The applicant analyzed the trips generated by Parcels 1 through 4, which includes 68,475 sq. ft. of retail uses, and results in the generation of 71 AM peak period trips and 213 PM peak period trips. Staff finds that the proposal is consistent with the land use and development program approved in the PPS and therefore is within the peak-hour trip cap approved in PPS 4-13019.

- 13. Pursuant to Section 24-113, a variation from the provisions of Section 24-121(a)(3) of the Subdivision Regulations to allow a stand-alone right-in/right-out access into the property from MD 193 is approved. The location of the access point shall be determined by the State Highway Administration, prior to submittal of the first DSP. Denial of access along MD 193, except for the one approved access point, shall be reflected on the final plat.**

The subject application accurately displays a right-in/right-out access driveway along MD 193, as stated in this condition. The applicant has provided approval documentation from the Maryland State Highway Administration (SHA), dated February 18, 2022, which approves the proposed right-in/right-out commercial access along MD 193. Staff supports access at the proposed location along MD 193 to allow safe vehicular entry and exit to the shopping center.

- 14. Prior to approval of the final plat of subdivision, the following draft vehicular access easement shall be approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and be fully executed. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. Prior to recordation, the easement shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat and the limit of the easements reflected:**

- a. **A cross vehicular access easement serving Parcels 1, 2, 3, 4 and 5 onto Bell Station Road being authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations.**

This DSP shows a variable-width access easement serving Parcels 1 through 5 onto Bell Station Road. This condition will be further reviewed at time of final plat.

15. **Development of this site shall be in conformance with an approval of a storm water management concept plan and any subsequent revisions.**

The applicant submitted an approved SWM Concept Plan 31763-2021-00 with the subject DSP. The DSP shows the layout of the proposed buildings, in conformance with the approved SWM concept plan.

10. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The landscape plan provided with the subject DSP contains the required schedules demonstrating conformance to these requirements.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance and the Environmental Technical Manual, because the application is for a new DSP. A revision (-05) to the previously approved TCPII-094-97-04 was submitted with the subject application.

TCPII-094-97-04 covered a larger area than this DSP application, consisting of both Parcel B and Parcel 5, which were in the C-S-C and C-M Zones, respectively. The revised TCP2-094-97-05, still covers the same area as the previously approved TCPII and uses the same zoning in the TCP worksheet.

It was noted that the revised set of TCP2 plans added two separate TCP worksheets, which were not requested or required. The first worksheet on the coversheet must be removed, along with its associated worksheet notes. The second worksheet on Sheet 2 shall remain. It shows a woodland conservation threshold for this 11.38-acre property as 15 percent of the net tract area, or 1.71 acres. The worksheet shows the total woodland conservation requirement based on the amount of clearing proposed is 5.75 acres. The woodland conservation requirement is proposed to be satisfied with 5.75 acres of off-site mitigation.

Staff noted that there was a discrepancy in the woodland conservation requirement numbers between the previously approved TCP1 worksheet at 4.05 acres and with the worksheet on the TCP2 submitted at 5.75 acres. Staff verified the numbers using the current TCP worksheet and agree with the changes in the woodland conservation requirement reflected on the plan.

Additional technical revisions to the TCP2 are required and are included in the conditions herein.

- 12. Prince George's County Tree Canopy Coverage Ordinance:** The DSP is subject to the requirements of the Prince George's County Tree Canopy Coverage Ordinance. Section 25-128 of the Prince George's County Code requires a minimum percentage of tree canopy coverage on projects that propose more than 5,000 square feet of disturbance. The subject DSP provides the required schedule demonstrating conformance to these requirements through new plantings on the subject property.
- 13. Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
- a. **Subdivision**—In a memorandum dated April 25, 2022 (Vatandoost to Butler), the Subdivision Section noted that the DSP has been found to be in substantial conformance with the approved PPS. Technical conditions have been conditioned herein.
  - b. **Transportation**—In a memorandum dated May 2, 2022 (Ryan to Butler), the Transportation Planning Section determined that this plan is acceptable with conditions that are included herein.
  - c. **Environmental Planning**—In a memorandum dated April 21, 2022 (Juba to Butler), the Environmental Planning Section provided a discussion of various environmental issues and recommended approval of TCP2-094-97-05 with conditions included herein.
  - d. **Historic**—In a memorandum dated April 12, 2022 (Smith to Butler), it was noted that the subject property is to the east of the Marietta Historic Site (National Register 70-020), at 5626 Bell Station Road. The development of the subject property will include buildings and features visible for at least part of the year from the Marietta Historic Site. The northwest portion of the subject property has the most potential to be visible from the Marietta Historic Site. The buildings are oriented away from Glenn Dale Boulevard, toward the interior of the subject property, and the rears of the building are screened by existing and proposed trees. The limit of disturbance at the northwest corner of the property is approximately 50 feet from the roadway. The existing trees will be supplemented by the planting of a row of deciduous trees and evergreen shrubs further screening the lower portion of the proposed structures. Historic Preservation Section staff recommends approval of DSP-21031, with no additional conditions.
  - e. **Permits**—In a memorandum dated April 25, 2022 (Shaffer to Butler), it was noted that the plan was acceptable with the conditions for technical revisions included herein.
  - f. **Community Planning**—In a memorandum dated March 31, 2022 (Calomese to Butler), it was noted that pursuant to Part 3, Division 9, Subdivision 3, of the prior Zoning Ordinance, master plan conformance is not required for this application.
  - g. **Prince George's County Health Department**—In a memorandum dated March 31, 2022 (Adepoju to Butler), the Health Department offered three recommendations for the construction phase with respect to health-related issues

on the property, which have been forwarded to the applicant and will have to be addressed in future steps.

- h. **Maryland State Highway Administration (SHA)**—In an email dated March 25, 2022 (Woodroffe to Butler), it was noted that SHA had no comments on the subject application.
  - i. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated March 30, 2022 (Margolis/Hall to Butler), WSSC provided standard comments on the subject DSP. WSSC’s comments will be addressed through their own separate permitting process.
  - j. **Prince George’s County Fire/EMS Department**— In an email dated April 27, 2022 (Reilly to Butler), it was noted that the Fire/EMS Department had no comments on the subject application.
14. As required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. Per Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.**

Based on the level of design information submitted with this application, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. No impacts to regulated environmental features are proposed with this DSP.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-21031 and Type 2 Conservation Plan TCP2-094-97-05, for Bell Station Parcel B, subject to the following conditions:

- 1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
  - a. Revise the DSP to clearly show all the property line bearings and distances, including those for internal parcel lines.

- b. Revise the DSP to show the 10-foot-wide public utility easement along the northwest property line, at the intersection of Bell Station Road and MD 193 (Glenn Dale Boulevard), in conformance with the approved Preliminary Plan of Subdivision 4-13019.
  - c. Revise the parking schedule and site plan to demonstrate the total number, location, and dimensions of all proposed compact spaces. The total number of compact spaces cannot be more than one-third of the total required number of parking spaces per Section 27-559(a) of the prior Prince George's County Zoning Ordinance.
  - d. Clearly show the dimensions for all parking and loading spaces.
  - e. Provide the setback dimension for the pylon signs on the DSP.
  - f. Demonstrate that the site access driveways along Bell Station Road conforms to the Maryland State Highway Administration's Access Management Manual for the number and design of access points along a site's frontage and/or along a collector roadway. If the access driveways do not meet the standards of the Access Management Manual, the applicant shall modify the site, in accordance with these standards. The exact design shall be evaluated and accepted by the Transportation Planning Section.
  - g. Modify the site loading areas for Buildings B and D to facilitate safe and adequate truck turning maneuvers and to prohibit encroachment into the internal drive aisle or pedestrian walkways. The exact design and truck turning plans with design vehicle classification shall be evaluated and accepted by the Transportation Planning Section.
  - h. Revise plans to widen the drive aisle to the east of Building C to ensure trucks accessing the loading area have sufficient space.
  - i. Provide a minimum 6-foot-high fence or masonry wall to screen the loading space adjacent to Building A from MD 193 (Glenn Dale Boulevard).
  - j. Submit the conceptual erosion and sediment control Plan and demonstrate that the limits of disturbance is consistent with the DSP and Type 2 tree conservation plan.
2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised, as follows:
- a. Remove the TCP2 worksheet from Sheet 1.
  - b. Remove the worksheet notes from Sheet 1.
  - c. Add a footnote to the TCP2 worksheet on Sheet 2 indicating how the remainder of the off-site requirement has been met.
  - d. Update the TCP2 approval block on each sheet of the TCP2 using the current standard TCP2 approval block.

- e. Remove all landscape schedules and details from the TCP2.
- f. Remove the root pruning and tree pruning details from the plan.
- g. Add, complete, and sign the Property Owners Awareness Certificate to the plan.
- h. Update General Note 6 with all zoning categories as reflected in the TCP2 worksheet.
- i. Update General Note 11 to state “prior to certification of the DSP and TCP2” and remove “Prior to the issuance of the first permit for the development shown on this TCP2.”
- j. Remove General Note 13.

**STAFF RECOMMENDS:**

- Approval of Detailed Site Plan DSP-21031
- Approval of Type 2 Conservation Plan TCP2-094-97-05

# BELL STATION CENTER, PARCEL B

Detailed Site Plan

Staff Recommendation: APPROVAL with conditions

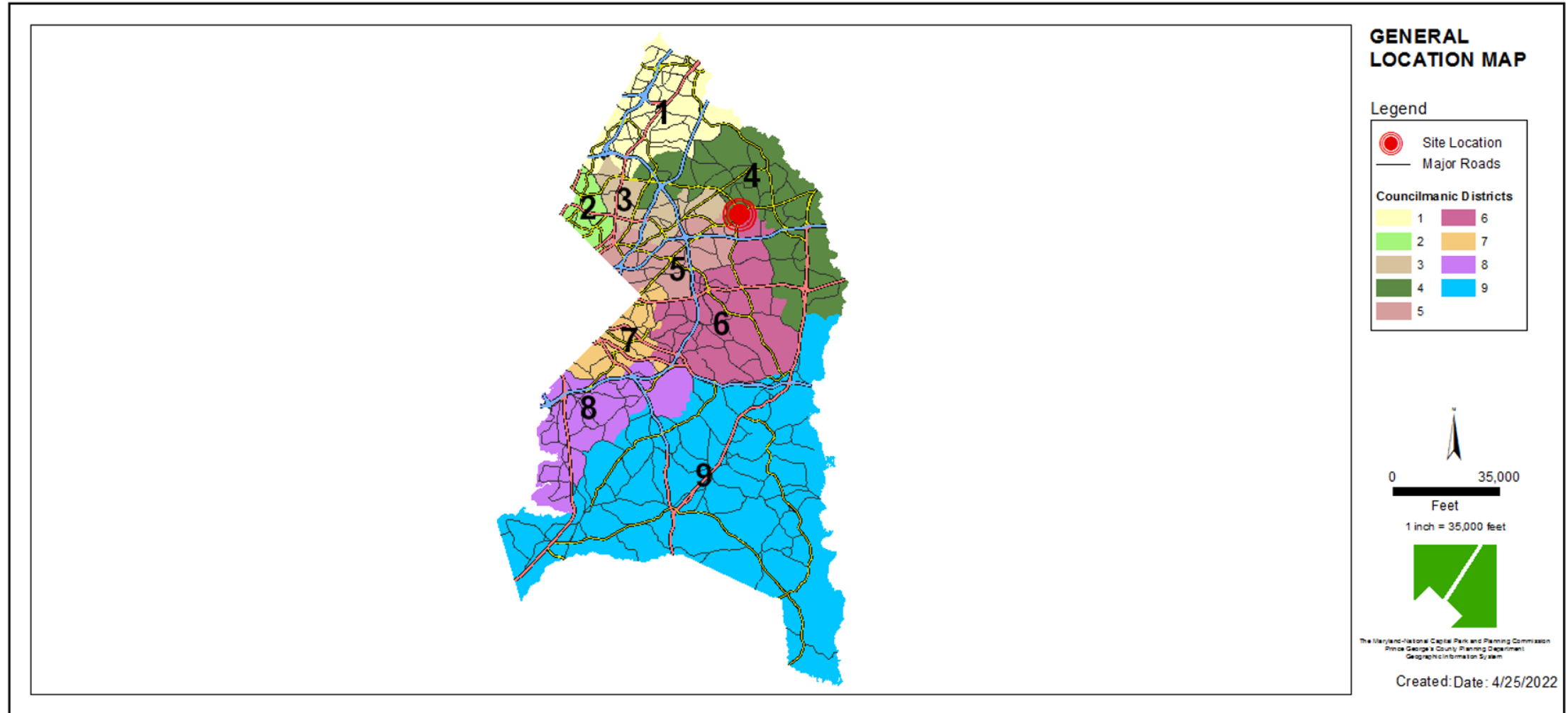




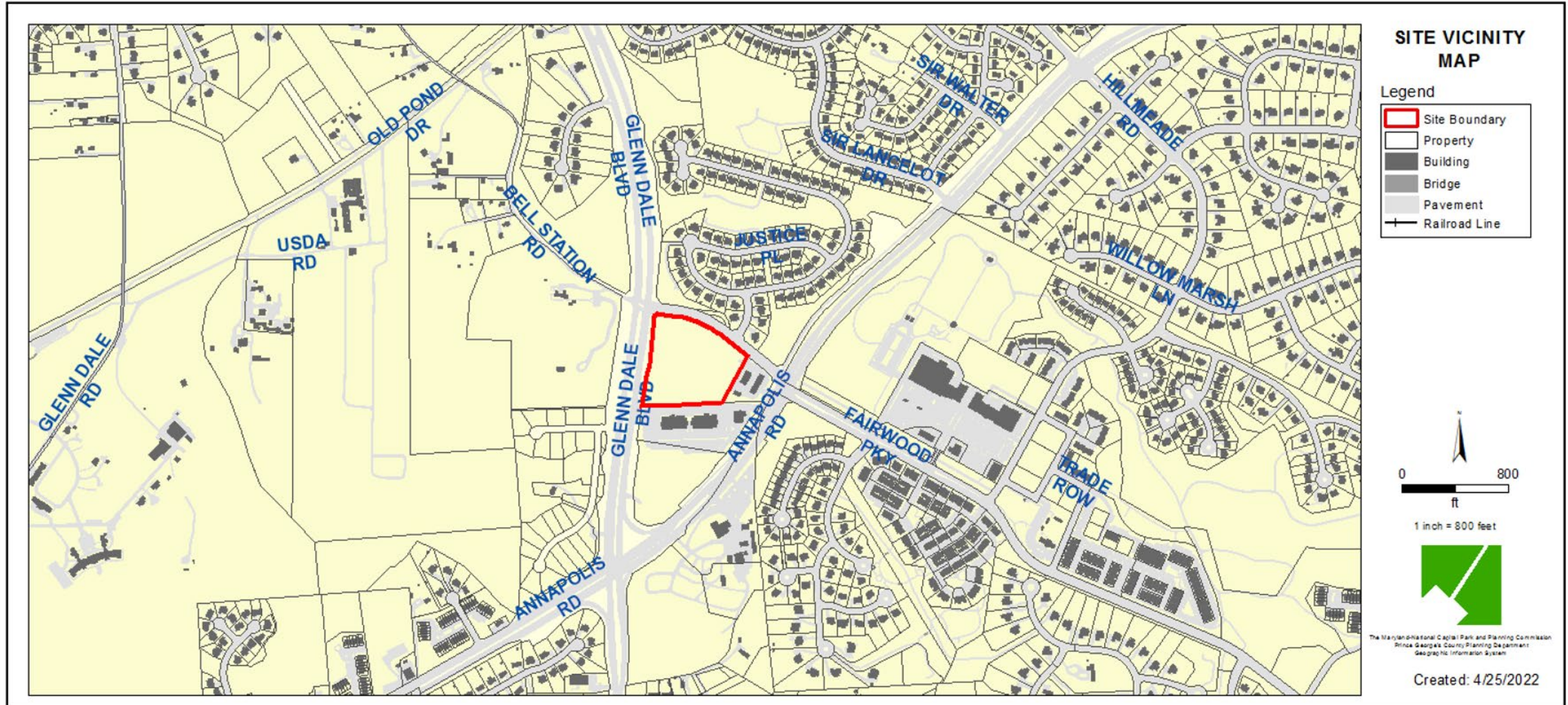
# GENERAL LOCATION MAP

Council District: 04

Planning Area: 70

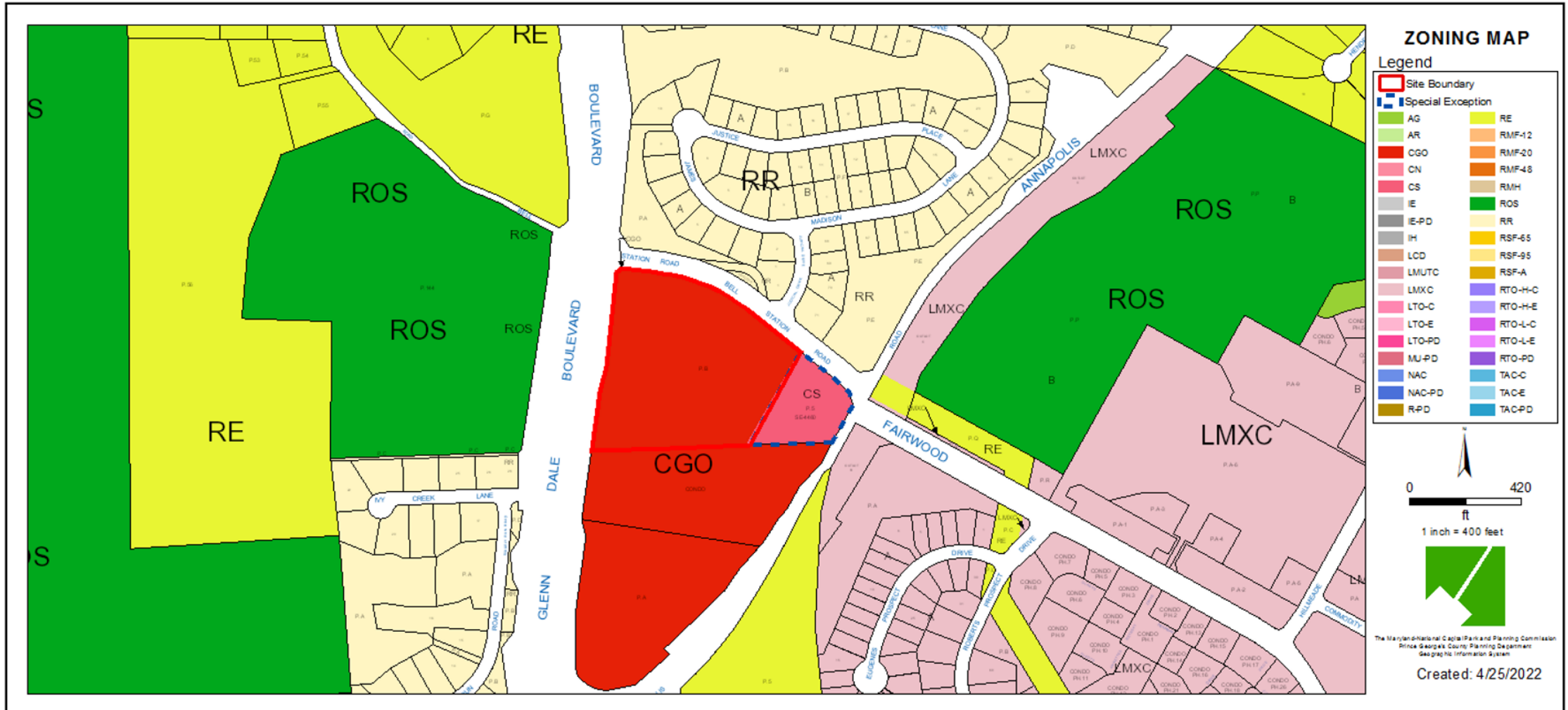


# SITE VICINITY MAP



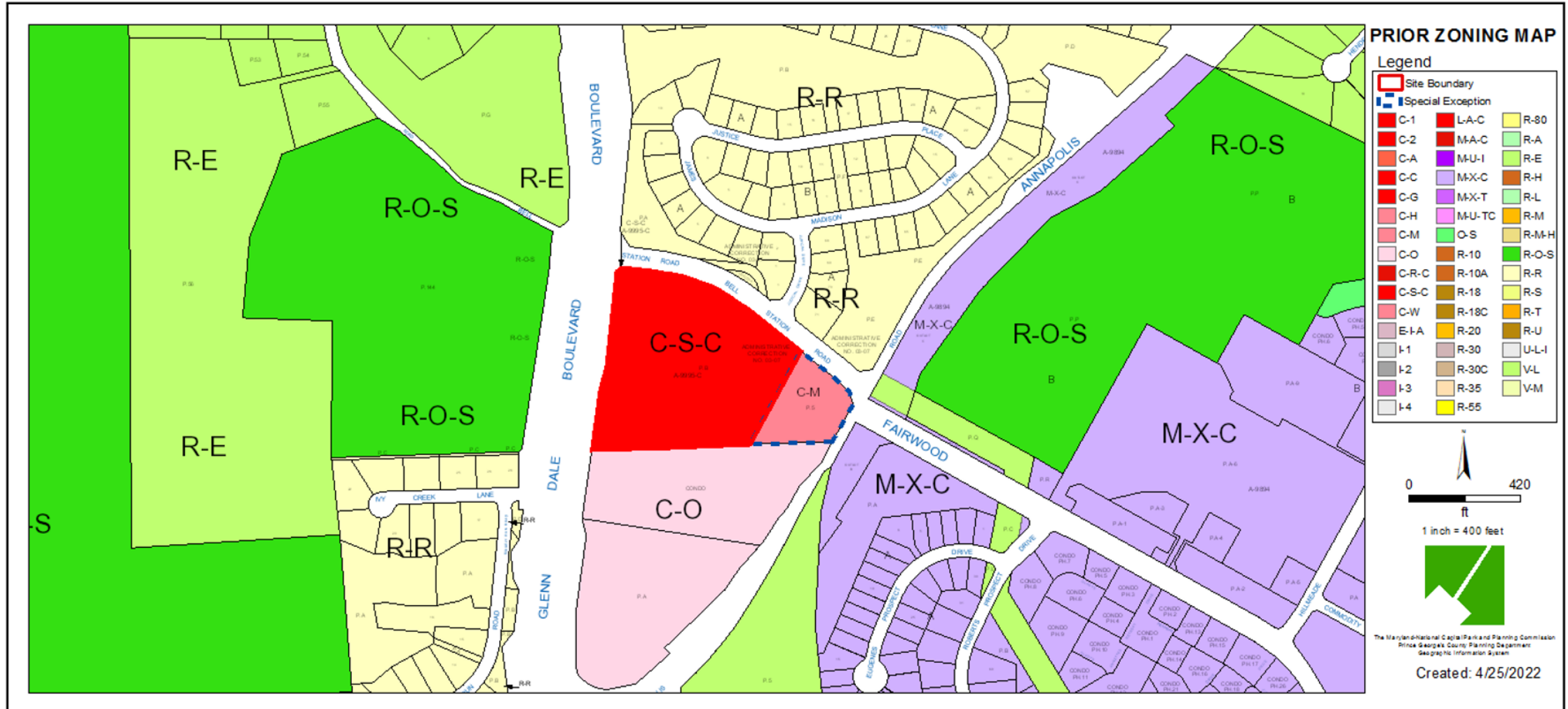
# NEW ZONING MAP

Property Zone: CGO

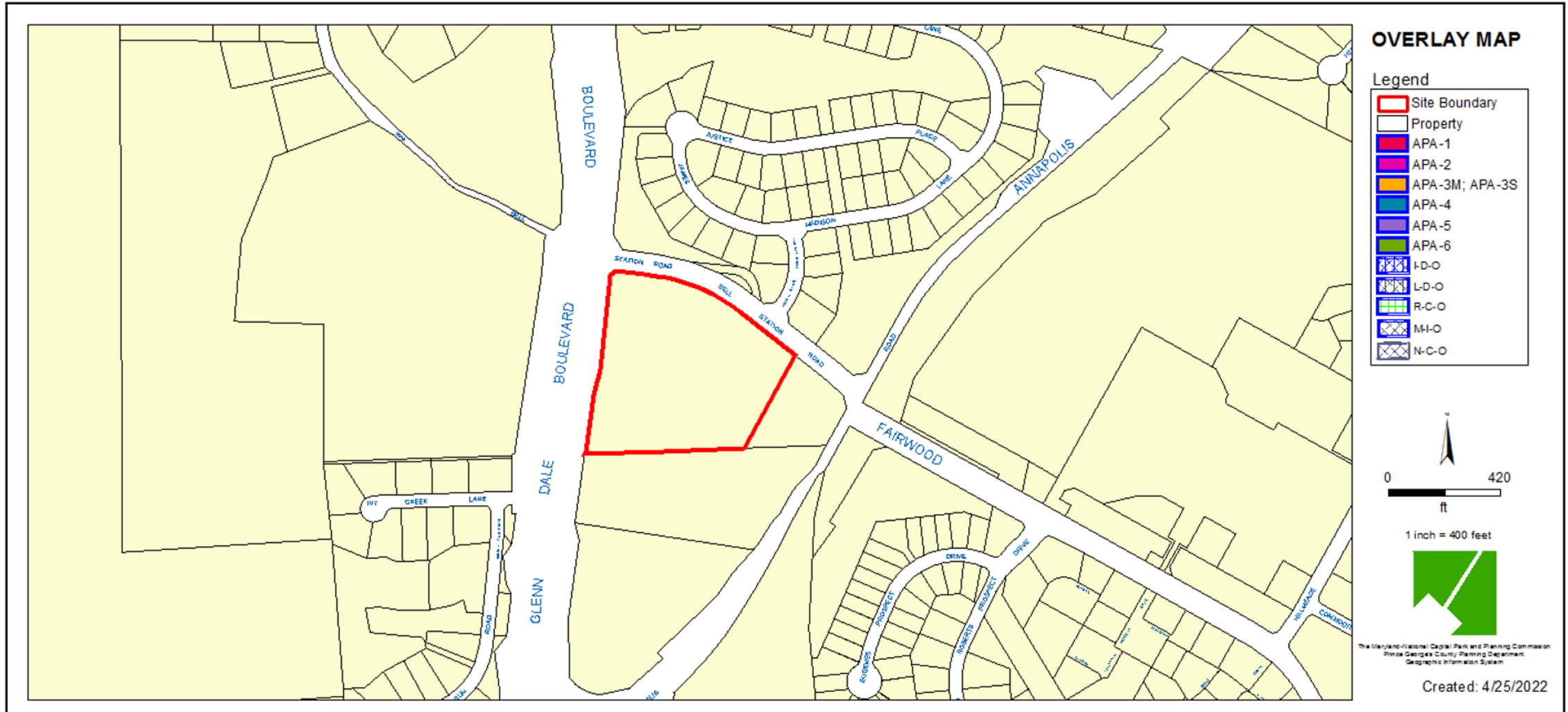


# ZONING MAP

Property Zone: C-S-C



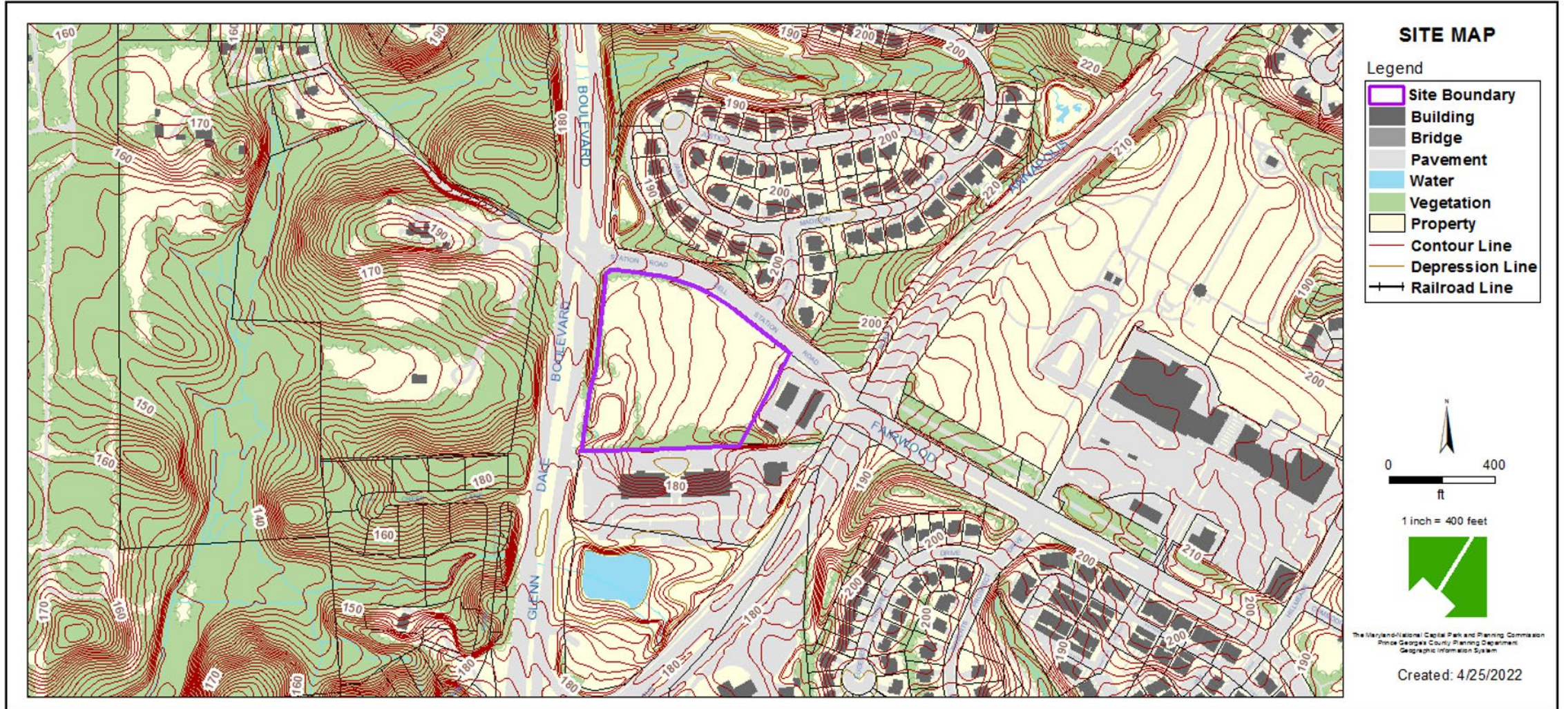
# OVERLAY MAP



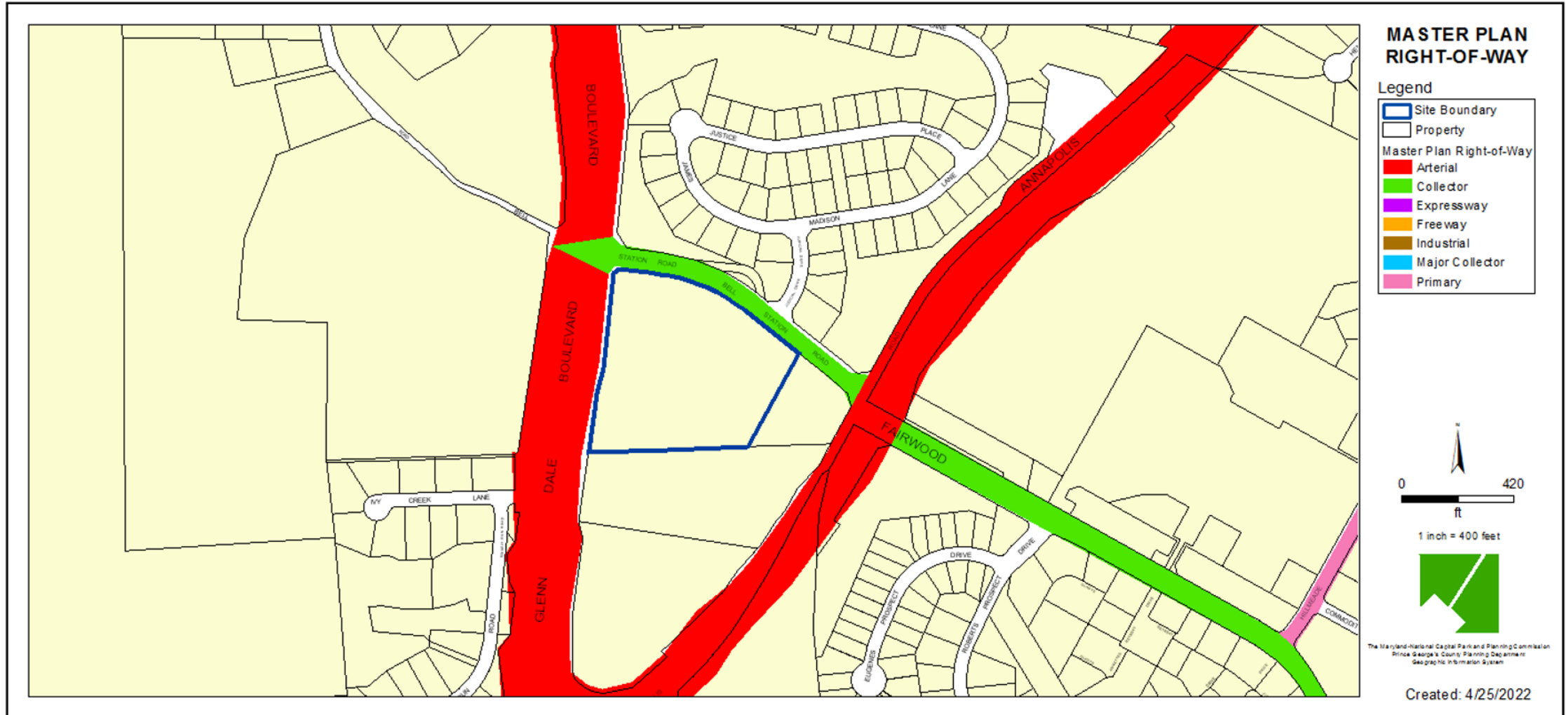
# AERIAL MAP



# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP

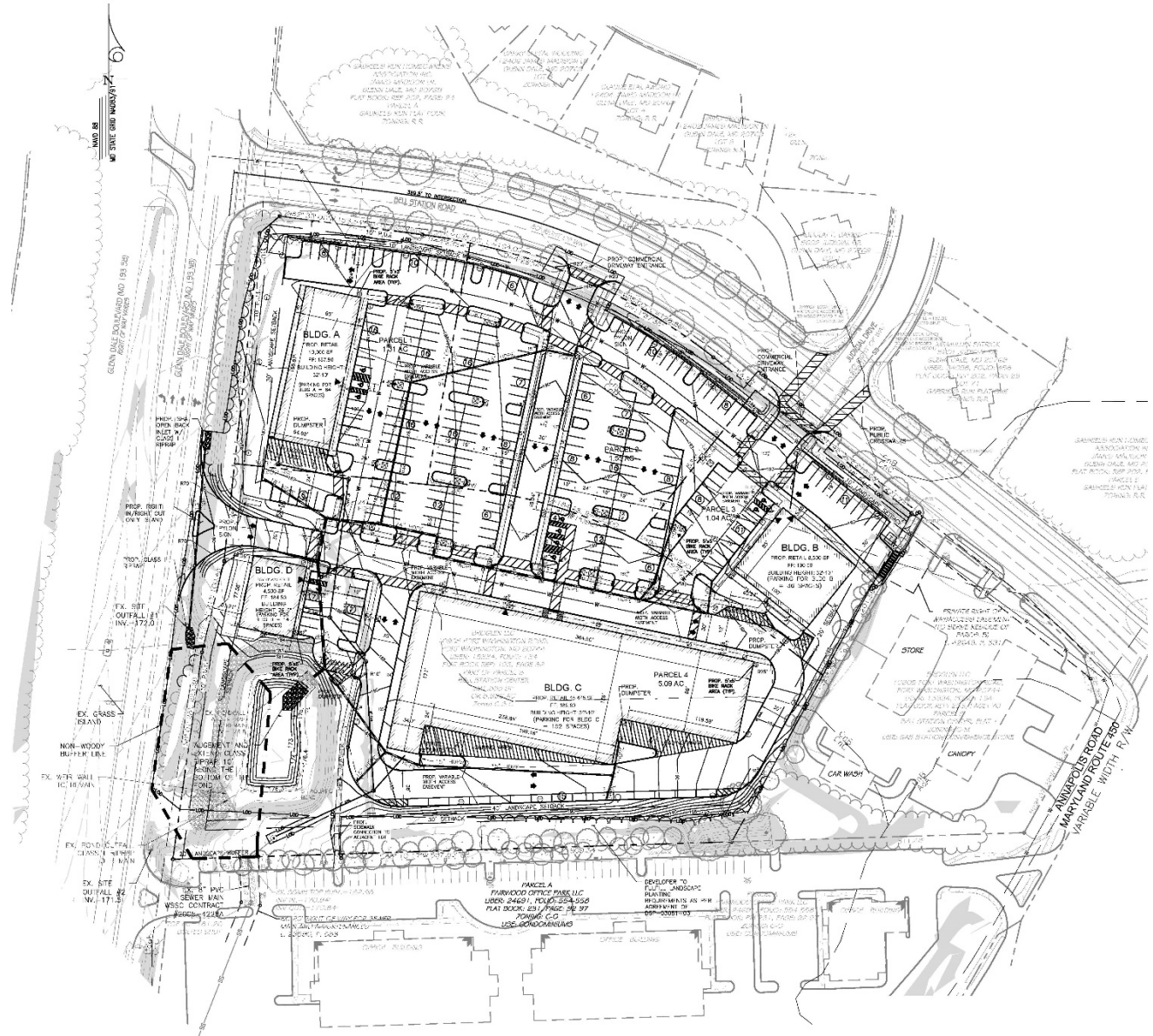




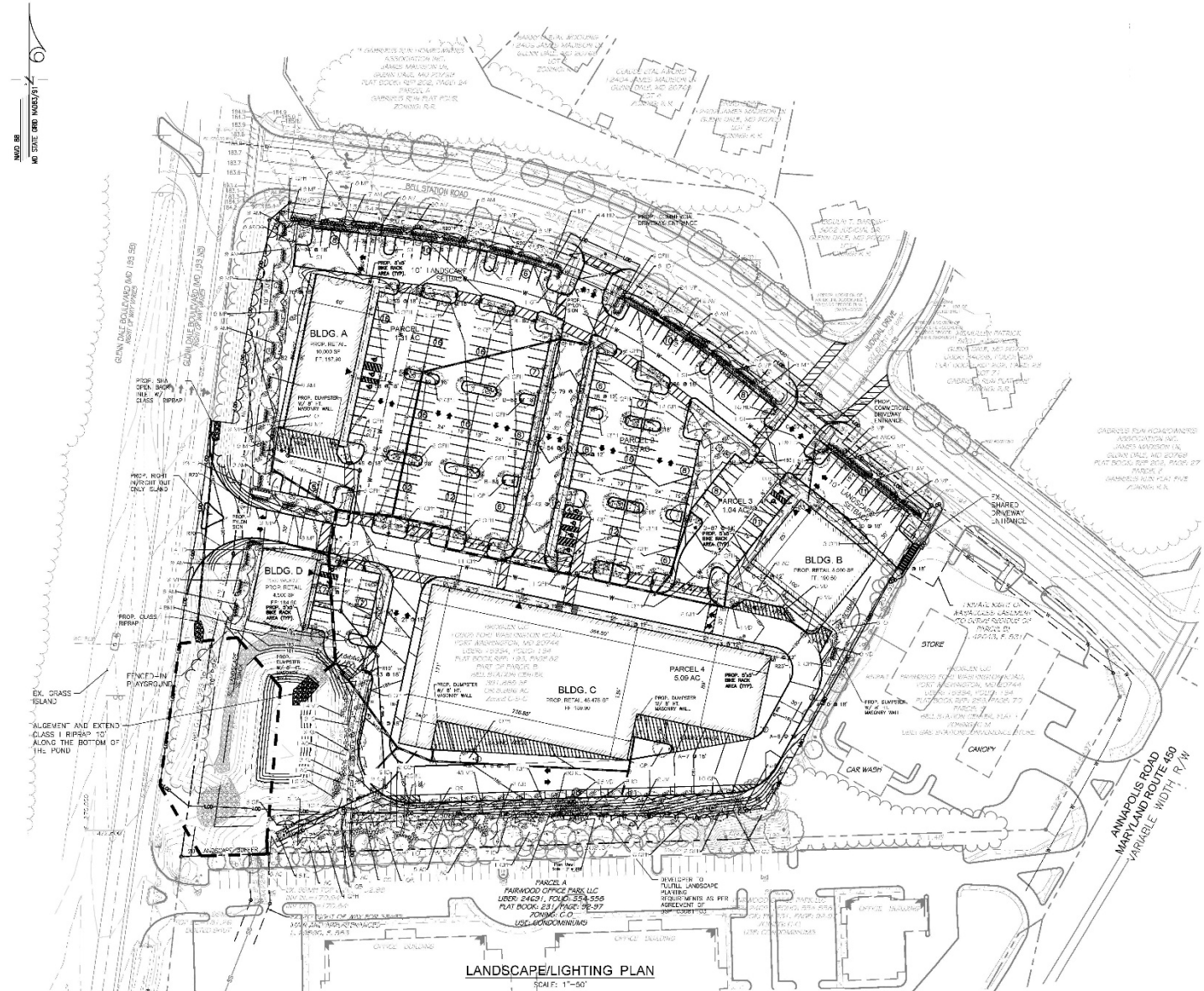
# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



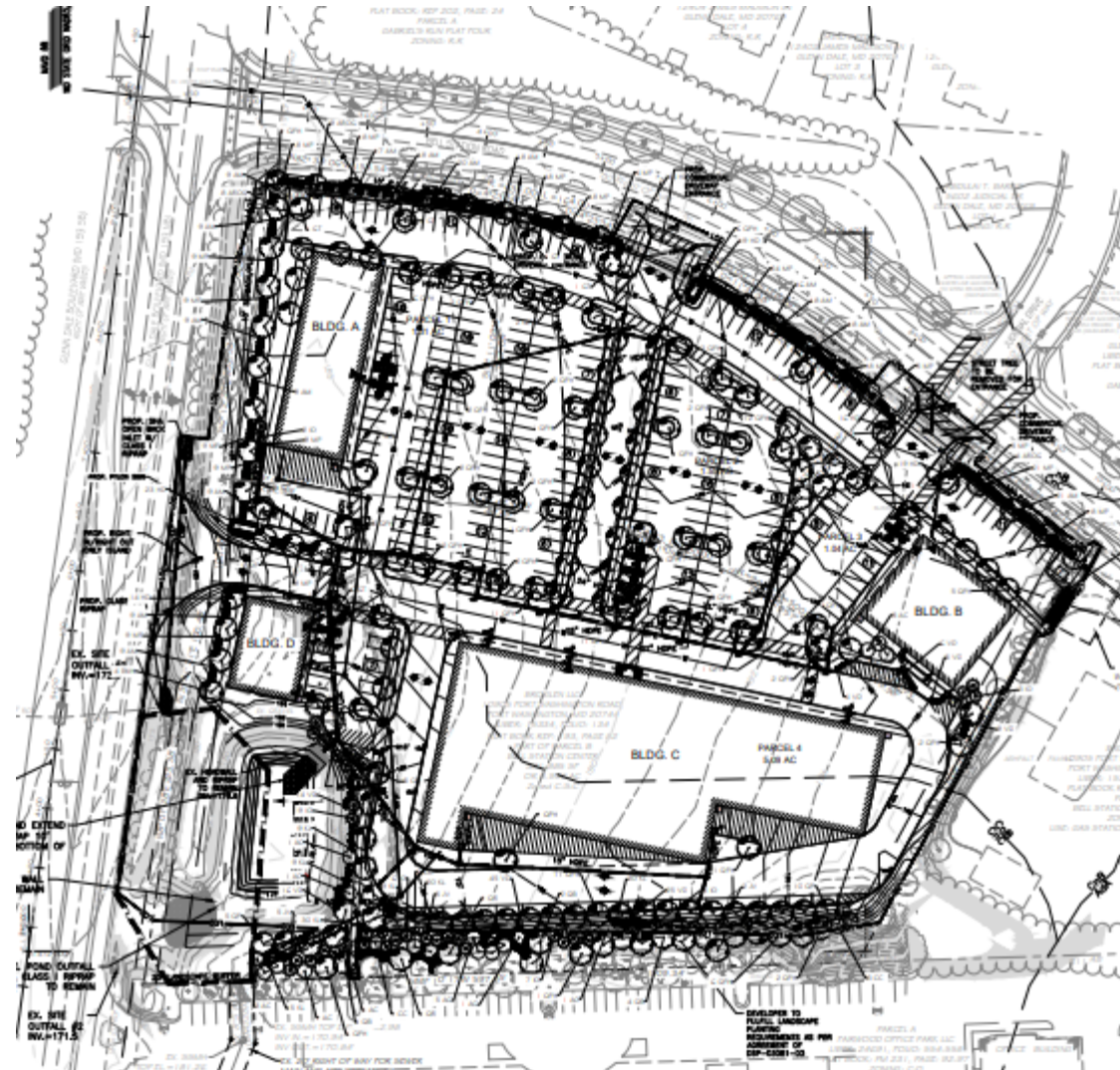
# DETAILED SITE PLAN



# LANDSCAPE PLAN



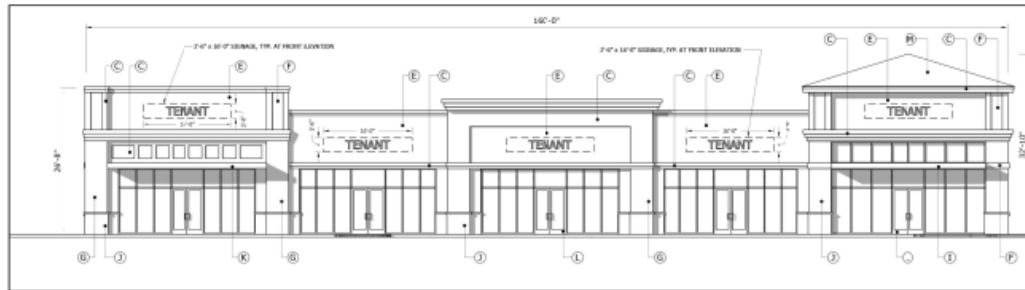
# TYPE II TREE CONSERVATION PLAN



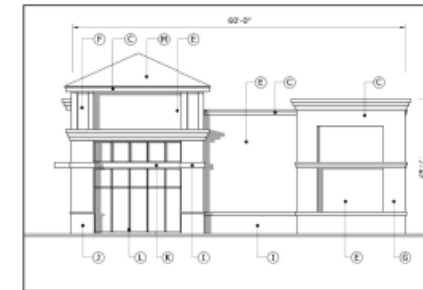


# ARCHITECTURAL ELEVATIONS BUILDING A

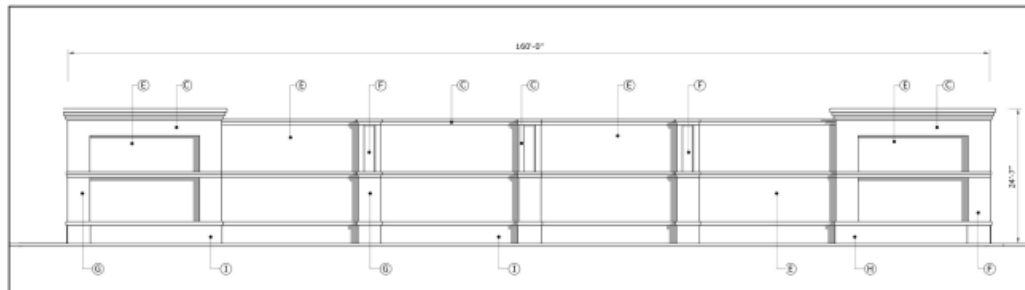
EIFS DRYVIT (A)	EIFS DRYVIT (B)	EIFS DRYVIT (C)	EIFS DRYVIT (D)	EIFS DRYVIT (E)	EIFS DRYVIT (F)	GLEN-GERY BRICK (G)	GLEN-GERY BRICK (H)	ECHELON CONC. BLOCK (I)	ELDORADO STONE (J)	PAC-CLAD METAL PANEL (K)	ALUM. STOREFRONT (L)	PAC-CLAD METAL SEAM ROOF (M)	<p><b>KEY PLAN</b></p>
DOVER SKY	PATCHWOOD	NATURAL WHITE	HONEY TWIST	VAN DYKE	PLUM	RUSTIC BURGUNDY	DANISH BRICK	RAMAPO WHITE	CLIFFSTONE WHITEBARK	MATTE BLACK	BLACK ANODIZED	MATTE BLACK	



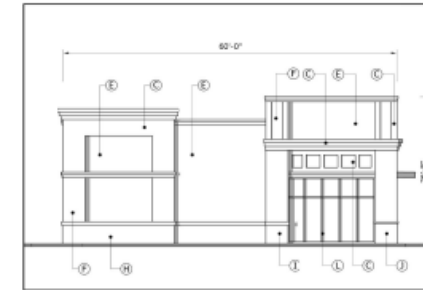
**EAST ELEVATION (A)**



**NORTH ELEVATION (B)**




**WEST ELEVATION (C)**



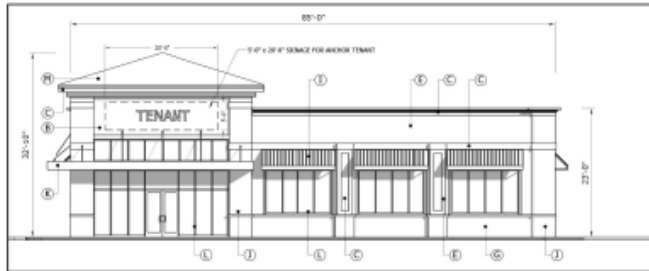
**SOUTH ELEVATION (D)**

# ARCHITECTURAL ELEVATIONS BUILDING B

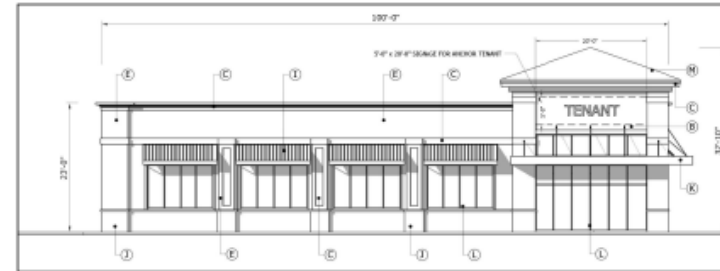
EIFS DRYVIT (A)	EIFS DRYVIT (B)	EIFS DRYVIT (C)	EIFS DRYVIT (D)	EIFS DRYVIT (E)	EIFS DRYVIT (F)	GLEN-GERY BRICK (G)	GLEN-GERY BRICK (H)	ECHELON CONC. BLOCK (I)	ELDORADO STONE (J)	PAC-CLAD METAL PANEL (K)	ALUM. STOREFRONT (L)	PAC-CLAD METAL SEAM ROOF (M)
DOVER SKY	PATCHWOOD	NATURAL WHITE	HONEY TWIST	VAN DYKE	PLUM	RUSTIC BURGUNDY	DANISH BRICK	RAMAPO WHITE	CLIFFSTONE WHITEBARK	MATTE BLACK	BLACK ANODIZED	MATTE BLACK



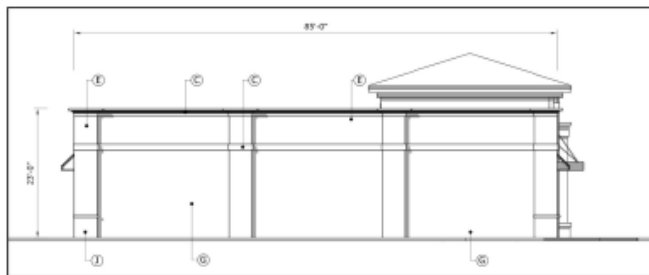
**KEY PLAN**



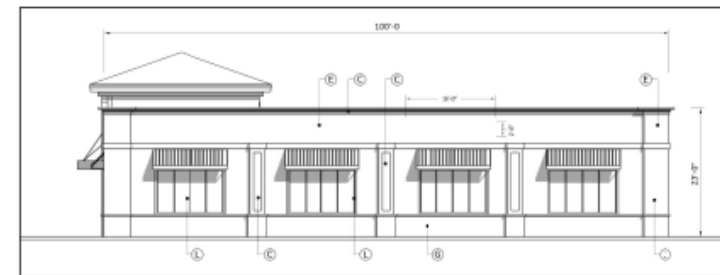
**WEST ELEVATION (A)**



**NORTH ELEVATION (B)**

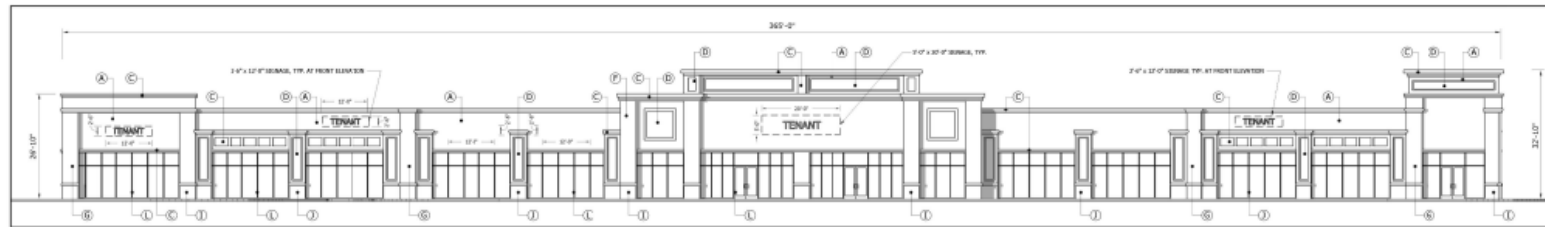


**EAST ELEVATION (C)**

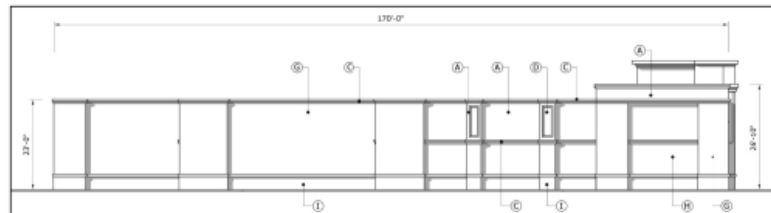


**SOUTH ELEVATION (D)**

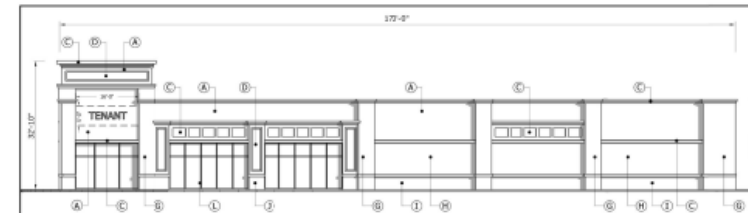
# ARCHITECTURAL ELEVATIONS BUILDING C



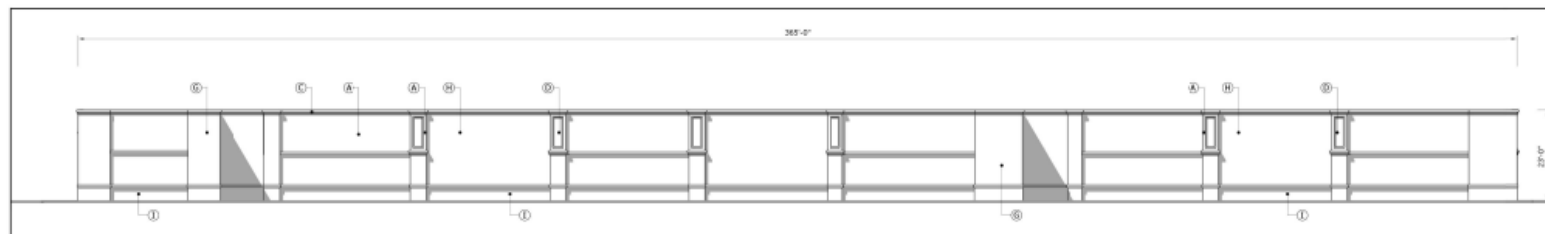
**NORTH ELEVATION (A)**



**EAST ELEVATION (B)**



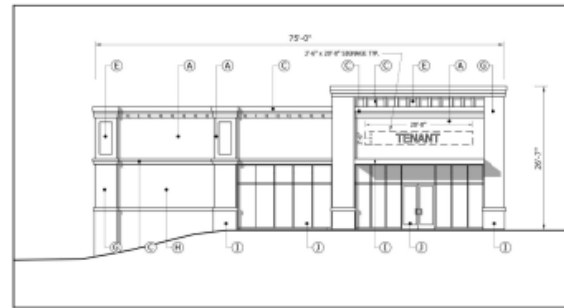
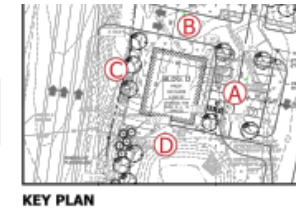
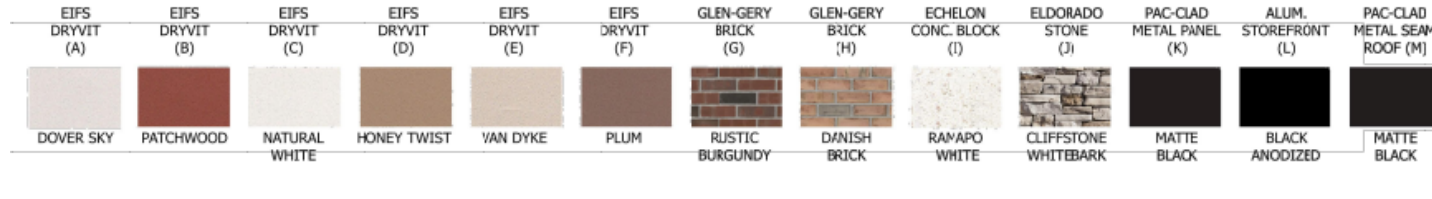
**WEST ELEVATION (D)**



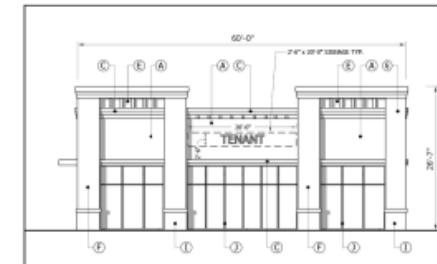
**SOUTH ELEVATION (C)**



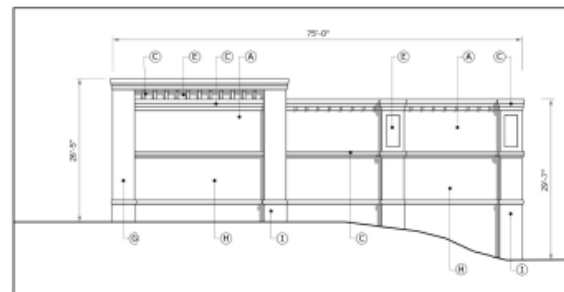
# ARCHITECTURAL ELEVATIONS BUILDING D



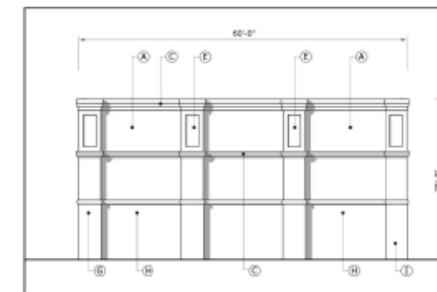
EAST ELEVATION (A)



NORTH ELEVATION (B)

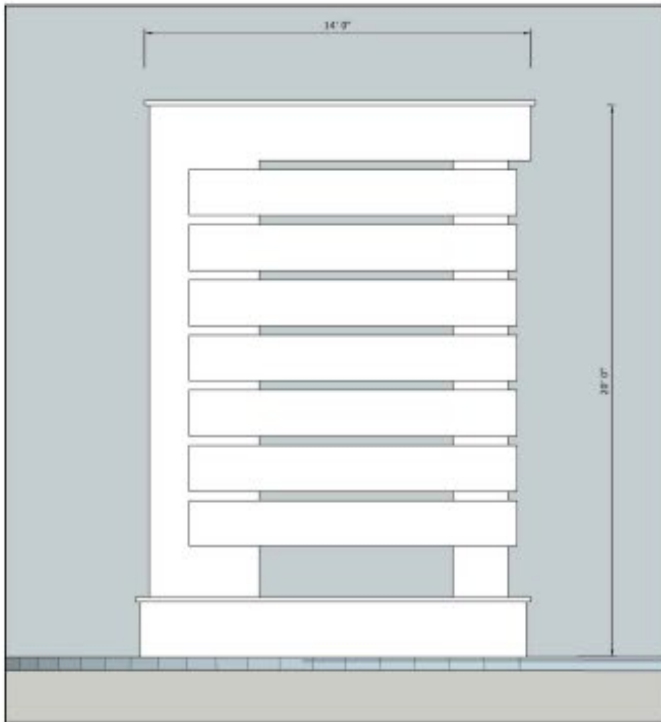


WEST ELEVATION (C)



SOUTH ELEVATION (D)

# SIGNAGE



PYLON FRONT ELEVATION



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# STAFF RECOMMENDATION

**APPROVAL** with conditions

**Minor Issues:**

- Technical Corrections

**Applicant Community Engagement:**

- N/A



*- Hold for e-doc*  
*Cheryl Summerlin*  
THE PRINCE GEORGE'S COUNTY GOVERNMENT  
(301) 952-3600

May 26, 2010

RE: A-9995-C Bell Station  
Broglan LLC, Applicant

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

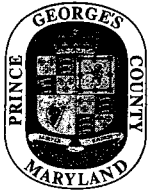
Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of Zoning Ordinance No. 1 - 2010 setting forth the action taken by the District Council in this case on February 16, 2010.

**CERTIFICATE OF SERVICE**

This is to certify that on May 26, 2010 this notice and attached Council order were mailed, postage prepaid, to all persons of record.

*Redmond*  
Redmond  
Clerk of the Council

(10/97)



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council  
(301) 952-3600

March 3, 2010

## *DISTRICT COUNCIL PRELIMINARY NOTICE OF CONDITIONAL ZONING APPROVAL*

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, a copy of Zoning Ordinance No.1 - 2010 granting preliminary conditional zoning approval of A-9995-C Bell Station Center is attached.

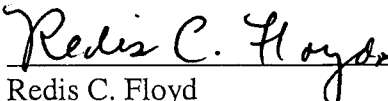
In compliance with the provisions of Section 27-157(b) of the Zoning Ordinance, the applicant must file a written acceptance or rejection of the land use classification as conditionally approved within ninety (90) days from the date of approval by the District Council. Upon receipt by the Clerk's Office of a written acceptance by the applicant, a final Order will be issued with an effective date for conditional approval shown as the date written acceptance was received by the Clerk's Office.

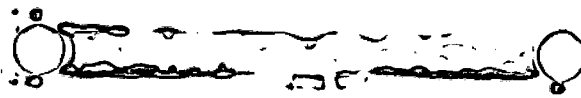
The failure to accept the conditions in writing within ninety (90) days from the date of approval shall be deemed a rejection. Rejection shall void the Map Amendment and revert the property to its prior zoning classification.

Written approval or rejection of conditions must be received by the Clerk's Office no later than the close of business (5:00 p.m.) on May 17, 2010.

### *CERTIFICATE OF SERVICE*

This is to certify that on March 3, 2010, this notice and attached Order were mailed, postage prepaid, to the attorney/correspondent and applicant(s). Notice of final approval will be sent to all persons of record.

  
Redis C. Floyd  
Clerk of the Council



Case No.: A-9995-C

Applicant: Broglen, LLC/Bell Station Center

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

ZONING ORDINANCE NO. 1- 2010

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, with conditions.

WHEREAS, Application No. A-9995-C was filed for 8.99 acres of land in the C-M Zone, located in the southwest quadrant of the intersection of MD 450 and Bell Station Road, also identified as 12300 Annapolis Road, Glenn Dale, Maryland, to rezone the property to the C-S-C Zone; and

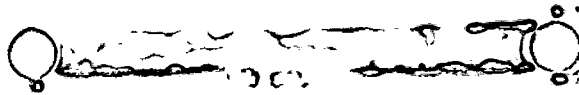
WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, which filed recommendations with the District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; who filed recommendations with the District Council; and

WHEREAS, having reviewed the record, the District Council has determined that the application should be approved, and the subject property should be rezoned to the C-S-C Zone; and

WHEREAS, as the basis for this action, the District Council adopts the recommendations of the Zoning Hearing Examiner as its findings of fact and conclusions in this case, with the following additions:



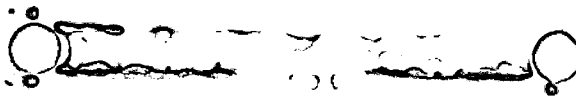
A. The District Council fully agrees with the Examiner that the applicant has proved change in neighborhood character but not mistake in the most recent comprehensive rezoning. The neighborhood defined by the Examiner has substantially changed in character since 1993 and 1994, when the Council approved the Master Plan and Sectional Map Amendment for Glenn Dale, Seabrook, Lanham, and Vicinity. The Turf Farm on MD 450, which in the early 1990s was not proposed for dense residential development, has been rezoned to M-X-C, a zone not in existence when the Master Plan and SMA were approved, and the property has become the Fairwood community, a high-quality residential development with many different housing types. The Fairwood development alone indicates that retail rather than service commercial uses are most appropriate for the subject tract, which lies just above Fairwood.

B. The District Council further finds, because of the prominent location of the subject property which is visible from Glenn Dale Boulevard (MD 193), Annapolis Road (MD 450), and Bell Station Road, and is immediately across Bell Station from the Gabriel's Run community, that site plan review of new commercial uses (retail or office) is appropriate. Gabriel's Run Homeowners' Association officers and members have actively participated in the review of this application, and they and other nearby residents are entitled to site plan review, before new commercial construction and use are approved.

WHEREAS, to protect adjacent properties and the general neighborhood, A-9995-C is approved subject to conditions, as stated below.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in



Prince George's County, Maryland, is hereby amended by rezoning the property that is the subject of Application No. A-9995-C from the C-M Zone to the C-S-C Zone.

SECTION 2. Application No. A-9995-C is approved, subject to the following condition:

1. A detailed site plan shall be required to be approved by the District Council to ensure visual compatibility with the surrounding residential and commercial uses, safe access, and efficient internal circulation and pedestrian connectivity. This C-S-C site appears to be conducive to an upscale restaurant park, individual pad sites for a bank facility, credit union, or similar type amenities that are compatible with the surrounding area.

SECTION 3. This Ordinance shall take effect initially on the date of its enactment, as conditionally approved, and shall become final and effective when the applicant accepts in writing the condition in Section 2.

Enacted this 16<sup>th</sup> day of February, 2010, for initial approval, by the following vote:

In Favor: Council Members Dernoga, Bland, Campos, Dean, Exum, Harrison, Olson and

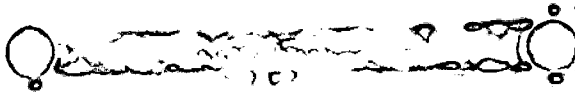
Turner

Opposed:

Abstained:

Absent: Council Member Knotts



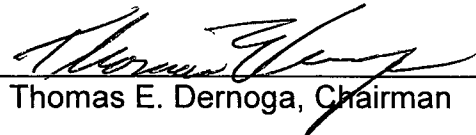


A-9995-C  
4

Page

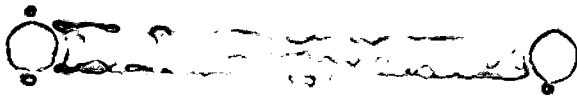
Vote: 8-0

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:   
Thomas E. Dernoga, Chairman

ATTEST:

  
Redis C. Floyd  
Clerk of the Council



Case No.: A-9995-C

Broglen, LLC/Bell Station Center

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

FINAL CONDITIONAL ZONING APPROVAL

AN ORDINANCE to incorporate the applicant's acceptance of conditional zoning and to grant final conditional zoning approval.

WHEREAS, the District Council in approving Application No. A-9995-C, to rezone the subject property from the C-M Zone to the C-S-C Zone, attached a condition; and

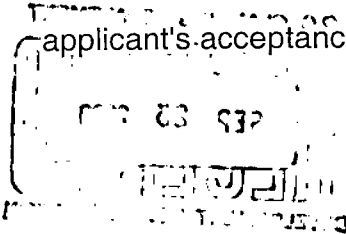
WHEREAS, the District Council, having reviewed the application and the administrative record, deems it appropriate to accept the applicant's consent to the condition and to approve final conditional rezoning.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

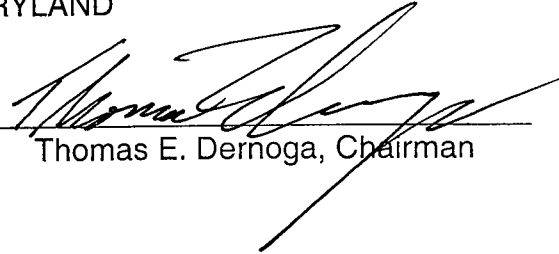
SECTION 1. Final conditional zoning approval of Application No. A-9995-C is hereby granted. The applicant's written acceptance of the condition referred to above, at the time of initial conditional zoning approval, is hereby incorporated into this amendment of the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

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

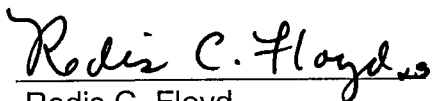
SECTION 3. This Ordinance is effective May 6th, 2010, the date of receipt of the applicant's acceptance of the condition imposed.

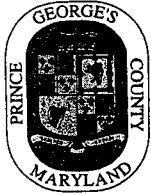


COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

BY:   
Thomas E. Dernoga, Chairman

ATTEST:

  
Redis C. Floyd  
Clerk of the Council



*Cynthia Fenton*

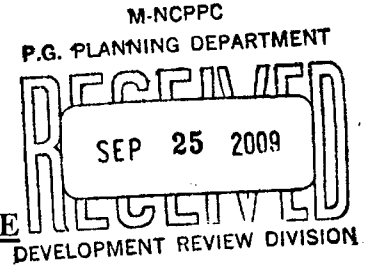
**THE PRINCE GEORGE'S COUNTY GOVERNMENT**

Office of the Clerk of the Council  
(301) 952-3600

September 25, 2009

**REVISED**

**DISTRICT COUNCIL**  
**ORAL ARGUMENT HEARING ON**  
**APPEAL FILED TO THE DECISION OF THE**  
**ZONING HEARING EXAMINER**



**TO: ALL PERSONS OF RECORD**

**RE: A-9995 Broglen, LLC/Bell Station Center  
Broglen, LLC/Bell Station Center, Applicant**

The Zoning Hearing Examiner's decision in the above referenced case was appealed to the District Council. The oral argument hearing has been scheduled on:

***MONDAY, OCTOBER 26, 2009, 1:30 P.M.***  
***COUNTY COUNCIL HEARING ROOM – FIRST FLOOR***  
***COUNTY ADMINISTRATION BUILDING***  
***14741 GOVERNOR ODEN BOWIE DRIVE***  
***UPPER MARLBORO, MARYLAND 20772***

Testimony at the hearing will be limited to the facts and evidence contained within the record made at the hearing before the Zoning Hearing Examiner. Argument will be limited to thirty (30) minutes for each side, unless extended by the Chairman of the Council. There will also be a five (5) minute rebuttal for each side.

For information regarding oral argument procedures, please see Section 27-131 of the Zoning Ordinance, a copy of which is attached to this notice. Time limitations referred to therein will be followed and monitored.

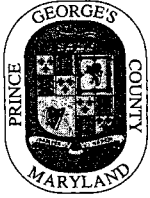
Please note that free parking and shuttle bus service is available at the Prince George's Equestrian Center parking lots.

If you have further questions, please call the Clerk's Office at (301) 952-3600.

*Redis C. Floyd*

Redis C. Floyd  
Clerk of the Council

**County Administration Building – Upper Marlboro, Maryland 20772**



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council  
(301) 952-3600

September 23, 2009

**DISTRICT COUNCIL**  
**ORAL ARGUMENT HEARING ON**  
**APPEAL FILED TO THE DECISION OF THE**  
**ZONING HEARING EXAMINER**

**TO: ALL PERSONS OF RECORD**

**RE: A-9995 Broglen, LLC/Bell Station Center**  
**Broglen, LLC/Bell Station Center, Applicant**

The Zoning Hearing Examiner's decision in the above referenced case was appealed to the District Council. The oral argument hearing has been scheduled on:

***MONDAY, OCTOBER 26, 2009, 10:00 A.M.***  
***COUNTY COUNCIL HEARING ROOM – FIRST FLOOR***  
***COUNTY ADMINISTRATION BUILDING***  
***14741 GOVERNOR ODEN BOWIE DRIVE***  
***UPPER MARLBORO, MARYLAND 20772***

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For information regarding oral argument procedures, please see Section 27-131 of the Zoning Ordinance, a copy of which is attached to this notice. Time limitations referred to therein will be followed and monitored.

Please note that free parking and shuttle bus service is available at the Prince George's Equestrian Center parking lots.

If you have further questions, please call the Clerk's Office at (301) 952-3600.

A handwritten signature in cursive script, reading "Redis C. Floyd".

Redis C. Floyd  
Clerk of the Council

OFFICE OF ZONING HEARING EXAMINER  
FOR PRINCE GEORGE'S COUNTY, MARYLAND

NOTICE OF DECISION

Councilmanic District: 4

A-9995 – Broglen, LLC/Bell Station Center  
Case Number

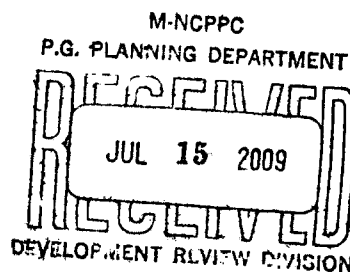
On the 15th day of July, 2009, the attached Decision of the Zoning Hearing Examiner in Case No. A-9995 was filed with the District Council. This is not the final decision, only the recommendation of the Hearing Examiner to the District Council.

Within 30 calendar days after the above date, any person of record may file exceptions with the Clerk of the Council to any portion of this Decision, and may request oral argument thereon before the District Council.\* If oral argument is requested, all persons of record will be notified of the date scheduled for oral argument before the District Council. In the event no exception or request for oral argument is filed with the Clerk of the Council within 30 calendar days from the above date, the District Council may act upon the application and must decide within 120 days or the case will be considered denied. Persons of record will be notified in writing of the action of the District Council.

Zoning Hearing Examiner  
County Administration Building  
Upper Marlboro, MD 20772  
952-3644

\*Instructions regarding exceptions and requests for oral argument are found on the reverse side of this notice.

cc: Edward C. Gibbs, Jr., Esq., 1300 Caraway Court, Suite 102, Largo, MD 20774  
Broglen, LLC, 10905 Fort Washington Road, Suite 103, Ft. Washington, MD 20744  
Persons of Record (24)  
Stan D. Brown, People's Zoning Counsel, 9500 Arena Drive, Suite 104, Largo, MD 20774



NOTEDC2

## FINDINGS OF FACT

### Subject Property

- (1) The subject property is approximately 8.99 acres in size and is part of a larger 11-acre parcel.
- (2) The site is subject to the Woodland Conservation and Tree Preservation Ordinance and there is an approved Type II Tree Conservation Plan for the entire subdivision (TCP II/94/97) (Attachment to Exhibit 6, November 21, 2007 Memo from Shoulars to Jones)

### Neighborhood and Surrounding Properties

- (3) The property is surrounded by the following uses:
  - North – across Bell Station Road, single family detached homes in the R-R Zone
  - South – office uses in the C-O Zone
  - East – PEPCO power lines, and a gas station with car wash, food and beverage store and fast food restaurant
  - West – MD 193 (Glenn Dale Boulevard)
- (4) The neighborhood of the subject property proffered by Staff has the following boundaries:
  - North – Washington-Baltimore-Annapolis Trail
  - South – MD 450 (Annapolis Road)
  - East – PEPCO power lines
  - West – MD 193 (Glenn Dale Boulevard)

Applicant's witness, accepted as an expert in land use planning, argued that the southern and eastern boundaries for the neighborhood should be US 50 and the Collington Branch of the Pope's Creek Railroad, respectively. In support of this argument he noted that the Fairwood (formerly known as the Turf Farm) development is directly across the street from the subject property and that it greatly impacted the area since Applicant's property was last rezoned. (Exhibit 11 depicts Staff's suggested neighborhood in magenta and the Applicant's in blue dots; T. 38) I agree that MD 450 should not be used as the southern border of Applicant's neighborhood since the thousand-acre Fairwood development is directly across from the subject property and clearly impacts development thereon. However, it is not necessary to include all of the Fairwood development in the neighborhood, nor to extend the eastern boundary beyond the PEPCO lines.

- (5) Accordingly, I find that the neighborhood for this Application has the following boundaries:

- North – Washington-Baltimore-Annapolis Trail
- South – Fairwood Parkway
- East – PEPCO power lines
- West – MD 193 (Glenn Dale Boulevard and Enterprise Road)

### **Master Plan/Sectional Map Amendment**

(6) The site lies within Planning Area 70, an area discussed in the 1993 Master Plan for Glenn Dale, Seabrook, Lanham and Vicinity. That Master Plan recommended service-commercial use of the property. The 1993 Sectional Map Amendment (“SMA”) rezoned the subject property from the R-E to the C-M Zone, in keeping with the vision of the Master Plan (and at Applicant’s request). The Master Plan included the following discussion relevant to the instant request:

In the northeast quadrant of MD 450 and MD 193 south of Bell Station Road, the Plan proposes a limited component of office and service-commercial land use for Parcel 57, with particular emphasis on health and medical-related uses in a campus-like setting. For the two adjacent parcels to the south (Parcels 74 and 138), the Plan recommends the office-commercial land use to encourage utilization of the properties as professional/medical offices in a townhouse office setting.

These recommendations are made in recognition of the unique location of these properties in the triangle partially formed by two major roads; the potential impact on this area by these roads; and the properties’ access on MD 450.

To promote compatibility with the community and within this triangular area – the following safe-guards should be considered:

- Area should develop in a comprehensive manner with internal circulation.
- Development should be oriented toward MD 450.
- Development should have integrated access on MD 450 and Bell Station Road only.
- Architectural style of historic site (Parcel 138) should be incorporated throughout the development.
- Buffering/screening should be provided along western (MD 193) and northern (Bell Station Road) boundaries to include landscaping and berms.
- There should be no signage on MD 193.
- Site Plan review should be encouraged.

(7) The site is directly across the street from a planning area governed by the 2006 Master Plan for Bowie and Vicinity.

(8) The site also lies within the Developing Tier, discussed in 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." (2002 General Plan, p. 36)

### **Applicant's Request**

(9) The Applicant seeks a rezoning for the subject property from the C-M to the C-S-C Zone. If the request is granted, Applicant intends to develop the site with a 40,000 square foot shopping center hopefully anchored by a small grocery store. (T. 8-10) In support of the request Applicant alleges the District Council made a mistake when it placed the site in the C-M Zone and that there has been a change in the character of the neighborhood since adoption of the most recent SMA.

(10) Applicant suggested that the District Council was mistaken when it rezoned the site to the C-M Zone since:

- (a) The Council failed to consider then existing facts or projects or trends which were reasonably foreseeable in the future – in particular, that the Turf Farm was recommended for mixed development by the adjoining Bowie, Collington & Vicinity Master Plan;
- (b) The Council could not have taken into account projects or trends that occurred in the future such as the fact that the adjoining historic site would be moved and the property developed as a medical office in 4-story buildings, thereby fulfilling the anticipated market for medical offices in the vicinity;
- (c) The Council's action was premised on the subject property developing in a manner consistent with the purposes of the C-M Zone, and these purposes are not satisfied given the fact that there is another C-M zoned property further west on MD 450 relatively close to the subject property, and that the Fairwood Shopping Center and soccer park are uses that would not be compatible with C-M Zone uses;
- (d) The Council failed to take into account the fact that Bell Station Road was changed from a cul-de-sac to a collector roadway with interconnection to MD 193 at the time of adoption of the Master Plan and SMA.

(Exhibits 2 and 5)

(11) Applicant cites the following as indicia of change in the character of the neighborhood since the District Council's adoption of the 1993 SMA:

- (a) The rezoning and development of Fairwood (formerly known as the Turf Farm), whose northern boundary is directly across MD 450. The 1991 Bowie Master Plan did recognize the Turf Farm as a dominant feature of the community that should be developed as a planned community under the alternative low density development techniques allowed in the Zoning Ordinance at that time. However, the law at that time would have only allowed a maximum of 1.3 dwelling units per acre and a limited amount of commercial uses. In 1993, the District Council enacted the M-X-C Zone which allows residential density of 2.0 dwelling units per gross acre, a greater potential for a variety of housing types, and more commercial uses. The Turf Farm was developed in the M-X-C Zone on May 9, 1994, and was permitted to construct 1,799 dwelling units of various types, 100,000 square feet of commercial retail space, and 250,000 square feet of commercial office/service/institutional uses.

- (b) The rezoning of the Melvin Motors property to the north of the subject property. Again, this site lies within a planning area governed by the Bowie Master Plan. However, it was rezoned from the C-M Zone to the C-S-C Zone in the 2006 SMA for Bowie and Vicinity. Thus, it is an example of "a slow shift away from miscellaneous, highway-dependent commercial uses to retail, consumer service and professional office-oriented uses in the [area]." (Exhibit 5)
- (c) The relocation of the historic home from the triangular area of land in which the subject property is located. The 1993 Master Plan for Glenn Dale, Seabrook, Lanham and Vicinity recommended that the "[a]rchitectural style of [the] historic site ... should be incorporated throughout the development." (1993 Master Plan, p. 70) The removal of the historic site negated the need for this recommendation and, as a result, the medical offices that were constructed in the triangular area were not built as townhouses but were placed in four-story office buildings.
- (d) The relocation and widening of MD 450. This road was a two-lane meandering "country" road at the time that the subject property was placed in the C-M Zone. It has since been widened to a four-lane arterial with additional turning lanes at several intersections.

(12) Applicant believes the C-S-C Zone would be a better fit for the subject site since there is a limited amount of retail service uses in the area and a significant spurt in residential and office service uses. Moreover, the site would be an ideal location for a predominantly retail shopping center given its accessibility to major roadways and its integration with the gas station.

(13) Applicant proposes that the site be accessed from MD 193 and Bell Station Road. Applicant's witness, accepted as an expert in the area of transportation planning opined that the safest access for the site would be a right in/right out access to MD 193 since this would minimize potential conflicts for those traveling along that roadway. (T. 16) If detailed site plan approval is required, safe access to the site will be further discussed at that time, and will be subject to approval by the Department of Public Works (for Bell Station Road) and the State Highway Administration (for MD 193).

(14) Applicant noted its acquiescence to the condition suggested by Staff. (T. 6)

### **Oppositions' Concerns**

(15) The Gabriel's Run Homeowners Association originally noted its opposition to the request. However, in a letter sent subsequent to the hearing it noted its support, reasoning as follows:

The Association voted unanimously to support the request to rezone 8.99 acres located in the southwest quadrant of the intersection of Maryland Route 450 and Bell Station Road from its existing C-M (Commercial-Miscellaneous) zoning classification to the C-S-C (Commercial-Shopping Center) Zone. In light of the significant residential development that has occurred over the last ten years or so in our subdivision and in adjacent communities like Fairwood, the placement of a disruptive commercial zone across the street from our single-family residential community is not in our best interest. A reasonable amount and distribution of various types of retail stores in an attractive well-located setting is a less intrusive option and better for the community. Likewise, we do support and are most desirous of having a right-in, right out access on Glenn Dale Boulevard (MD 193).

(Exhibit 18)

(16) The Homeowner's Association continued to note that it had concerns with traffic flow, safety, and the aesthetic appearance of the site, and expressed its support for the requirement that any development undergo detailed site plan review and approval.

(17) Other residents in the area were concerned, if not opposed to the request, because they believed that the wrong type of development would lower property values, could lead to an increased crime rate in the area, and could exacerbate traffic. (Exhibit 15; T. 71-81)

### **Agency Comment**

(18) Staff ultimately concluded that the Application should be approved, reasoning as follows:

[T]he burden of proof for either change or mistake is significantly less onerous when rezoning from one commercial subcategory to another. In this case, the applicant is proposing a less intensive zone than the existing one on the property. Therefore, in staff's opinion, the physical changes cited by the applicant, when considered collectively, are enough to find that there has been a substantial change in the neighborhood....

Since the C-M Zone may be developed with any use permitted in that zone, the applicant has not been denied use of his property regardless of whether a health campus can or cannot be constructed. But, a question remains as to whether the C-M Zone, which is appropriate for highway oriented service-commercial uses, was an appropriate choice for the subject property when the zoning was granted. Staff finds that the District Council erred in approving the C-M Zone in 1993. The Council based its decision on the property's location within a triangle of three roadways and its access to MD 450. However, what the Council apparently failed to consider, was whether the purposes of the zone could be met given anticipated development in the immediate vicinity at that time. One of the purposes of the C-M Zone is to provide locations for miscellaneous commercial uses which may be disruptive to the harmonious development, compactness, and homogeneity of retail shopping areas. Another purpose is [t]o provide concentrations of these uses which are relatively far apart. The Fairwood Turf Farm was recommended in 1991 for mixed use development that, ostensibly, would include a retail component. The District Council's action in 1993 was subsequently inappropriate, based on the subject property's proximity to an anticipated mixed use development, and the fact that it was not part of a concentration of other C-M Zoned properties – which created, in effect, a spot zone.... The C-M Zone is clearly at odds with the immediate area, particularly regarding its proximity to the Fairwood Green Shopping Center and overall character along this portion of MD 450.

(Exhibit 6, pp. 5-7)

Staff also recommended that detailed site plan approval be required given the suggestions for development of the site set forth in the 1993 Master Plan.

### **LAW APPLICABLE**

(1) The C-S-C Zone is a conventional zone as defined in the Zoning Ordinance and must be approved in accordance with the strictures of Section 27-157(a). This provision of law generally holds that no application can be granted without the Applicant proving that there

was a mistake in the original zoning or subsequent SMA or that there has been a substantial change in the character of the neighborhood. It provides, in pertinent part, as follows:

**Sec. 27-157. Map Amendment approval.**

(a) **Change/Mistake rule.**

- (1) No application shall be granted without the applicant proving that either:
- (A) There has been a substantial change in the character of the neighborhood; or
  - (B) Either:
    - (i) There was a mistake in the original zoning for property which has never been the subject of an adopted Sectional Map Amendment; or
    - (ii) There was a mistake in the current Sectional Map Amendment.

(b) **Conditional approval.**

- (1) When it approves a Zoning Map Amendment, the District Council may impose reasonable requirements and safeguards (in the form of conditions) which the Council finds are necessary to either:
- (A) Protect surrounding properties from adverse effects which might accrue from the Zoning Map Amendment; or
  - (B) Further enhance the coordinated, harmonious, and systematic development of the Regional District.
- (2) In no case shall these conditions waive or lessen the requirements of, or prohibit uses allowed in, the approved zone.
- (3) All building plans shall list the conditions and shall show how the proposed development complies with them.
- (4) Conditions imposed by the District Council shall become a permanent part of the Zoning Map Amendment, and shall be binding for as long as the zone remains in effect on the property (unless amended by the Council).
- (5) If conditions are imposed, the applicant shall have ninety (90) days from the date of approval to accept or reject the rezoning as conditionally approved. He shall advise (in writing) the Council, accordingly. If the applicant accepts the conditions, the Council shall enter an order acknowledging the acceptance and approving the Map Amendment, at which time the Council's action shall be final. Failure to advise the Council shall be considered a rejection of the conditions. Rejection shall void the Map Amendment and revert the property to its prior zoning classification. The Council shall enter an order acknowledging the rejection, voiding its previous decision, and reverting the property to its prior zoning classification, at which time the Council's action shall be final.
- (6) All Zoning Map Amendments which are approved subject to conditions shall be shown on the Zoning Map with the letter "C" after the application number.

\* \* \* \*

- (2) The request must also further the purposes of commercial zones, in general, and the C-S-C Zone in particular. These purposes are found in Sections 27-446(a) and 27-454(a) of the Zoning Ordinance:

**Sec. 27-446. General purposes of Commercial Zones.**

- (a) The purposes of Commercial Zones are:
- (1) To implement the general purposes of this Subtitle;
  - (2) To provide sufficient space and a choice of appropriate locations for a variety of commercial uses to supply the needs of the residents and businesses of the County for commercial goods and services;

- (3) To encourage retail development to locate in concentrated groups of compatible commercial uses which have similar trading areas and frequency of use;
- (4) To protect adjacent property against fire, noise, glare, noxious matter, and other objectionable influences;
- (5) To improve traffic efficiency by maintaining the design capacities of streets, and to lessen the congestion on streets, particularly in residential areas;
- (6) To promote the efficient and desirable use of land, in accordance with the purposes of the General Plan, Area Master Plans and this Subtitle;
- (7) To increase the stability of commercial areas;
- (8) To protect the character of desirable development in each area;
- (9) To conserve the aggregate value of land and improvements in the County; and
- (10) To enhance the economic base of the County.

**Sec. 27-454. C-S-C Zone (Commercial Shopping Center).**

**(a) Purposes.**

- (1) The purposes of the C-S-C Zone are:
  - (A) To provide locations for predominantly retail commercial shopping facilities;
  - (B) To provide locations for compatible institutional, recreational, and service uses;
  - (C) To exclude uses incompatible with general retail shopping centers and institutions; and
  - (D) For the C-S-C Zone to take the place of the C-1, C-2, C-C, and C-G Zones.

**Change or Mistake**

(3) There is a presumption of validity accorded comprehensive rezoning and the presumption is that at the time of its adoption the District Council considered all of the relevant facts and circumstances, then existing, concerning the land in question. Howard County v. Dorsey, 292 Md. 351, 438 A.2d 1339 (1982). *Strong* evidence of mistake and/or evidence of a *substantial* change in the character of the neighborhood is required to overcome the presumption. Pattey v. Board of County Commissioners for Worcester County, 271 Md. 352, 317 A. 2d 142 (1974); Clayman v. Prince George's County, 266 Md. 409 (1971)

(4) Mistake or error can be shown in one of two ways: (a) a showing that at the time of the comprehensive rezoning the District Council failed to take into account then existing facts or reasonably foreseeable projects or trends; or (b) a showing that events that have occurred since the comprehensive zoning have proven that the District Council's initial premises were incorrect. The mistake must have occurred in the rezoning and not in the Master Plan. Dorsey, supra.

(5) The zoning agency may review cumulative changes in the neighborhood since the prior rezoning when assessing whether a zoning amendment request should be granted. Town of Somerset v. County Council for Montgomery, 229 Md. 42, 181 A. 2d 671(1962); Montgomery County v. Greater Colesville Citizens Assn., 170 Md. App. 374, 521 A.2d 770 (1987). Some cumulative changes that may be indicative of substantial change in the character of the neighborhood are road upgrades, prior rezonings, new and modified infrastructures, population growth, and new development. Bowman Group v. Moser, 112 Md. App. 694, 686 A.2d 643 (1996); Pattey, supra; Hummelheber v. Charnock, 258 Md. 636, 267 A.2d 179 (1970). It is clear, however, that the change cannot be something anticipated at the time of

the adoption of the SMA, and must occur in the immediate neighborhood and be of such a nature as to have affected its character. A more liberal view of change in the character of the neighborhood is allowed when the request is a reclassification of one commercial subcategory to another. Tennison v. Shomette, 38 Md. App. 1, 379 A.2d 187 (1977).

### **Burden of Proof**

(6) The burden of proof in any zoning case shall be the Applicant's. (Prince George's County Code, Section 27-142(a)) Zoning cases are those matters designated to be heard before the Zoning Hearing Examiner by the Zoning Ordinance. (Prince George's County Code Section 27-107.01(a)(266)) In an attempt to rezone its property, Applicant has the burden of proving that the request will not be a real detriment to the public. Bowman, supra. Finally, sufficient evidence to "permit" a rezoning does not "require" a rezoning unless an Applicant is denied all reasonable use of the property. Valenzia v. Zoning Board, 270 Md. 479, 484, 312 A.2d 277 (1973); Messenger v. Board of County Commissioners, 259 Md. 693, 271 A.2d 166, 171(1970).

### **CONCLUSIONS OF LAW**

(1) I don't believe that Applicant has met its burden of showing that the District Council made a mistake when it placed the subject property in the C-M Zone since it did so at Applicant's request and much of the support given for Applicant's mistake argument involved projects or trends that were not reasonably foreseeable at the time of the adoption of the SMA.

(2) However, Applicant did submit sufficient evidence that supports its belief that there has been a change in the character of the neighborhood since the adoption of the most recent SMA. The Turf Farm developed in a manner that was not anticipated at the time of the Council's approval of the Glenn Dale, Seabrook, Lanham & Vicinity SMA and the M-X-C Zone allowed much more density and more commercial uses. (Prince George's County Code, Section 27-546.03) As a result, the roadways were widened and realigned, and MD 450 changed from a country lane to an arterial. The historic property that was in the same triangular area as the subject property was removed and several recommendations of the Master Plan concerning the triangular parcel in which the subject property lies were ignored once development occurred therein. Finally, Applicant's burden is less onerous given the fact that it requests a change from one commercial subcategory (C-M) to another (C-S-C).

(3) The Application will further the general purposes of the commercial zones as well as the specific purposes of the C-S-C Zone since the request will exclude non-compatible C-M uses and will enable Applicant to develop the property in a manner compatible with the existing office building, gas station and other commercial uses in the area. It will also satisfy the General Plan's admonition against the development of isolated commercial development.

**RECOMMENDATION**

I recommend APPROVAL of A-9995 with the following condition:

1. A Detailed Site Plan shall be required to ensure visual compatibility with the surrounding residential and commercial uses, safe access, and efficient internal circulation and pedestrian connectivity.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

SITTING AS THE DISTRICT COUNCIL

Legislative Session 1993

Resolution No. CR-80-1993

Proposed by District Council

Introduced by Council Members Casula, Castaldi, Fletcher and Bell

Co-Sponsors

Date of Introduction November 2, 1993

RESOLUTION

A RESOLUTION concerning

The Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity

For the purpose of approving the Master Plan and the Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity with amendments, thereby defining long-range land use and development policies and detailed zoning proposals for the portion of Prince George's County generally bounded on the north by Good Luck Road, Cipriano Road, Greenbelt Road, and Good Luck Road again; on the east by Springfield Road, Hillmeade Road, MD 450, and Enterprise Road; on the south by US 50; and on the west by the Capital Beltway, and consists of Planning Area 70, the boundaries of which are described in the Zoning Ordinance.

WHEREAS, the Maryland-National Capital Park and Planning Commission, with the concurrence of the District Council, initiated preparation of a new Master Plan for Glenn Dale-Seabrook-Lanham and Vicinity in accordance with Part 13, Division 2, of the Zoning Ordinance; and

WHEREAS, pursuant to the procedures for preparation of a master plan,

Exhibit #4  
CR-80-1993  
Glenn Dale, Seabrook, Lanham & Vicinity  
Master Plan & SMA Adopting Resolution Excerpts



C-M; the endorsed SMA Change A-5-2 proposed the R-R Zone.)

AMENDMENT 5

- o Location - 9.4 acres in the southerly corner of the Good Luck Road and Northern Avenue intersection (Tax Map 36, Parcel 1).
- o SMA - Place the property in the I-1 Zone. (Note: The zoning of this property was reconsidered during the Council's November 9 legislative session, the first meeting following adoption of CR-80-1993. Inasmuch as the I-1 Zone had been recommended in the endorsed SMA, this action does not constitute an "amendment" of that document. It is included here for information only. The previous zoning was R-R.)

AMENDMENT 6

- o Location - East side of MD 193: 467 + acres of land bordered by Prospect Hill Road (north), Hillmeade Road (east), Bell Station Road (south), and MD 193 (west), excluding Camelot, Hillmeade Manor, and Facchina Lane/Place subdivisions.
- o Master Plan - Revise the text and map to show the Low Suburban land use category. (The Adopted Plan recommended Suburban-Estate land use.)
- o SMA - Place the 467 + acres in the R-R Zone. (Previous zoning was R-E; the endorsed SMA proposed no zoning change.)

AMENDMENT 7

- o Location - 120+ acres on the east side of Lottsford-Vista Road, south of MD 704 (Martin Luther King, Jr. Highway), north of US 50, (John Hanson Highway), and generally west of the Folly Branch stream, excluding Parcel A. (Note: The description and acreage is intended to exclude a 100-foot strip adjoining the westerly

floodplain line of Folly Branch for a distance of approximately 1,300 feet south of MD 704. This area is zoned R-R).

- o Master Plan - Revise the text and map to show the Low Urban land use category.
- o SMA - Place the area in the R-T Zone. (Note: See exhibits 562, 563, and 564.)

AMENDMENT 8

- o Master Plan - Revise the map and text to delete the proposed cul-de-sac on Bell Station Road east of MD 193. Designate Bell Station Road as as collector road, between MD 193 and MD 450.

AMENDMENT 9

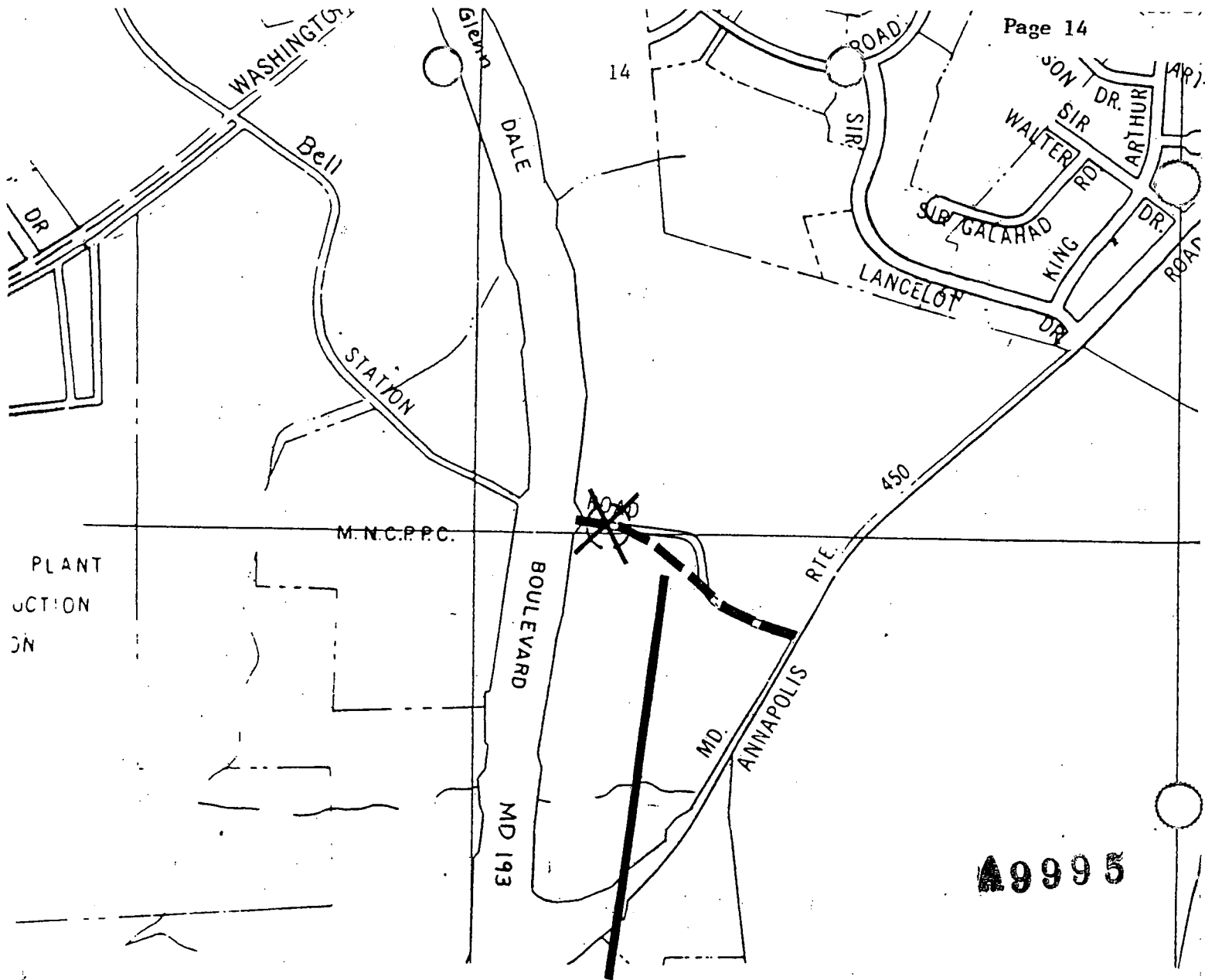
- o Master Plan - Revise the map and text to designate Daisy Lane between MD 193 and Hillmeade Road as a collector road.

AMENDMENT 10

- o Master Plan - Include in the discussion of "Planning Efforts with Indirect Application to the Planning Area" reference to the "seven visions" identified in The Maryland Planning Act of 1992.

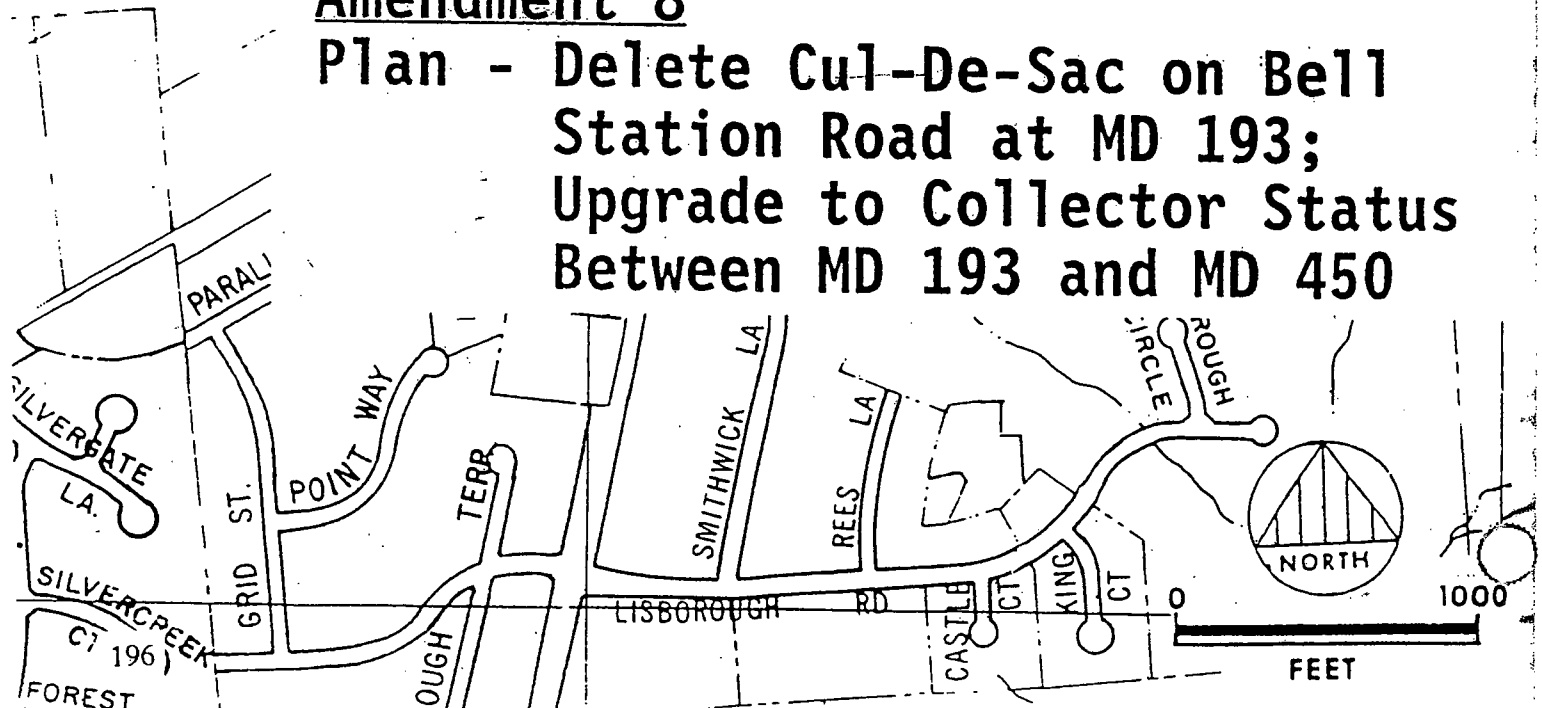
AMENDMENT 11

- o Master Plan - Indicate in the Public Facilities Chapter that the proposed elementary school site on the south side of MD 193 east of Good Luck Road may not be available for school use in the future. An alternative location, with site selection to take place through subdivision or land acquisition process, is necessary. The east side of MD 193 generally between Lanham-Severn Road and Daisy Lane, and the Glenn Dale Hospital property should be considered as alternative locations. Revise map to show an asterisk and a note indicating "See text" on subject site.



### Amendment 8

**Plan - Delete Cul-De-Sac on Bell Station Road at MD 193;  
 Upgrade to Collector Status  
 Between MD 193 and MD 450**



STATEMENT OF JUSTIFICATION  
DETAILED SITE PLAN DSP-21031  
Bell Station Center

APPLICANT

The Applicant for this Detailed Site Plan application is Broglen, LLC ("Broglen"). Broglen is a Limited Liability Company whose members are Richard Palumbo and Vincent Palumbo.

PROPERTY AND SURROUNDING NEIGHBORHOOD

The property forming the subject matter of this Detailed Site Plan application comprises approximately 8.99 acres located in the southeast quadrant of the intersection of MD 193 (Glenn Dale Boulevard) and Bell Station Road. More particularly, it is identified as Part of Parcel B on Tax Map 45, Grid F-2 (the "Property"). It is graded and unimproved with the exception of a stormwater management pond in the southwest corner. The Property fronts on MD 193, which is an arterial roadway, and Bell Station Road, which is a collector roadway. Curb, gutter and sidewalk exists along the entire frontage of Bell Station Road. On the north side of Bell Station Road is a residential subdivision known as Gabriel's Run. Immediately south of the Property is the Fairwood Office Park. Immediately east of the Property is a 1.82 acre parcel, identified as Parcel 5, which is also owned by Broglen and which was previously part of Parcel B. Parcel 5 is improved with a BP gas station, car wash, food and beverage store and Subway

sandwich shop. Parcel 5 fronts on MD 450 (Annapolis Road). Beyond MD 450 is the Fairwood Community, which is zoned M-X-C.

#### DEVELOPMENT HISTORY

As noted, Broglen owns not just the subject Property, but also Parcel 5 which abuts the Property to the east. Combined, these properties consist of 10.81 acres which was originally identified as Parcel A and Outparcel A. These Parcels were also originally zoned C-M (Commercial Miscellaneous). In 1995, Broglen processed and obtained approval of a Preliminary Subdivision Plan (4-95053). That Plan was designated as Bell Station Center and had as its subject matter Parcel A and Outlot A. In 2002, Parcel A and Outlot A were consolidated pursuant to a Final Plat recorded among the Land Records of Prince George's County in Plat Book 193, Plat 82. The consolidation resulted in Parcel A and Outparcel A being identified as Parcel B.

As abovementioned, the easternmost portion of Parcel B, consisting of 1.82 acres, is improved with a BP gas station, car wash, food and beverage store and a Subway sandwich shop. The 1.82 acre area was the subject of a Special Exception (SE-4460) approved in 2002 for the food and beverage store and Subway sandwich shop. Thereafter, Broglen processed and obtained approval of a Detailed Site Plan (DSP-03081) for the gas station and car wash. The Planning Board approved DSP-03081 in September of 2005. Although

DSP-03081 only approved development on 1.82 acres, it had as its subject matter the entirety of Parcel B (10.81 acres). It is worth noting that there have been three revisions to DSP-03081, each of which was approved by the Planning Director. DSP-03081-01 eliminated a 50-foot landscape buffer requirement around an historic site that was relocated. DSP-03081-02 approved a minor expansion of the existing car wash. DSP-03081-03 established a landscape buffer around the stormwater management pond and the Property's southern boundary line.

In 2009, Broglen filed a Zoning Map Amendment ("ZMA") Application (A-9995) to rezone the westernmost 8.99 acres of Parcel B from the C-M Zone to the C-S-C Zone. At that time, Richard and Vincent Palumbo believed that given development that had occurred in the areas abutting the Property, a heavy service commercial use which could have been developed on the Property under its C-M zoning classification was not appropriate. For that reason, they determined to file the rezoning to the C-S-C Zone. It was their belief that a retail commercial development would be more compatible with the single family detached residential community directly across Bell Station and the Fairwood Office Park located immediately abutting the Property to the south. On February 16, 2010, the Prince George's County Council, sitting as the District

Council, approved ZMA-A-9995 subject to one condition.<sup>1</sup> The District Council found that the surrounding neighborhood had undergone substantial change since the adoption of the most recent Sectional Map Amendment, including the rezoning of the Fairwood Turf Farm to the M-X-C Zone and the development of the Fairwood Turf Farm with approximately 1,100 residential homes.

Following the approval of ZMA-A-9995, Broglen filed another Preliminary Subdivision Plan application (4-13019) which had as its subject matter the entirety of Parcel B. This included the BP gas station. Preliminary Plan 4-13019 proposed to subdivide Parcel B into five parcels (Parcels 1 through 5). The Planning Board approved Preliminary Plan 4-13019 pursuant to its adoption of Resolution No. 14-113 on December 4, 2014. The 1.82 acres (the gas station site) which is still zoned C-M is now identified as Parcel 5 on Plat 1 in the "Bell Station Center" Subdivision as recorded among the Land Records of Prince George's County in Plat Book ME 253, Plat 70. As approved in Preliminary Plan 4-13019, Parcels 1 through 4 are to comprise the 8.99 acres which was rezoned C-S-C. The total approved development for Parcels 1 through 4, as approved in PPS 4-13019, includes 95,000 square feet of commercial retail space.

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<sup>1</sup> That condition, and the conformance of this Detailed Site Plan application to that condition, will be discussed in greater detail below.

It must also be noted that the Planning Board's approval of Preliminary Plan 4-13019 included approval of a Variation from Section 24-121(a)(3) of the Subdivision Regulations. That Section generally prohibits vehicular access onto roadways of arterial or higher classification. As noted above, MD 193 is an arterial roadway. The approved Variation allows for a right-in/right-out access from MD 193. Preliminary Plan 4-13019 also approved two access points along Bell Station Road.

#### DEVELOPMENT PROPOSAL

Broglén proposes to develop the Property with a commercial/retail shopping center. As shown on the Detailed Site Plan which has been submitted with this application, there will be three retail buildings (Buildings A, B and C) which may accommodate multiple users, and one pad site (Building D) which will likely be for a single user. Building A will consist of approximately 10,000 square feet of retail space and will be located on Parcel 1 in the northwest corner of the Property. Building B will consist of approximately 8,500 square feet of retail space and will be located on Parcel 3 in the northeast corner of the Property. The large in-line retail building will consist of approximately 45,475 square feet and will be located on Parcel 4 along the Property's southern boundary. The pad site, Building D, will consist of approximately 4,500 square feet. Building D will also be located on what is not



designed as proposed Parcel 4, north of the existing stormwater management pond.<sup>2</sup>

The Property will be served by four access points. There will be two full turning movement access points from Bell Station Road. A third will be a right-in/right-out from MD 193. Finally, access may also be gained from a private driveway connecting to Parcel 5 (the gas station). From these access points, internal drive aisles will lead to surface parking located in the center of the Property. The Landscape and Lighting Plan shows that the stormwater management pond will remain in its current location. It also shows substantial landscape buffering along the perimeter of the Property.

**ZMA-A-9995 CONDITION OF APPROVAL**

ZMA-A-9995 was approved subject to one condition. That condition states as follows:

*A detailed site plan shall be required to be approved by the District Council to ensure visual compatibility with the surrounding residential and commercial uses, safe access, and efficient internal circulation and pedestrian connectivity. This C-S-C site appears to be conducive to an upscale restaurant park, individual pad sites for a bank facility, credit union, or similar type amenities that are compatible with the surrounding area.*

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<sup>2</sup> Four buildings are proposed and they will all probably be located on separate lots. The lot layout shown on the approved Preliminary Subdivision Plan will in all likelihood be revised at the time of final plat.

The requirement to obtain approval of a Detailed Site Plan was repeated and made more complex in a condition attached to the approval of Preliminary Subdivision Plan 4-13019. Condition 8, which was attached to that approval, provides as follows:

8. Prior to the approval of the final plat the applicant, or the applicant's heirs, successors and/or assignees shall obtain approval of the detailed site plan required pursuant to Zoning Map amendment A-9995-C which shall include all of Parcels 1-4. This first DSP shall establish the frame work for a cohesive design of the future pad site development for Parcels 1-4. The DSP shall include:

- a. Vehicular Access by establishing the future location of the internal circulation between Parcels 1-4 and the public street system. The DSP shall label the extent of the access easement.
- b. Pedestrian Access and circulation between Parcels 1-4 and the public street system. The conceptual locations shall be further refined as each future pad site is developed.
- c. Guidelines for signage and architecture.
- d. Review of perimeter landscaping and buffering.
- e. Interparcel connection (vehicular and pedestrian) between parcels 1-4 and Parcel 5.<sup>3</sup>

It should be noted that these conditions are the sole reason why a Detailed Site Plan is needed. Broglen submits that these conditions may be construed as imposing four distinct criteria: (1) visual compatibility with the surrounding residential and commercial uses; (2) vehicular and pedestrian and circulation and

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<sup>3</sup> This Preliminary Plan Condition actually made the Detailed Site Plan requirement more onerous than what was required by the ZMA Condition.

interparcel connectivity; (3) efficient internal circulation; and (4) review of architecture and landscaping and establishment of signage guidelines. Broglen submits that this Detailed Site Plan satisfies these criteria.

**(1) Visual compatibility with surrounding residential and commercial uses:**

Surrounding uses include the BP gas station to the east, the Fairwood Office Park to the south, and the Gabriel's Run community to the north. Broglen is not proposing overdevelopment of the Property. To the contrary, the development is within the square footage maximum approved in Preliminary Subdivision Plan 4-13019. Further the proposed buildings are appropriately spaced around the perimeter of the Property with shared parking in the center of the site.

As can be seen from the rendered elevations filed with this application, a common architectural theme will be employed for all four of the buildings. The architecture reflects aesthetic interest and includes high quality building materials. All of the buildings feature a colored brick at the base which is carried along all sides of the building. The front and sides of all of the buildings feature articulated columns either in brick or a combination of brick and drivet with inset panels. A band running along the top of all sides of the buildings features drivet of various shades. The top of the roofline includes an architectural

feature which is offset from the top of the wall creating visual interest. Substantial glazing is incorporated into all of the buildings. One building features a hip style roof which serves as an additional architectural treatment to promote further interest. In summary, the architectural treatment is tasteful and reflects quality and attention to detail. The Landscape Plan features extensive plantings to buffer the Property from the Fairwood Office Park to the south. In addition, landscaping also buffers the stormwater management pond and the perimeter of the site. Internal landscaping within the parking compound has been provided as well in accordance with Code requirements.

## **(2) Vehicular and Pedestrian Access and Circulation**

As noted above, the Property will have four access points. Two will be full turning movements from Bell Station Road. One is shown just offset from the Gabriel's Run community access (as per their request) and the second is located farther west at a point approximately 225 feet east of the intersection of Bell Station Road and MD 193. The third access point will be a right-in/right-out from MD 193. The MD 193 access was approved by a Variation request pursuant to the approval of Preliminary Plan 4-13019. The discussion of the Variation request in Planning Board Resolution No. 14-113, which approved Preliminary Plan 4-13019, is instructive. The discussion appears on pages 20-24 of the approved Resolution (PGCPB No. 14-113). On page 22, the Planning Board noted

that the Fairwood Office Park, located immediately south of the Property, is accessed from MD 193. Moreover, Broglen's traffic expert testified that the proposed access would be safe and would not impact traffic levels. Finally, the State Highway Administration reviewed and ultimately granted its approval of the proposed MD 193 access.

It is significant to note that the proposed MD 193 access was also found to be justified as a means of relieving traffic impacts on Bell Station Road. The discussion on pages 22 and 24 of Resolution No. 14-113 provide further background. Specifically, members of the Gabriel's Run HOA testified that Bell Station Road is used as a cut-through from MD 193 and MD 450. This has resulted in congestion and safety issues which impact residents of the Gabriel Run community. Therefore, the MD 193 access point will alleviate this concern by redirecting some site traffic away from Bell Station Road. All of this led to the Planning Board's approval of this access point.

The final vehicular access occurs at the extreme eastern boundary of proposed Parcel 3 abutting the gas station. As noted, this is a 24 foot wide access driveway which is the subject of a recorded Cross Access Agreement. At this access point, vehicles can move internally from Bell Station Center into the gas station and from the gas station into Bell Station Center. This has the

ameliorative effect of reducing traffic movements on Bell Station Road.

An extensive pedestrian system is shown on the Detailed Site Plan. Specifically, a crosswalk is proposed from a point near the intersection of Judicial Drive and Bell Station Road allowing pedestrians to safely cross Bell Station Road into Bell Station Center. This will promote safe pedestrian access for residents of Gabriel's Run into the shopping center. A five foot wide sidewalk currently exists along the Property's Bell Station Road frontage, thus further facilitating safe pedestrian movement. Within Bell Station Center there are crosswalks within the parking compound providing directional guidance for pedestrians. Each building is surrounded by a five foot wide concrete sidewalk thus providing further safety for pedestrians. Finally, a five foot wide sidewalk is proposed from the southwest corner of Building C across the rear of proposed Parcel 4 and abutting the property boundary with Fairwood Office Park. This will allow for pedestrian circulation between the shopping center and the Fairwood Office Park. Safety for both motorists and pedestrians is provided by a system of internal lighting. Lighting standards and details are shown on the Site Details sheet. In addition, a photometric plan has been submitted with the Detailed Site Plan package confirming that adequate lighting will exist on site to promote safety and visibility. The light standards will feature a full cutoff shield

above the lighting to ensure that lighting is directed downward onto the parking compound and does not allow glare to be transmitted onto adjoining properties.

**(3) Efficient Internal Circulation**

As shown on the Detailed Site Plan, the Property will be served by an efficient system of internal circulation. The main access aisles, which extend from each of the access points on Bell Station Road and MD 193, will be 30 feet wide. The access drive from the gas station will be 24 feet wide. Drive aisles between parking rows will be 24 feet wide. These widths will promote safe two-way vehicular circulation. The Plan also proposes 266 parking spaces. The Plan conforms to all Zoning Ordinance requirements related to driveway width and parking standards.

**(4) Review of Signage, Architecture and Landscaping**

Architecture and landscaping have been addressed under the Compatibility Analysis. Signage is proposed and indicated on the Site Plan Detail Sheet. A freestanding monument style sign is proposed for the project. It features individual tenant panels. Dimensions of the overall signage and the individual panels are depicted on the Detail Sheet filed with the Site Plan package. In addition, the elevations of the building include dimensioned panels for individual tenant signage. The individual tenant signage is also shown depicted on the Detail Sheet with dimensions and square footages. It should be noted that if an individual

tenant has a corporate logo, that logo will also be displayed adjacent to the name of the tenant.

#### CONFORMANCE WITH ZONING ORDINANCE STANDARDS

Detailed Site Plans are governed by the provisions of Section 27-281 *et. seq.* of the Zoning Ordinance. The submittal requirements for the Detailed Site Plan itself are set forth in Section 27-282(e). The plan and submittal documents conform to each of these requirements.

#### **DETAILED SITE PLANS - GENERAL PUROPOSES**

The General Purposes for Detailed Site Plans are set forth in Section 27-281(b). An analysis of the General Purposes follows:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;

The Property is subject to the 2010 Approved Glenn Dale - Seabrook - Lanham and Vicinity Sector Plan and Sectional Map Amendment. The Proposed Land Use Map, found on page 243 of the Sector Plan, recommends commercial use of the Property. The Future Land Use Map in General Plan 2035 also recommends commercial use. The proposed development is consistent with that recommendation.

The Sector Plan text document makes specific reference to the Property on pages 82-83. Page 82 contains Map 10: MD 450/MD 193/Bell Station Road Triangle. The discussion on Page 83 largely adopts the recommendations of the 1993 Sector Plan. It states:



*The 1993 Glenn Dale - Seabrook - Lanham and Vicinity Master Plan identified this area as an emerging small commercial center and presented several recommendations to guide its future development. These include commercial/service uses for the northern part of the area and office uses in the south.*

Additional recommendations include "well-designed vehicular and pedestrian circulation," as well as buffering and screening along MD 193 and Bell Station Road. Given this language, the development proposed in this Detailed Site Plan is in conformance with the Sector Plan and does not impair the recommendations of the Sector Plan.

- (B) To help fulfill the purposes of the zone in which the land is located;

The purposes of the C-S-C Zone are set forth in Section 27-454(a). Those purposes are as follows:

- (A) To provide locations for predominantly retail commercial shopping facilities;
- (B) To provide locations for compatible institutional, recreational and service uses;
- (C) To exclude uses incompatible with general retail shopping centers and institutions; and
- (D) For the C-S-C Zone to take the place of the C-1, C-2, C-C, and C-G Zones.

Most general retail uses are permitted by right in the C-S-C Zone. Given that these proposed retail uses are on property that is zoned C-S-C and within a commercial retail center, the proposal is consistent with the types of uses found within retail commercial shopping center facilities. Further, Bell Station Center will

provide needed and desired retail offerings for residents and workers in the area.

- (C) To provide for development in accordance with the site design guidelines established in this Division; and

As shown on the Detailed Site Plan, the Site Design Guidelines set forth in the Zoning Ordinance are in general being adhered to in the layout and design of the proposed development.

- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

The approval procedures for Detailed Site Plans are clearly set forth in the Zoning Ordinance. They are easily understood and consistent.

#### **DETAILED SITE PLAN - SPECIFIC PURPOSES**

The Specific Purposes of Detailed Site Plans are set forth in Section 27-281(c). These Specific Purposes are as follows:

- (A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;

The Plan clearly depicts the locations of all buildings, parking facilities and other site features. Four buildings are being proposed (Buildings A, B, C and D). Buildings A, B and C are proposed to be located on proposed Parcels 1, 3 and 4, respectively. Building D will also be located on what is currently proposed Parcel 4, immediately north of the stormwater management pond. The location of parking and driveway facilities are also clearly delineated on the Plan. Other features including access

points, site lighting, buffering and landscaping are also depicted.

- (B) To show specific grading, planting, sediment control, woodland conservation areas, regulated environmental features and stormwater management features proposed for the site;

The Plan includes depictions of the existing and proposed drainage areas which will flow to the stormwater management pond. The stormwater management pond will remain in its current location. Further, The Landscape Plan shows areas of woodland conservation as well as areas of landscape and buffer plantings.

- (C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and

No recreational facilities are proposed as this is a strictly commercial use. However, attractive architectural form is shown on the Plan elevations. As can be seen, facades are aesthetically appealing and will include a mix of quality building materials, as well as substantial fenestration.

- (D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this subtitle.

This provision is inapplicable. Any valid and legal requirements imposed by the Maryland - National Capital Park and Planning Commission as part of the approval of this Detailed Site Plan or the issuance of permits will be complied with.

## DETAILED SITE PLAN - PLANNING BOARD REQUIRED FINDINGS

Before approving a Detailed Site Plan, there are certain required findings which must be made. These are set forth in Section 27-285(b) of the Zoning Ordinance. The Required Findings are as follows:

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

The proposed development will provide attractive and desired commercial uses to members of the surrounding community and workforce. Moreover, access and circulation will assist in addressing traffic concerns which may presently impact Bell Station Road. Finally, the proposed building façades, architecture and landscaping will ensure visual compatibility with the surrounding neighborhood. All of this will be done without incurring substantial costs and without detracting from the utility of the proposed development.

- (2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required);

This section is inapplicable as no Conceptual Site Plan was required.

- (3) The Planning Board may approve a Detailed Site Plan for infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental

degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion and pollution discharge.

This criterion is inapplicable as this is not a Detailed Site Plan for Infrastructure.

- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

As previously noted, DSP-03081-03 established a landscape buffer yard along the Property's southern boundary and around the stormwater management pond. The Landscape Plan shows that the required buffer yards are being provided.

#### CONCLUSION

In view of the foregoing, the Applicant submits that all relevant criteria for the approval of the Detailed Site Plan are met and satisfied. The Applicant therefore requests that this Detailed Site Plan be approved as submitted.

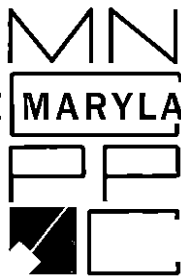
Respectfully submitted,

GIBBS AND HALLER



Edward C. Gibbs, Jr.  
GIBBS AND HALLER  
1300 Caraway Court, Suite 102  
Largo, Maryland 20774  
(301) 306 - 0033  
egibbs@gibbshaller.com  
Attorney for Applicant

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**



PGCPB No. 14-113

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
[www.mncppc.org/pgco](http://www.mncppc.org/pgco)  
File No. 4-13019

RESOLUTION

WHEREAS, Brogeln, LLC is the owner of a 10.81-acre parcel of land known as Tax Map 45 in Grid F-2, and is also known as Parcel B, said property being in the 14th Election District of Prince George's County, Maryland, and being zoned Commercial Shopping Center (C-S-C) and Commercial-Miscellaneous (C-M); and

WHEREAS, on July 14, 2014, Brogeln, LLC filed an application for approval of a Preliminary Plan of Subdivision for 5 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-13019 for Bell Station Center was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on October 9, 2014, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on October 9, 2014, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plan of Subdivision 4-13019, Bell Station Center, including a Variation from Section 24-121(a)(3) for 5 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised to make the following technical corrections:
  - a. Provide the existing and proposed GFA in General Note 8.
  - b. Show the intersection of Judicial Lane to the north and Bell Station Road on the plan.
  - c. Access points along Bell Station Road shall be located as determined by the Department of Permits, Inspections and Enforcement (DPIE).
  - d. Provide a digital approval block on the plan.
  - e. Remove the zoning classifications from the parcel/acreage labels.

- f. Provide the correct TCP1 and TCP2 references in General Notes 20 and 21.
- g. Provide a general note that states the following: "Vehicular access to Parcels 1, 2, 3, 4 and 5 shall be provided by a private easement pursuant to Section 24-128(b)(9) of the Subdivision Regulations. The location of the private easement shall be determined at the time of Detailed Site Plan review."
- h. Provide acreage breakdown for each parcel in General Note 8.
- i. Revise General Note 29 to show 5,436 square feet of existing GFA and 95,000 square feet of proposed GFA.
- j. Show and label stormwater management easement around the stormwater management pond if one exists.
- k. Remove Magruder House from insert and General Note 11.
- l. Provide reference number for the Marietta Historic Site (07-020) in General Note 11.
2. Prior to certification of a Type 2 tree conservation plan (TCP2), demonstration shall be provided to the Environmental Planning Section that the entire required off-site woodland conservation requirement has been met.
3. Prior to signature approval of the preliminary plan, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
  - a. The plan shall be signed by a Qualified Professional.
  - b. Revise the woodland conservation worksheet as follows:
    - (e) To use the current standard woodland conservation worksheet.
    - (2) To include the acreage for each zone on-site.
    - (3) To show the area of woodland not cleared is 0.00 acres.
    - (4) To show the worksheet signed by a Qualified Professional.
  - c. The plan shall show all proposed information as required per the TCP1 checklist including but not limited to:
    - (1) The limits of disturbance (LOD),
    - (2) Proposed lot lines,
    - (3) Stormwater management

- d. Revise the note located below the worksheet to indicate that “the worksheet is based on the previously approved ‘-04’ revision to the TCPII-94-97 (TCPII-94-97-04).”
  - e. Type the assigned TCP1 number (TCP1-005-14) into the approval block.
  - f. The following note shall be added to the plan:

“1.50 acres of off-site woodland conservation credits have been documented on TCPII-11-96 and recorded at L. 11597 F. 171 to meet a portion of the previously approved off-site woodland conservation requirement. At time of TCP2 review and approval, documentation shall be provided to demonstrate that the entire previously approved off-site woodland conservation requirement has been met (3.97 acres). Any additional woodland conservation requirement generated by the current application that has not been met at time of TCP2 submittal shall be met prior to the certification of the TCP2.”
  - g. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
4. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-005-14). The following note shall be placed on the Final Plat of Subdivision:
- “This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-005-14), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George’s County Planning Department.”
5. Prior to submittal of the first DSP, the following shall be submitted:
- a. The conceptual Erosion and Sediment Control Plan shall be submitted. The limits of disturbance (LOD) shall be consistent between the plans and,
  - b. A valid stormwater concept plan and approval letter.
6. Roadway improvements on Bell Station Road shall be made in accordance with the Design Guidelines and Standards for Scenic and Historic Roads prepared by the Department of Public Works and Transportation (DPW&T), in accordance with the access permits approved by DPIE, unless modified by DPIE.



7. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a ten-foot public utility easement (PUE) along the public right-of-way, in conformance with the existing plat of subdivision for the property.
8. Prior to the approval of the final plat the applicant, or the applicant's heirs, successors and/or assignees shall obtain approval of the detailed site plan required pursuant to Zoning Map Amendment A-9995-C which shall include all of Parcels 1-4. This first DSP shall establish the frame work for a cohesive design of the future pad site development for Parcels 1-4. The DSP shall include:
  - a. Vehicular Access by establishing the future location of the internal circulation between Parcels 1-4 and the public street system. The DSP shall label the extent of the access easement.
  - b. Pedestrian Access and circulation between Parcels 1-4 and the public street system. The conceptual locations shall be further refined as each future pad site is developed.
  - c. Guidelines for signage and architecture.
  - d. Review of perimeter landscaping and buffering.
  - e. Interparcel connection (vehicular and pedestrian) between Parcels 1-4 and Parcel 5.
9. Prior to approval of building permits for Parcels 1-4, the applicant, or the applicant's heirs, successors, and/or assigns shall obtain approval of the detailed site plan required pursuant to Zoning Map Amendment A-9995-C. The DSP shall include:
  - a. Architecture and Signage
  - b. Landscaping and Lighting
  - c. Screening of trash enclosures and parking.
  - d. Review of loading area orientation and screening.
10. Any development or redevelopment of Parcel 5 that is not otherwise reviewed under the existing Detailed Site Plan DSP-03082 and/or Special Exception SE-4460 shall require a new DSP. The DSP shall include:
  - a. Architecture and Signage
  - b. Landscaping and Lighting
  - c. Screening of trash enclosures and parking.
  - d. Review of loading area orientation and screening.
  - e. Interparcel connection (vehicular and pedestrian) between Parcels 1-4 and Parcel 5.

11. Total development within Parcels 1 through 4 of the subject property shall be limited to development which generates no more than 91 AM and 358 PM peak-hour trips in consideration of the approved trip rates and the approved methodologies for computing pass-by rates. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
12. Total development within Parcel 5 of the subject property (containing the existing gas station) shall be limited to development which generates no more than 90 AM and 122 PM peak-hour trips in consideration of the approved trip rates and the approved methodologies for computing pass-by rates. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
13. Pursuant to Section 24-113, a variation from the provisions of Section 24-121(a)(3) of the Subdivision Regulations to allow a stand-alone right-in/right-out access into the property from MD 193 is approved. The location of the access point shall be determined by the State Highway Administration, prior to submittal of the first DSP. Denial of access along MD 193, except for the one approved access point, shall be reflected on the final plat.
14. Prior to approval of the final plat of subdivision, the following draft vehicular access easement shall be approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and be fully executed. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. Prior to recordation, the easement shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat and the limit of the easements reflected:
  - a. A cross vehicular access easement serving Parcels 1, 2, 3, 4 and 5 onto Bell Station Road being authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations.
15. Development of this site shall be in conformance with an approval of a stormwater management concept plan and any subsequent revisions.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on Tax Map 45 in Grid F-2 and is known as Parcel B, Bell Station Center; recorded in Plat Book REP 193-82 on April 10, 2002, in the County Land Records. The property consists of 10.81 acres within the Commercial Shopping Center (C-S-C) and Commercial-Miscellaneous (C-M) Zones. Parcel B is a resubdivision of Parcel A and Outlot A, Bell Station Center, which were approved pursuant to Preliminary Plan of Subdivision (PPS)

4-95053 (PGCPB Resolution No. 95-364). The site is currently developed with 5,436 square feet of gross floor area (GFA) for a Gas Station, Food and Beverage Store, Fast Food Restaurant, and Carwash; located on the C-M zoned portion of the property. The PPS proposes the division of Parcel B into five parcels. Parcel 5 (1.82 acres) will contain the C-M zoned portion of the property upon which the existing development is located. The remaining four parcels (Parcels 1-4) will contain the C-S-C zoned portion of the property (8.99 acres), upon which 95,000 square feet of gross floor area (GFA) for commercial retail is proposed. Section 24-107 of the Subdivision Regulations states that "no land shall be subdivided within the Regional District in Prince George's County until the subdivider or his agent shall obtain approval of the preliminary plan and final plat by the Planning Board," resulting in this application.

On February 16, 2010, the County Council of Prince George's County Maryland, sitting as the District Council, adopted the recommendations of the Zoning Hearing Examiner as its findings of fact and conclusions for Zoning Map Amendment (ZMA) Application No. A-9995-C. The ZMA rezoned the vacant portion of the property (Parcels 1-4) from C-M to C-S-C. A-9995-C was approved with one condition requiring the approval of a detailed site plan (DSP).

DSP review for development of the subject site (Parcels 1-5) was conditioned by the Planning Board with the approval of PPS 4-95053 (PGCPB Resolution No. 95-364). As previously discussed, Zoning Map Amendment ZMA A-9995-C was subsequently approved with one condition requiring approval of a DSP for the portion of the property composed of proposed Parcels 1-4. As a new PPS requires a new finding and recommendation for a DSP, the DSP condition from PPS 4-95053 shall be maintained for Parcel 5 and is conditioned with this PPS. Additional items of review for DSP for Parcels 1-4 are required.

The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (Sector Plan) designated the subject property for future commercial land use. The subject property is identified as the Greenbelt Executive Center, one of four employment areas designated in the Glenn Dale-Seabrook-Lanham Sector Plan SMA. The application conforms to the commercial land use recommendation for the subject property. This property is not within any aviation policy area nor is it within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area. The District Council issued its Final Decision and Final Conditional Zoning Approval on May 26, 2010, with an effective date of May 6, 2010.

The applicant has filed a variation request from Section 24-121(a)(3) of the Subdivision Regulations, which is discussed further in the Variation Section of this report. The PPS reflects an existing right-in/right-out onto Annapolis Road (MD 450). Although the previous PPS 4-95053 did not explicitly address the required findings for a variation for this access, the applicant relied on subsequent Planning Board approvals of SE-4460 and DSP-03081 which did reflect direct vehicular access to MD 450. As a technical matter and at the request of staff, the applicant submitted the variation request for the right-in/right-out onto MD 450, which was approved. The PPS also reflects a right-in/right-out onto MD 193. The request was reviewed for conformance to the required findings set forth in Section 24-113 of the Subdivision Regulations, and was approved.

3. **Setting**—The property is located in the southwest quadrant of the intersection of Bell Station Road and MD 450. It is bounded on the west by MD 193, on the north by Bell Station Road, and on the east by MD 450. To south of the site is the Fairwood Office Park, zoned C-O. The Gabriel’s Run residential community is to the north of the site, across Bell Station Road. The Marietta Historic Site (National Register 70-020) is west of the subject site, across Glenn Dale Boulevard (MD 193).
4. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	C-S-C (8.99)/C-M (1.82) acres	C-S-C (8.99)/C-M (1.82) acres
Use(s)	5,436-square-foot Gas Station, Food and Beverage, Fast Food Restaurant, Carwash (to remain)	5,436-square-foot Gas Station, Food and Beverage, Fast Food Restaurant, Carwash (to remain) Proposed 95,000-square-foot commercial retail use Total 100,436 square feet
Acreage	10.81	10.81
Lots	0	0
Outlots	0	0
Parcels	1	5
Dwelling Units	0	0
Public Safety	No	No
Variance	No	No
Variation	No	Yes
		(Sections 24-121(a)(3))

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) meeting August 1, 2014 and September 26, 2014. As discussed in the report and as required by Section 24-113(b) of the Subdivision Regulations, the requested variation to Section 24-121(a)(3) was submitted on September 9, 2014 and was heard on September 26, 2014 at the SDRC meeting.

5. **Previous Approvals**—On February 16, 2010, the County Council of Prince George’s County, Maryland, sitting as the District Council, adopted the recommendations of the Zoning Hearing Examiner as its findings of fact and conclusions for Zoning Map Amendment Case No. A-9995-C, with additions. A-9995-C was approved for the land area of proposed Parcels 1–4 with one condition, which is provided in **[boldface text]** below:

1. **A detailed site plan shall be required to be approved by the District Council to ensure visual compatibility with the surrounding residential and**

**commercial uses, safe access, and efficient internal circulation and pedestrian connectivity. This C-S-C site appears to be conducive to an upscale restaurant park, individual pad site for a bank facility, credit union, or similar type amenities that are compatible with the surrounding area.**

A detailed site plan is conditioned for Parcels 1–4 in accordance with the A-9995-C.

6. **Community Planning**—The *Plan Prince George’s 2035 Approved General Plan* (Plan Prince George’s 2035) defers to the sector plan for specific land use recommendations on this site. The sector plan designated the subject property for future commercial land use.

The sector plan provides specific recommendations to guide future development of this small commercial center that is identified as the MD 450/MD 193/Bell Station Triangle in Map 10, on page 82:

- **The site should continue to develop in a comprehensive manner with well-designed vehicular and pedestrian circulation. Connections should be provided to adjacent residential and commercial areas.**
- **Any new development on the currently vacant portion of the site should be oriented toward Annapolis (MD 450) to ensure consistency with existing development.**
- **Access to the site should be limited to points along Annapolis Road (MD 450) and Bell Station Road.**
- **Buffering and screening should be provided on the western edge of the site along Glenn Dale Boulevard (MD 193) and the northern portion of the site along Bell Station Road to reinforce the green character of these roadways.**
- **No signage should be placed along Glenn Dale Boulevard (MD 193.)**

Attractive, walkable commercial areas are important future quality of life features in the Glenn Dale-Seabrook-Lanham communities. While the proposed use conforms to the land use designation for future commercial development, planning issues center on vehicular access and pedestrian connectivity, both internally and with the larger community. The sector plan discusses vehicular access management in this way (page 159):

**“Rethinking standard suburban access and parking strategies also can improve transportation efficiency. Traffic congestion typically is intensified by linear corridors of commercial uses with driveways for each property and no internal access to abutting properties. This lack of internal connectivity forces vehicles out onto roadways to access nearby businesses. Access management strategies limit the number of curb cuts and promote internal connections between properties, boosting**

**the flow of traffic and often eliminating the need to widen roads in commercial corridors. Access management also can improve safety for pedestrians and cyclists by eliminating (sic reducing) the number of vehicle turn movements, reducing (sic eliminating) conflicts between pedestrians and vehicles, or reducing the number of bicycles and vehicles.”**

Bell Station Road is designated as both ‘scenic’ and ‘historic.’ Accordingly, a strategy on page 167 to further the policy that scenic roads should be protected, preserved, and enhanced, states: “Ensure that viewsheds along Bell Station Road are preserved through the use of appropriate building setbacks, lot layouts, and screening and buffering.”

The sector plan provides the following general guidelines for commercial/employment areas:

***Provide landscaped parking areas:* Landscaping should be incorporated into parking areas to soften edges and screen surface lots from public streets and internal pathways. Landscaping can also visually break up large areas of empty space and reduce heat effects in summer months.**

***Create internal pedestrian pathways that connect parking areas to building entrances:* Special attention should be paid to moving pedestrians safely from parking areas to building entrances. Traditional parking lot design forces pedestrians to walk along parking aisles, creating potential conflicts with vehicles trying to exit and enter parking spaces. Separate pathways should be provided to remove pedestrians from the vehicular aisle area, connecting directly to pedestrian crosswalks and sidewalks that lead to building entrances.**

***Incorporate internal access drives to reduce the number of curb cuts onto major roadways:* Internal traffic should be considered in the context of circulation patterns on adjacent properties and roadways. Access points for vehicles should be minimized to reduce the number of driveways connecting to roadways, which often lead to traffic hazards. Internal connections should be provided to allow vehicles to travel between adjacent commercial properties without having to enter a major roadway, and exit again within a short distance.**

***Provide adequate screening for utility and service features:* Service and utility areas should not be visible from public right-of-way and should not block building access, views, or pedestrian pathways. Screening devices should be compatible with design character of the shopping center.**

***Provide functional and attractive outdoor lighting:* Outdoor lighting should provide adequate illumination for building entrances, walkways, and parking areas, but should be sensitive to impacts on adjacent properties or into the sky. Lighting standards and fixtures should be human-scaled and compatible with the design character of the shopping center.**

**Ensure security and safety: All parking lots and building entrances should have high degrees of visibility, appropriate lighting and walkways. The use of CPTED is strongly encouraged.**

**Use high quality materials with compatible colors and textures: Buildings should complement the design character of nearby properties. Materials, colors and textures should create visual interest and contribute to a harmonious design.**

**Use design elements to break up long facades: Windows, doors, and changes in textures can all be used to break long facades into smaller units that seem more inviting.**

**Promote energy efficient design: If feasible, building design should incorporate energy-saving elements, such as solar panels, wastewater recycling, water-saving fixtures, and energy-efficient windows and HVAC systems.**

#### **Enterprise Road Corridor Development Review District Commission**

This preliminary plan is located in the designated Enterprise Road Corridor Development Review District, created pursuant to Section 24-148 of the Subdivision Regulations. In accordance with Section 24-147, this preliminary plan has been referred to the Enterprise Road Corridor Development Review District Commission (ERCDRDC) for review and comment. This preliminary plan was reviewed during ERCDRDC meetings on August 6, 2014 and September 8, 2014. The ERCDRDC has provided the following three comments for this PPS:

- 1. With the division of Parcel B into parcels #1 - #4, the applicant has the ability to sell each parcel collectively to one buyer or individually to one or more buyers. Under this scenario, each of the parcels could be developed at one time or at multiple times and each buyer would be required to provide a detailed site plan. Towards that end, we are concerned that there could be multiple site plans that would differ in architectural style, etc. that is provided by one or more buyers. In addition, multiple site plans would require the resources of the Planning Board, community, etc. and would result in the use of additional taxpayer resources for the consideration and approval for each site plan. As a result, we recommended that the site be developed in a comprehensive manner and that there be a *single comprehensive cohesive detailed site plan for Parcels #1 - #4*. A site plan would include considerations for landscaping, architecture, lighting, signage, buffers, parking, etc.**

A DSP has been conditioned for Parcels 1-4, pursuant to ZMA A-9995-C.

- 2. The applicant has requested direct access on and off of Route 193—and arterial road. Route 193 contains high speed traffic and we are concerned**

**about the ability of cars and bicycles to integrate safely on and off of Route 193. Without a service road that is able to help safely rationalize and control the traffic, we believe that direct access is hazardous and that boundaries are need to protect the safety of the community. *We recommend that (1) there be an in and out on Route 193 and (2) the application conform to the regulations set forth by the County which require a service road on arterial roads.***

At the Planning Board hearing, Ms. Phyllis Anderson testified as a member of the ERCDRDC, indicating that she prepared the referral memo that is incorporated into this report. In her testimony, Ms. Anderson clarified that while the ERCDRDC recommended the use of a service road from MD 193 to provide access to the site, they had since learned that a service road is not possible in this situation. Notwithstanding that fact, she noted that the ERCDRDC still recommends direct access via a right-in/right-out from MD 193 for the subject property.

The applicant has submitted a variation request to Section 24-121(a)(3) for direct access to Glenn Dale Boulevard (MD 193) via a right-in/right-out turning movement, which was approved.

3. **The proposed plan calls for four ins and outs on Bell Station Road and that one of the ins and outs be located almost directly across from Judicial Drive—the sole entrance and exit for 100 single family residences in the Gabriel’s Run subdivision. We are concerned about the number of ins and outs on Bell Station Road and believe that four is excessive and would create hazardous safety conditions to drivers, cyclists, and the pedestrian community. (Presently, Bell Station Road has pedestrian accessibility as there are sidewalks that extend along both sides of the street.) *We recommend that one of the ins and outs be eliminated. We also recommend that the in and out that is eliminated is the one that is nearest to the Gabriel’s Run subdivision, as having a four way intersection across from a residential community is a safety issue. In addition, the current plan allows for drivers to make left and right turns from each of the four ins and outs along this very short street, as Bell Station is approximately 1/3 of a mile. It is our view that a cross walk and traffic light on Bell Station should be provided so that pedestrians can cross safely. As presently designed, the ins and outs combined-with-the traffic coming from and to Routes 450 and 193 make Bell Station Road a dangerous mixing bowl without the proper safeguards. We also recommend reevaluation of the traffic study.***

Bell Station Road is a collector roadway and is not regulated for access by the Subdivision Regulations. Moreover, strict compliance to the Subdivision Regulations would require three new points of access for the three proposed parcels along Bell Station Road (Parcels 1–3). The reduction of access points from three to two as requested by the ERCDRDC would require a private easement to serve these lots via Section 24-128(b)(9). A DSP is



conditioned to ensure that pedestrians can safely and conveniently access the entire site without use of an automobile. Ultimately, access to Bell Station Road from the site, as well as improvements within the County right-of-way, is subject to DPW&T approval.

7. **Urban Design**—The subject property is split zoned with C-S-C and C-M designations. The C-M-zoned portion of the property (proposed Parcel 5) would contain 1.82 acres and has been previously developed with a gas station and convenience store in accordance with previously approved Detailed Site Plan DSP-03081 and Special Exception SE-4460. The remainder of the site, zoned C-S-C, is currently undeveloped and would be, by the proposed subdivision, divided into four parcels (proposed Parcels 1–4). Conformance with the requirements of the Zoning Ordinance will be reviewed with the required Zoning Map Amendment (A-9995-C).

#### **Conformance with the Requirements of Previous Approvals**

The entire 10.81-acre property was previously zoned C-M. On May 26, 2010, the District Council approved Zoning Map Amendment A-9995-C to rezone 8.99 acres of the property (proposed Parcels 1–4) from the C-M Zone to the C-S-C Zone. The one condition attached to the rezoning approval requires District Council approval of a DSP for development. The approval history also includes Preliminary Plan of Subdivision 4-95053 (PGCPB Resolution No. 95-364), and Detailed Site Plan DSP-03081 (PGCPB Resolution No. 05-171) with three revisions. Detailed Site Plan DSP-03081 was for the development of a gas station, food and beverage store, fast-food restaurant and car wash, all located at the far eastern end of the site on proposed Parcel 5.

At time of DSP-03081 approval in 2005 for the gas station (proposed Parcel 5), an overall site plan for the entire 10.81 acres was included because the site was one parcel, which indicated the conceptual development of the balance (Parcels 1–4) of the property. Condition 1 of the DSP required the plans to be revised to provide inter-parcel pedestrian and vehicular connections; which is carried forward in the Recommendation Section of this report. Revision to DSP-03081-01 (approved at the Planning Director level) eliminated the previously approved 50-foot-wide landscape buffer required for a historic site that was relocated. Revision to DSP-03081-02 (approved at the Planning Director level) increased the size of the car wash by 312 square feet. The most recent revision, DSP-03081-03, was also approved at the Planning Director level in 2012 and is valid through December 31, 2015. Detailed Site Plan DSP-03081-03 established, along with other landscaping, a landscaping bufferyard along the site's southern boundary line and surrounding the stormwater-management pond located at the southwestern corner of the property on proposed Parcel 4.

On September 23, 2014, Staff attended a meeting with representatives of the Glenn Dale Citizen's Association. The citizens expressed concern that all previously approved landscape bufferyards shown in Detailed Site Plan DSP-03081-03, specifically along the site's southern property line and around the stormwater management pond, would be modified with this PPS application. Staff advised the citizens that the PPS approval process, which is under Subtitle 24, is separate from a DSP. Accordingly, the approval of this PPS will not affect the buffer requirement conditioned as

part of the approval of the DSP. However, the applicant has the right to propose revisions to the bufferyard, subject to approval of the Planning Board or its designee with the review of a revision to the DSP. Therefore, due to apparent citizen concern, Staff recommends that any revisions to DSP-03081 that may impact the established bufferyards should go through a public hearing process. Staff also notes that the lots provided in the PPS are designed to accommodate the landscape bufferyard required by the DSP.

#### **Conformance with the 2010 Prince George's County Landscape Manual and the Tree Canopy Coverage Ordinance**

The site is subject to the requirements of both the 2010 *Prince George's County Landscape Manual* and the Tree Canopy Coverage Ordinance. Conformance with those requirements will be reviewed at time of DSP approval for Parcels 1–4 and Parcel 5.

8. **Environmental**—The PPS and a Type I Tree Conservation Plan, TCPI-005-14, stamped as received on September 5, 2014, have been reviewed for conformance to the Subdivision Regulations (Subtitle 24). This PPS is subject to the environmental regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010.

#### **Master Plan Conformance**

The Master Plan for this area does not indicate any environmental issues associated with this property.

#### **Conformance with the Green Infrastructure Plan**

Neither the subject property nor any adjacent properties are within the designated 2005 *Approved Countywide Green Infrastructure Plan*.

#### **Site Description**

The site has frontage on Annapolis Road (MD 450) and Glenn Dale Boulevard (MD 193), which are designated arterial roadways regulated for noise; however, because of the commercial and retail nature of the proposed development, noise is not a concern. Bell Station Road is a designated scenic and historic road. MD 450 is a designated historic road. The site is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

No regulated environmental features are located on-site. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Collington-Wist complex. According to available information, Marlboro clay and Christiana complexes are not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. No Forest Interior Dwelling Species (FIDS) is mapped on-site.

### **Environmental Review**

An approved Natural Resource Inventory Equivalency Letter was submitted with the review package, NRI-160-13, which was approved on September 26, 2013. The letter was issued because the proposed site plan demonstrates conformance with previously approved TCPII-094-97-04. No woodland or regulated environmental features are currently located on-site. No revisions are required for conformance to the NRI.

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because Tree Conservation Plans were previously approved for the site. A Type I Tree Conservation Plan (TCP1-005-14) was submitted with the application.

TCPI/39/95 and TCPII/94/97 were previously approved for the subject site; however, because the current application is for a new preliminary plan of subdivision, the project is not grandfathered with respect to the WCO effective September 1, 2010.

The previously approved PPS 4-95053 required public right-of-way dedication. The Type I Tree Conservation Plan (TCPI/39/95) that was associated with the original subdivision was based on the original land area (11.38 acres). For TCP purposes, dedicated land is only subtracted for woodland conservation calculation purposes if the dedication occurred prior to the plan application with the first associated TCP. A Type II Tree Conservation Plan (TCPII/94/97) was subsequently approved and implemented on the property; with woodland calculations based on the original land area. Even though the current preliminary plan is based on the site's area as it stands today (10.81 acres), the TCP1 associated with the current application must continue to be based on the original land area so that no woodland conservation requirement is lost with the current application.

The Woodland Conservation Threshold (WCT) for this 11.38-acre property is 15 percent of the net tract area or 1.71 acres. The total woodland conservation requirement based on the amount of clearing proposed as shown on the plan is 4.05 acres. The woodland conservation requirement is proposed to be satisfied entirely off-site in conformance with the previously approved TCPII.

The plan requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. The worksheet on the plan has been signed by an individual that does not appear to be a Qualified Professional. The plan and the worksheet are required to be signed by a Qualified Professional. The name of the Qualified Professional must be typed below the signature on both the worksheet and the plan.

The woodland conservation worksheet correctly reflects the gross tract area as approved on previous TCP's; however, the zoning for the overall site is currently split between the C-M and the C-S-C Zones. The worksheet must be revised to reflect the area of the site within each zone. This will not affect the calculations because the woodland conservation and the afforestation thresholds are the same for both zones. The current standard worksheet must be shown on the plan. The worksheet and plan must be revised to show that the area of woodland not cleared is 0.00. All woodland on-site has previously been approved to be cleared (TCPII/94/97).

The plan contains a note indicating that proposed conditions have not been shown because they have not been finalized. Proposed information is required to be shown on the TCP1, including but not limited to, the limit of disturbance (LOD), proposed lot lines, building footprints, water and sewer connections, stormwater management and stormdrain, proposed grading and easements, etc. A symbol is shown in the legend as an LOD, but is labeled as the limits of development. The LOD must be revised on the plan and in the legend to reflect the limits of disturbance.

A note is shown on the plan indicating that the worksheet is based on a previously approved and executed TCP1; however, the note must be revised to reflect the most recent revision to the TCP1-94-97-04. The assigned TCP number must be typed-in to the approval block (TCP1-005-14) and the Development review digital approval block must be added to the plan.

Previous TCPs have been approved and implemented for this site; however, the Environmental Planning Section only has documentation for a portion of the off-site woodland conservation requirement having been met to-date. A small area (3,484-square-foot) of off-site clearing is proposed on this application above what has previously been approved, which increases the total off-site requirement slightly from the previous approvals. This clearing is proposed in order to accommodate vehicular access to MD 193. This access is contingent upon approval of a variation from the Subdivision Regulations. If the variation is approved, prior to certification of the TCP2 in conformance with the current application, evidence shall be provided to the Environmental Planning Section demonstrating that the entire off-site woodland conservation requirement has been met. The following note must be added to the TCP1 prior to certification:

“1.50 acres of off-site woodland conservation credits have been documented on TCP1-11-96 and recorded at L. 11597 F. 171 to meet a portion of the previously approved off-site woodland conservation requirement. At time of TCP2 review and approval, documentation shall be provided to demonstrate that the entire previously approved off-site woodland conservation requirement has been met (3.97 acres). Any additional woodland conservation requirement generated by the current application that has not been met at time of TCP2 submittal shall be met prior to the certification of the TCP2.”

After all revisions have been made, have the qualified professional who prepared the plan sign and date it.

Section 24-130(b)(5) requires subdivision applications to demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. There are no regulated environmental features located on the subject property; however, the previously approved Preliminary Plan (4-95053) was approved with a variation to remove a nontidal wetland and its associated buffer. The wetland was previously located on the southeastern corner of the site. Subsequent permits were issued to remove the wetland. No regulated environmental features are currently located on-site. No additional information is needed for conformance with Section 24-130(b)(5) of the Subdivision Regulations.

The county requires the approval of an Erosion and Sediment Control Plan. The tree conservation plan must reflect the ultimate limits of disturbance (LOD) not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure including Erosion and Sediment Control measures. A copy of the Erosion and Sediment Control Concept Plan was not filed with this preliminary plan application and should be so that the ultimate limits of disturbance for the project may be verified and shown on the TCP.

Bell Station Road is designated a scenic and historic road, and MD 450 is designated an historic road in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). Bell Station Road has the functional classification of a collector and MD 450 has the functional classification of arterial. Any improvements within the right-of-way of a scenic and historic road are subject to approval by the Department of Public Works and Transportation (DPW&T) under the Design Guidelines and Standards for Scenic and Historic Roads. The 2010 *Prince George's County Landscape Manual* provides specific requirements for bufferyards along scenic and historic roads, which will be reviewed with the DSP. However, no reduction in the bufferyards approved under Detailed Site Plan DSP-03081-03 is being proposed by this PPS.

9. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. An approved, but expired, Stormwater Management Concept plan and Approval Letter (8000470-1995-03) was submitted with the subject application. The most recent revision to the concept was approved on August 3, 2009 and on expired August 3, 2012. The stormwater design is grandfathered under the current stormwater regulations; however, a current/ valid concept plan and approval letter must be submitted prior to signature approval of the preliminary plan of subdivision. The concept plan shows a pond located on the southwestern corner of the site; this pond has been constructed. The SWM easement if existing, should be reflected on the PPS and TCP prior to signature approval.

**Conformance with the 2010 Water Resources Functional Master Plan**

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection and preservation of drinking water, stormwater, and wastewater systems within the county, on a county wide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, county ordinances for stormwater management, 100-year floodplain and woodland conservation, and programs implemented by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), Prince George's County Department of Health, Prince George's County Department of Environmental Resources (DER), Prince George's Soil Conservation District, Maryland-National Capital Park and Planning Commission (M-NCPPC) and Washington Suburban and Sanitary Commission (WSSC) are also deemed to be consistent with this master plan.

10. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, mandatory dedication of parkland is not required for the subject site because it consists of nonresidential development.

11. **Trails**—This PPS has been reviewed for conformance with Section 24-123 of the Subdivision Regulations, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the Master Plan in order to implement planned trails, bikeways, and pedestrian improvements. This PPS is exempt from Section 24-124.01 of the Subdivision Regulations because it is not located within a General Plan Center or Corridor.

There are three master plan trails/bikeways in the immediate vicinity of the subject site. A master plan bikeway/bike lanes are recommended along MD 193. This has been implemented by Maryland State Highway Administration (SHA) with paved shoulders, signage and pavement markings as part of the Upper Marlboro to Greenbelt Bikeway. A sidepath is recommended along MD 450 and this has been implemented by SHA along the frontage of the subject site from Lanham to Bowie. And, a bikeway is recommended along Bell Station Road. DPW&T has implemented this with the construction of standard sidewalks and wide outside curb lanes along the entire length of Bell Station Road from MD 193 to MD 450.

The Complete Streets Section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

There are no further master plan trail recommendations for the subject site. The facilities already provided by the operating agencies meet the intent of the master plan for MD 193, MD 450, and Bell Station Road. Internal pedestrian access will be addressed at the time of DSP. Access should be provided from the public rights-of-way to the building entrances and a small amount of bicycle parking may be appropriate. Any changes to the road frontages of either MD 193 or Bell Station Road should maintain or enhance the existing facilities.

12. **Transportation**—The Transportation Planning Section has reviewed the preliminary plan for the above-referenced property: The 10.81-acre, C-M/C-S-C zoned property which is located east of MD 193, west of MD 450, and south of Bell Station Road. The application proposes the creation of five parcels from a single parcel which was the subject of a previous Preliminary Plan of Subdivision (PPS) in 1995 (4-95053, PGCPB Resolution No. 95-364). It is expected that Parcels 1–4 will be developed collectively (95,000 square feet) as commercial retail and Parcel 5 will retain the existing land use developed with 5,436 square feet of gross floor area (GFA).

## **Background**

On October 26, 1995, the Prince George's County Planning Board approved PPS 4-95035 which covered the subject property. Based on information provided in PGCPB Resolution No. 95-364, the then application was approved with two transportation-related conditions, requiring various improvements in the immediate vicinity of the subject property, as well as the potential payments for other road improvements. While the findings of adequacy were based on a maximum density of 150,000 square feet of retail development, the cap on development in the Planning Board findings of approval included only a PM trip cap limitation. There is however, substantial evidence within the Planning Board Resolution (95-634) that the analyses were predicated on the application generating 480 new PM trips (240 in, 240 out) and zero trips in the AM peak hour. At the time that the 1995 subdivision was reviewed, the "Guidelines for the Analysis of the Traffic Impact of Development Proposal" showed the retail use with zero trips in the AM peak hour.

**Trip Cap Analyses**

At the time of the original analyses during the 1995 review, the subject property was evaluated based on a development density of 150,000 square feet of retail. Subsequent to the approval and recordation of the then-approved PPS, the property has been improved with a 5,436-square-foot gas station (including food mart and car wash) within 1.82 acres of the original 10.81-acre site. In light of the fact that the subject property was the subject of a previous preliminary plan and recordation, the pending application was evaluated using current traffic data as well as trip generation rates in order to establish a trip cap for the AM peak hour bringing forward the existing PM trip analysis from (4-95035). Current trip generation manuals (both local and national) do recognize and recommend trip rates for retail development during AM as well as the customary PM period. In consideration of current rates and the current proposal for 95,000 square feet of new retail space, the following trip generation table was developed:

<b>Trip Generation Summary, 4-13019, Bell Station Center</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Tot</b>	<b>In</b>	<b>Out</b>	<b>Tot</b>
Gas Station	20	fueling positions	121	116	237	141	136	277
Less Pass-By (62/56 percent AM/PM)			-75	-72	-147	-79	-76	-155
<b>Net Gas Station Trips</b>			<b>46</b>	<b>44</b>	<b>90</b>	<b>62</b>	<b>60</b>	<b>122</b>
Retail	95,000	square feet	94	57	151	278	301	579
Less Pass-By (40 percent)			-38	-22	-60	-109	-121	-230
<b>Net Retail Trips</b>			<b>56</b>	<b>35</b>	<b>91</b>	<b>167</b>	<b>180</b>	<b>347</b>
<b>Total Trips (Sum of the Above Values in Bold)</b>			<b>102</b>	<b>79</b>	<b>181</b>	<b>229</b>	<b>240</b>	<b>469</b>
<b>Current Trip Cap</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>240</b>	<b>240</b>	<b>480</b>

It is noted that the PM peak hour is within the current cap, and the AM peak hour requires further analysis. The current development proposal would generate no net trips beyond the existing trip cap (4-95035) in the PM peak hour.

Using peak hour turning movement counts available from the State Highway Administration (SHA) website, the proposed four parcels (8.99 acres) was analyzed based on 95,000 square of retail (the fifth parcel contains the existing gas station, which is open and is generating traffic today). The tables below show the results of the analyses consistent with the “Transportation Review Guidelines, Part 1.” The following intersections were deemed critical:

<b>EXISTING CONDITIONS</b>	
<i>counts were adjusted to reflect 2014 levels based on a 10-year growth trend</i>	
<b>Intersection</b>	<b>AM</b>
	LOS/CLV
MD 450 and MD 193	B/1105
MD 450 and Bell Station Road	B/1042
MD 193 and Bell Station Road (unsignalized)*	A/856
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service “E” which is deemed acceptable corresponds to a maximum delay of 50 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the Guidelines.	

While most of the background developments from the original application have been built, there are still significant amount of unbuilt developments as well as new developments that were included in the new analyses. A second analysis was done to evaluate the impact of the background developments as well as growth in through traffic. The analysis revealed the following results:

<b>BACKGROUND CONDITIONS</b>	
<b>Intersection</b>	<b>AM</b>
	LOS/CLV
MD 450 and MD 193	D/1331
MD 450 and Bell Station Road	C/1297
MD 193 and Bell Station Road (unsignalized)*	A/927

Including the impacts of the current proposal, as noted in the above trip generation table, a third analysis depicting total traffic conditions was done, yielding the following results:



<b>TOTAL CONDITIONS</b>	
<b>Intersection</b>	<b>AM</b>
	LOS/CLV
MD 450 and MD 193	D/1336
MD 450 and Bell Station Road	D/1318
MD 193 and Bell Station Road (unsignalized)*	A/939

Based on the results shown above, the proposed development, for Parcels 1-4 is approved with an AM trip cap of 91 trips. The original trip cap of 480 (240 in; 240 out) new PM peak trips will remain in effect.

Separate caps are recommended for Parcel 5 and for Parcels 1 through 4. The caps are intended to represent only estimated net trip generation. The cap for Parcel 5 shall be interpreted to represent the estimated net trip generation of the existing 20-fueling position gas station with convenience store and car wash, and is only applicable to any expansion of the existing use or a redevelopment of Parcel 5 with different uses.

**Master Plan, Right of Way Dedication**

The property is located in an area where the development policies are governed by the 2010 *Glenn Dale-Seabrook-Lanham Approved Sector Plan*, as well as the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*. The property fronts on three roads, MD 450, MD 193 and Bell Station Road. All three roads are currently built to their ultimate master plan cross section. Consequently, no additional right-of-way will be required. Two of the three roads mentioned however are functioning as arterial roads. The portion of the property currently fronts on Bell Station Parkway as well as MD 450 which is an arterial road.

- 13. **Variation**—The applicant has filed variation requests from Sections 24-121(a)(3) of the Subdivision Regulations.

**Variation from Section 24-121(a)(3)**

The PPS proposes direct vehicular access, via right-in/right-out turning movement, to MD 193 and MD 450. Section 24-121(a)(3) states:

- (3) **When lots are proposed on land adjacent to an existing or planned roadway of arterial or higher classification, they shall be designed to front on either an interior street or a service road. As used in this Section, a planned roadway or transit right-of-way shall mean a road or right-of-way shown in a currently approved State Highway plan, General Plan, or master plan. If a service road is used, it shall**

**connect, where feasible, with a local interior collector street with the point of intersection located at least two hundred (200) feet away from the intersection of any roadway of collector or higher classification.**

Section 24-113(a) sets forth the required findings for approval of variation requests as follows:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**
- (1) **The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**

**Variation for MD 193:**

The applicant provided an extensive response. Reference was made regarding the access to the Fairwoods Office Park abutting to the south and that it operates safely. Furthermore, testimony from Mr. Wes Guckert, the applicant's transportation engineer, at the hearing on October 9, 2014, indicated that the right-in/right-out access to the property from MD 193 would be designed in a manner to meet all State Highway Administration design requirements. Mr. Guckert also provided a design drawing for the access which had been reviewed by the Maryland State Highway Administration (SHA). In addition, Mr. Guckert testified that the right-in/right-out turning movement into the site could be made safely and without creating any traffic impact which would be detrimental to the public safety, health or welfare or which would be injurious to other property. The Maryland State Highway Administration (SHA) has provided an indication that conceptual approval of the access point is granted. For these reasons the finding is supportable.

**Variation for MD 450:**

The Maryland State Highway Administration approved this access point, and has not indicated any issues with it. For that reason the finding is supportable.

- (2) **The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

**Variation for MD 193:**

There are no other properties within the immediate vicinity are surrounded by two arterial roads and a collector road on which a residential community fronts. This combination creates uniqueness for this property.

The Gabriel's Run Homeowners Association provided a letter indicating its concerns over traffic using Bell Station Road. In addition, residents of the Gabriel's Run subdivision, which is located immediately north of the site, across Bell Station Road, also testified before the Planning Board. The written comments as well as testimony indicated that Bell Station Road is being used as a cut-thru for traffic traveling between MD 450 and MD 193. As a result, there have been substantial increases in the number of cars traveling along Bell Station Road, particularly during the AM and PM peak hours. Residents of Gabriel's Run indicated that they are experiencing traffic congestion issues which in their view make turning movements into and out of their community from Bell Station Road less safe. There was further testimony concerning the safety of pedestrians walking along or crossing Bell Station Road in order to get to the Subway restaurant within the BP gas station.

Bell Station Road was designed and constructed as a four-lane collector. While four-lane collectors are designed and capable of handling Average Daily Traffic ("ADT") volumes in excess of 26,000 ADT and are intended to collect traffic, it is clear that the section of Bell Station Road abutting Gabriel's Run and Bell Station Center property, and which has been constructed as a collector, is a short section of roadway which exists only between MD 450 and MD 193. Based upon the testimony, it is apparent that this section of Bell Station Road is in fact being used as a cut-thru and is experiencing substantial volumes during the AM and PM peak hour. Mr. Guckert also testified that allowing the right-in/right-out movement from MD 193 to the site will make traffic operations safer and allow traffic to flow more freely along Bell Station Road than would be the case if the MD 193 access is denied and all trips from the development of Bell Station Center are forced to utilize Bell Station Road. This is a situation which is unique to the Bell Station property for which the variation is being sought and is not applicable generally to other properties.

**Variation for MD 450:**

Given that the driveway has been constructed and is operating today, this is clearly a unique situation.

- (3) **The variation does not constitute a violation of any other applicable law, ordinance or regulations;**

**Variation for MD 193:**

The variation conforms to this finding. However, any conceptual approvals that may have been granted by SHA do not create a requirement that the Board approve a variation request.

**Variation for MD 450:**

The variation conforms to this finding.

- (4) **Because of the peculiar physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.**

**Variation for MD 193:**

The testimony presented by the residents of Gabriel's Run established that the use of Bell Station Road as a cut-thru has generated additional traffic which creates congestion and safety concerns relative to turning movements into and out of Bell Station Road. Mr. Guckert also testified that the right-in/right-out access onto MD 193 will result in fewer cars from the Bell Station development entering onto Bell Station Road thus creating a safer situation than would otherwise exist. Given this fact, it would create a hardship for the applicant if not to be allowed to develop its project in the safest and most transportation efficient manner possible.

In three different letters (August 6, 2013, December 20, 2013, and September 29, 2014) the State Highway Administration, the agency responsible to maintain MD 193 and determine when access will be authorized for that roadway, has indicated that it will permit a standalone right-in/right-out access for the Bell Station property.

Information was presented by the applicant during the course of the hearing indicating that along the MD 193 corridor, 10 of the 12 existing commercial developments have at least one direct access point onto MD 193. Three of these commercial developments have multiple access points. Also, all of the retail commercial developments along the MD 193 corridor have direct access onto that roadway. In addition, the Fairwood Office Park located immediately south of the Bell Station site had a

variation request granted to allow a direct right-in/right-out access onto MD 193. To deny the applicant an access point which will promote traffic safety and which has been granted for virtually every other commercial development in the MD 193 corridor would create a substantial hardship.

While the Glenn Dale-Seabrook-Lanham Master Plan and Sectional Map Amendment recommends that direct access to MD 193 be limited, that recommendation has in many instances not been implemented, due to facts presented in individual cases. Given the history of access being allowed directly to MD 193 and further given the fact that in this case, allowing a limited right-in/right out access to MD 193 will promote traffic safety and efficient traffic circulation, in this case the recommendations contained in the Master Plan, as they relate to MD 193 access for the Bell Station property, are no longer appropriate given events that have occurred.

**Variation for MD 450:**

Disapproving the access after the gas station was developed subsequent to previous approvals would pose a particular hardship to a highway-oriented use.

**Conclusion:**

**Variation for MD 193**

By virtue that the positive findings for each of the criteria for variation approval, the variation from Section 24-124(a)(3) for access to MD 193 was approved.

**Variation for MD 450:**

By virtue of the positive findings for each of the criteria for variation approval, the variation from Section 24-124(a)(3) for access to MD 450 was approved.

14. **Schools**—The subdivision has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002) and concluded that the subdivision is exempt from a review for schools because it is a nonresidential use.
15. **Fire and Rescue**—The Special Projects Section has reviewed this application for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(E) of the Subdivision Regulations.

Section 24-122.01(e) (1) (E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.”

The proposed project is served by Glenn Dale Fire/EMS Co. 18. This first due response station, located at 11900 Glenn Dale Boulevard, is within the maximum of seven minutes travel time.

**Capital Improvements Program (CIP)**

There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.”

16. **Police Facilities**—The proposed development is within the service area of Police District II, Bowie, Maryland. There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department and the July 1, 2013 (U.S. Census Bureau) county population estimate is 890,081. Using the 141 square feet per 1,000 residents, it calculates to 125,501 square feet of space for police. The current amount of space 267,660 square feet is within the guideline.

17. **Water and Sewer Categories**—Section 24-122.01(b)(1) states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 *Water and Sewer Plan* placed this property in Water and Sewer Categories 3, Community System, and will therefore be served by public water and sewer systems.

18. **Prince George’s County Health Department**—The PPS was referred to the Prince George’s County Health Department for review. Comments had not been received at the time of the Planning Board hearing. However, the subsequent DSP will be referred to the Health Department for review.

19. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when PUEs are required by a public utility company, the subdivider should include the following statement on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The PPS correctly delineates a ten-foot public utility easement along the right-of-way as requested by the utility companies. This PUE should be granted in conformance with the existing plat of subdivision for the property.

20. **Historic**—The Historic Preservation Commission and Historic Preservation Section reviewed the subject application at its September 16, 2014 meeting.

**Historic Preservation**

Marietta is a two-and-one-half story side-gabled plantation house with elegant Federal style decorative details, built c. 1813. The property also includes a T-shaped rear wing (c.1830). The house was built for Gabriel Duvall, a Prince Georgian distinguished by a lifetime of public service. Active during the American Revolution, Duvall served as Comptroller of Treasury under Thomas Jefferson and as an Associate Justice of the U.S. Supreme Court from 1811 until 1835. The property also contains two small brick outbuildings near the house: Justice Duvall's law office and a tack room/root cellar. The law office is protected by an easement held by the Maryland Historical Trust. The property was listed in the National Register of Historic Places in 1994.

The developing property, located east of Marietta across MD 193 and its intersection with Bell Station Road, will likely be at least partially and seasonally visible from the historic site, which is located on a partially wooded parcel. The subject property was once part of the Marietta plantation. The parcel was separated from the main house when MD 193 was constructed in the 1980s.

At its September 16, 2014 hearing, the Historic Preservation Commission (HPC) was briefed by the Historic Preservation Section (M-NCPPC) on the application and received testimony from the applicant's representative, Edward Gibbs, Esquire, and representatives from the Glenn Dale Citizens' Association. The HPC voted 8-0-1 in favor of forwarding the staff memorandum and proposed condition to the Planning Board for its review of the application, and acknowledged that their substantive concerns would be addressed through the detailed site plan application to follow.

The proposed access point on MD 193 and the ultimate development of the subject property will have a visible impact on the prominent intersection of MD 193 and Bell Station Road and the adjacent Marietta property to the west. The proposed Glenn Dale Boulevard (MD 193) access point may diminish the opportunity of full screening along the western edge of the developing property.

The development of the subject property is likely to include buildings and features visible for at least part of the year from the Marietta Historic Site. This important Prince George's County Historic Site, also listed in the National Register of Historic Places, is operated by the Department of Parks and Recreation/M-NCPPC and is open to the public. Therefore, the Historic Preservation Commission (HPC) and the Historic Preservation Section recommends that the detailed site plan for the developing property (Parcels 1-4) address the architectural character, materials, parking, landscaping, and lighting associated with the ultimate development of this highly visible site for potential impacts on the Marietta Historic Site.

### **Archaeology**

Phase I archeological investigations are not recommended on the subject property. The subject property was previously surveyed for archeological resources in 1979 and one archeological site, 18PR201, was identified on the property. This site contained artifacts dating to the Early Archaic (7,500-6,000 B.C.) and Late Woodland (A.D. 900-1,600) periods, as well historic artifacts from the late eighteenth to twentieth centuries. A subsequent Preliminary Plan of Subdivision (4-95053)

was approved for the subject property in 1995. The subject property was extensively graded in 1998, effectively removing any archeological value from the site.

21. **Use Conversion**—The subject application is not proposing any residential development; however, if a residential land use were proposed, a new PPS is recommended. There exists different adequate public facility tests comparatively between residential and nonresidential uses, and there are other considerations for a residential subdivision not considered in the review of commercial, industrial, and mixed-use development including the recreational components, noise, and access. A new PPS is recommended if residential development is to be proposed.
22. **Detailed Site Plan**—A commercial retail use, as permitted in the C-S-C Zone, does not require a DSP. However, several factors necessitate detailed review of the proposed development on this site. DSP review for development of the subject site (proposed Parcels 1–5) was originally conditioned by the Planning Board with the approval of PPS 4-95053 (PGCPB Resolution No. 95-364). The findings for this condition were derived from the recommendations set forth by the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)*. Many of those recommendations, previously discussed above, have been carried forward by the current 2010 Glenn Dale-Seabrook-Lanham sector plan and therefore apply to the subject site. Condition 8 of PPS 4-95053, requiring DSP review for the subject site is below:
  8. **A Detailed Site Plan for the entire site shall be approved prior to the issuance of building permits. The Detailed Site Plan shall include, but not be limited to, the following:**
    - a. **A cohesive design for vehicular access, circulation, parking, and pedestrian circulation. Auto, truck, and pedestrian traffic shall be separated to the extent possible. Pedestrian access shall be provided throughout the site, such that pedestrians can safely and conveniently access the entire site without use of an automobile.**
    - b. **Common pedestrian space and common focal points shall be provided.**
    - c. **Design guidelines and specific designs for signage and architecture. Signage shall be consistent in terms of location for both building-mounted and free-standing signs, shall be easy to read and shall provide clear internal directions and an uncluttered external appearance. Architectural guidelines shall include colors, materials, and styles, such that all buildings are consistent and compatible with each other, and are compatible with the adjoining historic buildings and residential neighborhood.**
    - d. **Screening for trash enclosures and loading areas oriented to the interior of the site shall be provided and shall consist of masonry walls designed to**



**appear to be an extension of the building (brick, stone, or ornamental concrete).**

- e. The stormwater management pond shall be designed as an amenity, to the extent possible.**
- f. Views from the road (public right-of-way). All views of trash and loading areas shall be completely screened from the road. The facades of any structure visible from the road shall be treated as front facades.**
- g. Parking shall be screened from the road with either a masonry screen wall or evergreen shrub material, or other materials as approved by Planning Board.**
- h. A determination shall be made whether a limited access (ingress only) from MD 193 to the subject site shall be permitted.**

Zoning Map Amendment ZMA A-9995-C was subsequently approved with one condition requiring approval of a DSP for the portion of the property composed of proposed Parcels 1–4, shown below:

- 1. A detailed site plan shall be required to be approved by the District Council to ensure visual compatibility with the surrounding residential and commercial uses, safe access, and efficient internal circulation and pedestrian connectivity. This C-S-C site appears to be conducive to an upscale restaurant park, individual pad site for a bank facility, credit union, or similar type amenities that are compatible with the surrounding area.**

In order establish the frame work for a cohesive design for the future pad site development of Parcels 1–4, the first DSP for these parcels should be reviewed pursuant to ZMA A-9995-C, prior to approval of the final plat, to include the following:

- a. Vehicular Access by establishing the future location of the internal circulation between Parcels 1–4 and the public street system. The DSP shall label the extent of the access easement.
- b. Pedestrian Access and circulation between Parcels 1–4 and the public street system. The conceptual locations shall be further refined as each future pad site is developed.
- c. Guidelines for signage and architecture.
- d. Review of perimeter landscaping and buffering.
- e. Interparcel connection (vehicular and pedestrian) between Parcels 1–4 and Parcel 5.

Similarly, DSP review should be required, pursuant to ZMA A-9995-C and prior to approval of building permits, to include the following:

- a. Architecture and Signage
- b. Landscaping and Lighting
- c. Screening of trash enclosures and parking.
- d. Review of loading area orientation and screening.

The existing gas station and food and beverage store located on proposed Parcel 5 was approved per Special Exception SE-4460 and Detailed Site Plan DSP-03081 and subsequent revisions. The Zoning Ordinance requires DSP review for a gas station in the C-M Zone and a special exception for the food and beverage store component on Parcel 5. However, if the use of the site were to change in the future, the proposed development should be reviewed for conformance to the recommendations of the sector plan. Therefore, DSP review is conditioned, which should include the following:

- a. Architecture and Signage
- b. Landscaping and Lighting
- c. Screening of trash enclosures and parking.
- d. Review of loading area orientation and screening.
- e. Interparcel connection (vehicular and pedestrian) between Parcels 1–4 and Parcel 5.

23. At the hearing on October 9, 2014, the Planning Board approved revised conditions per Applicant's Exhibit No. 1 and staff recommendations which have been incorporated into the conditions of approval, along with the associated findings of fact. Additionally, the Planning Board directed staff to submit a formal recommendation to DPIE to investigate the feasibility of installing a crosswalk at Bell Station Road, to be located at one of the access points of the proposed development on Parcels 1-4.

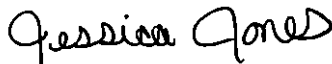
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

\* \* \* \* \*

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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Shoaff and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, October 9, 2014, in Upper Marlboro, Maryland.

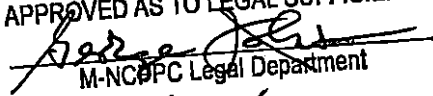
Adopted by the Prince George's County Planning Board this 4th day of December 2014.

Patricia Colihan Barney  
Executive Director



By Jessica Jones  
Planning Board Administrator

PCB:JJ:WM:arj

APPROVED AS TO LEGAL SUFFICIENCY  
  
M-NCPPC Legal Department  
Date 11/14/14

April 25, 2022

## MEMORANDUM

**TO:** Tierre Butler, Planner II, Urban Design Section  
**VIA:** Mridula Gupta, Planner III, Subdivision Section *MG*  
**FROM:** Mahsa Vatandoost, Planner II, Subdivision Section *MV*  
**SUBJECT:** DSP-21031; Bell Station Center

The property considered in this Detailed Site Plan (DSP-21031) is located on Tax Map 45 in Grids E-1 and E-2. The property consists of 8.99-acre part of Parcel B which is recorded among the Prince George's County Land Records in Plat Book REP 193 at page 82 entitled "Parcel B Bell Station Center" dated April 10, 2002. The property is located within the Commercial, General and Office (CGO) Zone. This application, however, is reviewed pursuant to the prior Commercial Shopping Center (C-S-C) zoning of the subject property and pursuant to the prior Prince George's County Zoning Ordinance and Subdivision Regulations in accordance with Section 27-1703(a) of the Subdivision Regulations.

The applicant has submitted DSP-21031 for development of a 68,475 square-foot commercial/retail shopping center in four buildings (A, B, C and D).

The property is subject to Preliminary Plan of Subdivision (PPS) 4-13019 which was approved by the Planning Board on October 9, 2014 (PGCPB Resolution No. 14-113). PPS 4-13019 approved 5 parcels for 100,436 square feet of commercial development. Parcel 5 has been platted and is currently improved with a 5,436 square feet gas station, carwash, food and beverage store, and fast-food restaurant (previously approved under Special Exception SE-4460 and Revision of Site Plan ROSP-4460-01). Proposed Parcels 1 to 4 are to be developed with the 68,475-square-foot commercial shopping center proposed with this DSP. The PPS approved a total of 95,000 square feet of gross floor area development on Parcels 1, 2, 3, and 4. The proposed development in this DSP is in conformance with the development approved under PPS 4-13019 for Parcels 1 to 4. Final plats of subdivision will be required for Parcels 1 to 4 before permits may be issued and must be filed prior to the expiration of the validity period of the PPS which is December 31, 2022.

PPS 4-13019 was approved subject to 15 conditions. The conditions relevant to the subject application are shown below in **bold** text. Staff analysis of the project's conformance to the relevant

conditions follows each one in plain text.

2. **Prior to certification of a Type 2 tree conservation plan (TCP2), demonstration shall be provided to the Environmental Planning Section that the entire required off-site woodland conservation requirement has been met.**

Conformance with this condition should be further reviewed by the Environmental Planning Section.

4. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-005-14). The following note shall be placed on the final plat of subdivision:**

**“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-005-14), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland- National Capital Park and Planning Commission (M-NCPPC), Prince George’s County Planning Department.”**

The DSP is in general conformance with the approved TCP1-005-14. Conformance with this condition should be reviewed by the Environmental Planning Section. Also, this condition will be further reviewed at the time of final plat.

5. **Prior to Submittal of the first DSP, the following shall be submitted:**
  - a. **The conceptual Erosion and Sediment Control Plan shall be submitted. The limits of disturbance (LOD) shall be consistent between the plans and,**
  - b. **A valid stormwater concept plan and approval letter.**

The applicant submitted Environmental Site Development, Grading, Erosion and Sediment Control Plan along with the approved Stormwater Management (SWM) Concept Plan 31763-2021-00 and approval letter with the subject DSP. Conformance with this condition should be further reviewed by the Environmental Planning Section.

6. **Roadway improvements on Bell Station Road shall be made in accordance with the Design Guidelines and Standards for Scenic and Historic Roads prepared by the Department of Public Works and Transportation (DPW&T), in accordance with the access permits approved by DPIE, unless modified by DPIE.**

The DSP should be further reviewed by the Transportation Planning Section for conformance to this condition.

7. **At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a ten-foot public utility easement (PUE) along the public right-**

**of-way, in conformance with the existing plat of subdivision for the property.**

The DSP shows the required 10-foot-wide public utility easements (PUEs) along the Bell Station Road and MD 193 in conformance with the approved PPS. However, DSP does not show the required PUE along the northwest property line at the intersection of the Bell Station Road and MD 193 in conformance with the PPS. The site plan should be revised to show the correct PUE along this portion of property frontage. Conformance to this condition will be reviewed further at the time of final plat for Parcels 1 to 4.

**8. Prior to the approval of the final plat the applicant, or the applicant's heirs, successors and/or assignees shall obtain approval of the detailed site plan required pursuant to Zoning Map Amendment A-9995-C which shall include all of Parcels 1-4. This first DSP shall establish the framework for a cohesive design of the future pad site development for Parcels 1-4. The DSP shall include:**

- a. Vehicular Access by establishing the future location of the internal circulation between Parcels 1-4 and the public street system. The DSP shall label the extent of the access easement.**
- b. Pedestrian Access and circulation between Parcels 1-4 and the public street system. The conceptual locations shall be further refined as each future pad site is developed.**
- c. Guidelines for signage and architecture.**
- d. Review of perimeter landscaping and buffering.**
- e. Interparcel connection (vehicular and pedestrian) between Parcels 1-4 and Parcel 5.**

The applicant has submitted this DSP in conformance with this Condition and pursuant to Zoning Map Amendment A-9995-C for development of Parcels 1 to 4. DSP plans establish the vehicular and pedestrian access and internal circulation between the parcels and the public street system. Also, this DSP includes architecture, signage, landscape, and lighting plans. Conformance to this condition should be further reviewed by the Transportation Planning and Urban Design Sections.

**9. Prior to approval of building permits for Parcels 1-4, the applicant, or the applicant's heirs, successors, and/or assigns shall obtain approval of the detailed site plan required pursuant to Zoning Map Amendment A-9995-C. The DSP shall include:**

- a. Architecture and Signage**
- b. Landscaping and Lighting**
- c. Screening of trash enclosures and parking.**
- d. Review of loading area orientation and screening.**

The applicant has submitted this DSP in conformance with this condition and pursuant to A-

9995-C. The DSP application includes architecture, signage, landscape and lighting plans. Conformance to this condition should be further reviewed by the Urban Design Section.

- 11. Total development within Parcels 1 through 4 of the subject property shall be limited to development which generates no more than 91 AM and 358 PM peak-hour trips in consideration of the approved trip rates and the approved methodologies for computing pass-by rates. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

This DSP reflects less development (68,475 square feet) that was used by the Transportation Planning Section to establish the trip cap in the PPS (95,000 square feet). The proposed development should be further reviewed by the Transportation Planning Section for conformance to this condition.

- 13. Pursuant to Section 24-113, a variation from the provisions of Section 24-121(a)(3) of the Subdivision Regulations to allow a stand-alone right-in/right-out access into the property from MD 193 is approved. The location of the access point shall be determined by the State Highway Administration, prior to submittal of the first DSP. Denial of access along MD 193, except for the one approved access point, shall be reflected on the final plat.**

A letter from SHA to Mike Lenhart, traffic consultant, and dated February 18, 2022 regarding the right-in/right out access into the property from MD 193 is included in the DSP submission package. In this letter, SHA approved the proposed access along MD 193 subject to certain conditions. The proposed development and SHA letter should be further reviewed by the Transportation Planning Section for conformance to this condition. Furthermore, the denial of access along MD 193, except for the approved access point shall be reflected on the final plat. Conformance to this condition will be reviewed again at the time of final plat.

- 14. Prior to approval of the final plat of subdivision, the following draft vehicular access easement shall be approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and be fully executed. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. Prior to recordation, the easement shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat and the limit of the easements reflected:**

- a. A cross vehicular access easement serving Parcels 1, 2, 3, 4 and 5 onto Bell Station Road being authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations.**

This DSP shows a variable width access easement serving Parcels 1 to 4 onto Bell Station Road. This condition will be further reviewed again at the time of final plat.

- 15. Development of this site shall be in conformance with an approval of a storm water management concept plan and any subsequent revisions.**

The applicant submitted an approved SWM Concept Plan 31763-2021-00 with the subject DSP. The DSP shows the layout of the proposed buildings in conformance with the approved

SWM Concept Plan. The Environmental Planning Section should further review the SWM Concept Plan for conformance to this condition.

**Additional Comments:**

1. The site plan shows all property lines and internal parcel lines with their bearings and distances. However, in numerous locations, this text is superimposed by overlapping text or other plan elements, rendering them incomprehensible. The site plan should be revised to clearly show all the property line bearings and distances.

**Recommended Conditions:**

1. Prior to signature approval, the detailed site plan shall be revised as follows:
  - a. Revise to clearly show all the property line bearings and distances including those for internal parcel lines.
  - b. Revise to show 10-foot-wide public utility easement along the northwest property line at the intersection of Bell Station Road and MD 193 in conformance with the approved preliminary plan of subdivision 4-13019.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the preliminary plan of subdivision. All bearings and distances must be clearly shown on the site plan and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected.



Countywide Planning Division  
Transportation Planning Section

301-952-3680


May 2, 2022

**MEMORANDUM**

TO: Tierre Butler, Urban Design Review Section, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division

VIA:  William Capers III, PTP, Transportation Planning Section, Countywide Planning Division

 Tom Masog, Transportation Planning Section, Countywide Planning Division

**SUBJECT: DSP-21031: Bell Station Center**

**Proposal:**

The subject application proposes to construct 68,475 square-foot (SF) of retail use within four new buildings along the southside of Bell Station Road at its intersection with Glen Dale Boulevard (MD 193). Please note that the DSP application is subject to and was reviewed using the standards of Section 27 of the prior Zoning Ordinance,

**Prior Conditions of Approval:**

The site is subject to Zoning Map Amendment A-9995, which re-zoned the subject property from C-M (Commercial Miscellaneous) to C-S-C (Commercial Shopping Center). Condition 1 from A-9995 discusses Detailed Site Plan (DSP) requirements and is copied below:

1. A Detailed Site Plan shall be required to ensure visual compatibility with the surrounding residential and commercial uses, safe access, and efficient internal circulation and pedestrian connectivity.

**Comment:** Staff has concerns regarding the access driveways to the site along Bell Station Road and provides a detailed analysis and recommendations in the access and circulation review section of this referral.

The site is also subject to Preliminary Plan of Subdivision 4-13019 which provides the following transportation conditions that are relevant to the subject DSP application.

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised to make the following technical corrections:
  - g. Provide a general note that states the following: "Vehicular access to Parcels 1, 2, 3, 4 and 5 shall be provided by a private easement pursuant to Section 24-128(b)(9) of the Subdivision Regulations. The location of the

private easement shall be determined at the time of Detailed Site Plan review.”

**Comment:** The applicant’s submission displays variable width access easements between parcels as required by condition 1-g of 4-13019. Staff finds the location of these easements to be suitable for the subject application.

8. Prior to the approval of the final plat the applicant, or the applicant’s heirs, successors and/or assignees shall obtain approval of the detailed site plan required pursuant to Zoning Map Amendment A-9995-C which shall include all of Parcels 1–4. This first DSP shall establish the framework for a cohesive design of the future pad site development for Parcels 1–4. The DSP shall include:
  - a. Vehicular Access by establishing the future location of the internal circulation between Parcels 1–4 and the public street system. The DSP shall label the extent of the access easement.
  - b. Pedestrian Access and circulation between Parcels 1–4 and the public street system. The conceptual locations shall be further refined as each future pad site is developed.
  - e. Interparcel connection (vehicular and pedestrian) between Parcels 1–4 and Parcel 5.

**Comment:** Vehicular and pedestrian access connections between Parcels 1-4 and 5 are sufficiently provided on the DSP plan submission. Additionally, the site is served by a network of facilities that provide adequate onsite vehicle and pedestrian circulation between Parcels 1-4. Staff finds the internal circulation and inter-parcel connection provided on the DSP sufficient and meets the requirements of condition 8 as stated above.

9. Prior to approval of building permits for Parcels 1–4, the applicant, or the applicant’s heirs, successors, and/or assigns shall obtain approval of the detailed site plan required pursuant to Zoning Map Amendment A-9995-C. The DSP shall include:
  - d. Review of loading area orientation and screening.

**Comment:** Staff has concerns regarding loading facilities for Building B and Building D. A detailed analysis of the loading operations for the site is provided in the circulation section of this referral.

11. Total development within Parcels 1 through 4 of the subject property shall be limited to development which generates no more than 91 AM and 358 PM peak-hour trips in consideration of the approved trip rates and the approved methodologies for computing pass-by rates. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary

plan of subdivision with a new determination of the adequacy of transportation facilities.

**Comment:** The DSP is subject to the approved trip cap for Parcels 1 through 4 as provided in the approved PPS application, which considers the development of 95,000 SF of retail use. The DSP submission included a trip generation study using the Institute of Transportation Engineers (ITE) Trip Generation Manual 11<sup>th</sup> Edition. The applicant analyzed the trips generated by Parcels 1 through 4 which includes 68,475 SF of retail use, and resulted in the generation of 71 AM peak period trips and 213 PM peak period trips. Staff finds that the proposal is consistent with the land use and development program approved in the PPS and therefore is within the peak-hour trip cap approved in PPS 4-13019.

Condition 13 from 4-13019 discusses right-in/right-out access along MD 193 and is copied below:

13. Pursuant to Section 24-113, a variation from the provisions of Section 24-121(a)(3) of the Subdivision Regulations to allow a stand-alone right-in/right-out access into the property from MD 193 is approved. The location of the access point shall be determined by the State Highway Administration, prior to submittal of the first DSP. Denial of access along MD 193, except for the one approved access point, shall be reflected on the final plat.

**Comment:** The subject application accurately displays a right-in/right-out access driveway along MD 193 as stated in condition 13 of 4-13019. The applicant has provided approval documentation from SHA (dated February 18, 2022) which allows the proposed right-in/right-out commercial access along MD 193. Staff supports this design feature to allow safe vehicular entry and exit of the shopping center at this location along MD 193.

### **Master Plan Compliance**

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT).

### **Master Plan Roads**

The subject property fronts MD 193 (A-16) along its western border. The 2009 *Countywide Master Plan of Transportation* (MPOT) recommends this portion of MD 193 as a four to six lane arterial roadway constructed within 120-200 feet of right-of-way. This portion of MD 193 also falls within the bounds of the 2010 *Approved Glenn Dale, Seabrook, Lanham and Vicinity Sector Plan and Sectional Map Amendment* which also recommends six lanes of travel within 120-200 feet of right-of-way (Table 37, p.168). The applicant's submission accurately displays this portion of MD 193 fronting the subject site within a section where right-of-way width varies. No additional dedication is required along MD 193.

The subject property also fronts Bell Station Road (C-376) along its northern border. The 2009 *Countywide Master Plan of Transportation* (MPOT) recommends this portion of Bell Station Road as a four-lane collector roadway constructed within 80 feet of right-of-way. This portion of Bell Station Road also falls within the bounds of the 2010 *Approved Glenn Dale, Seabrook, Lanham and Vicinity Sector Plan and Sectional Map Amendment* which makes identical recommendations (Table 37, p.168). The applicant's submission accurately displays this portion of Bell Station Road fronting the subject site within an 80-foot-wide right-of-way section. No additional dedication is required along Bell Station Road.

### **Master Plan Pedestrian and Bike Facilities**

The 2009 Approved Countywide Master Plan of Transportation (MPOT) recommends the following facilities:

Bicycle Lane: MD 193

Planned Shared Roadway: Bell Station Road

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

**Comment:** The bicycle lane along the subject property's frontage of MD 193 has already been constructed. Bell Station Road already has painted shoulders approximately four feet wide, which can be used by bicycles. Staff finds bicycle facilities along MD 193 and Bell Station Road to be sufficient in facilitating bicycle use to the subject site.

### **Transportation Planning Review**

#### **Zoning Ordinance Compliance**

Section 27-283 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for detailed site plans. The section references the following design guidelines described in Section 27-274(a):

(2) Parking, loading, and circulation

I 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:

(ix) Pedestrian and vehicular routes should generally be separate 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

(xi) Barrier-free pathways to accommodate the handicapped should be provided

(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 site.

**Comment:** The site is served by four access connection driveways. As previously discussed, a right-in/right-out access point is provided along MD 193. The applicant has provided SHA approval documentation regarding the applicant's design of this access point, which staff finds acceptable. Two additional access points are provided along Bell Station Road, both of which allow for full turning movements. The final point of vehicular access is provided from within the existing gas station and convenience store, located at Parcel 5 along the eastern bounds of the subject site, which will allow access to the area within the limits of the DSP via an inter-parcel connection. Given the multiple access driveway connections in close proximity to each other along Bell Station Road as well as the inter- parcel access to the gas station facility on Parcel 5, staff raised concerns regarding potential vehicular and pedestrian conflicts and possible impediments to the operations along Bell Station Road. Staff had initially recommended that the western point of vehicle access along Bell Station Road be closed. The applicant declined this recommendation citing SHA access management policy (which the applicant states in the standards used for County maintained roadways) corner clearance standards for collector roadways. However, the SHA access management standards provide additional requirements for the number of access connections along a collector roadway that the DSP submission may not conform to. As a condition of approval, staff recommends that the applicant demonstrate conformance to the SHA access management requirements for the number of driveways permitted on collector roadways or modify the site to meet the requirements prior to the certification of the DSP. Conformance to the access management standards will be in keeping with the previously approved zoning map amendment condition to ensure safe access to the site.

The point of vehicle entry along MD 193 and the western point of vehicle entry along Bell Station Road lead into internal access roads on site, each of which are 30 feet wide. The internal roadway originating along MD 193 runs east-west and the internal roadway originating along Bell Station Road runs north-south. These two internal roadways serve as the primary roads within the site, providing adequate vehicular movement throughout. The remaining internal roads within the shopping center are all 24 feet wide. The proposed 68,475 SF of retail use results in a requirement of 274 onsite parking spaces and five loading spaces. The development proposal displays 288 parking spaces and five loading spaces. Staff finds the parking to be in conformance with the zoning ordinance.

The applicant has also provided truck turning plans that shows truck circulation and access to the four loading areas at each of the proposed buildings. Based on the truck turning plans, staff finds the loading operations and location of the loading areas for Building B and Building D to be inadequate. The truck turning plans show that truck maneuvers at these locations will result in trucks encroaching into the adjacent drive aisle which will potentially cause conflicts with vehicles accessing the site and with pedestrians accessing the buildings. At Building B, a pedestrian path is located in between the loading area and the building. Additionally, the plans show that a truck will need to encroach upon the curb area before it can reach the loading area. At Building D, the entire visitor parking area is located in between the loading area and the building. Staff is also concerned that the loading operations proposed on site present several safety implications and that the inability for trucks designed for this site to make adequate turning maneuvers to the designated loading areas will shift loading operations to other areas of the site that will block travel lanes or parking spaces which will hinder circulation. As a condition of approval, Staff recommends that the applicant modify the site to display loading areas for Building B and Building D to be in areas

adjacent to the buildings where trucks can make safe maneuvers and will not impede operations to the general circulation of the site. Additionally, the vehicle turning exhibit shows insufficient space at the southeast corner of Building C as trucks travel south-southwest to access the loading area. The exhibit appears to display a truck making contact with the building at this location. Staff requests the applicant update plans to provide a wider drive-aisle to the east of Building C to ensure trucks accessing the loading area have sufficient space.

The applicant's submission displays a 5-foot-wide sidewalk along the subject property's entire frontage of Bell Station Road, which has already been constructed. The site features an extensive sidewalk and crosswalk network, providing safe pedestrian movement throughout the shopping center. An additional sidewalk is proposed directly southeast of Building D, which provides pedestrian access to the adjacent property to the south. Crosswalks crossing Bell Station Road are provided at its intersection with Judicial Drive, which is the eastern point of vehicle access along Bell Station Road. Bicycle parking is also provided directly adjacent to each proposed building. Staff finds the applicant's submission to be acceptable in evaluating bicycle and pedestrian access within the site.

**Conclusion:**

Overall, from the standpoint of The Transportation Planning Section it is determined that this plan is acceptable if the following conditions are met:

1. Prior to the certification of the detailed site plan, the applicant and the applicant's heirs, successors and/or assigns shall:
  - a. Demonstrate that the site access driveways along Bell Station Road conforms to the State Highway Administration's (SHA) Access Management Manual for the number and design of access points along a site's frontage and/or along a collector roadway. If the access driveways do not meet the standards of the Access Management Manual, the applicant shall modify the site in accordance with these standards. The exact design shall be evaluated and accepted by the Transportation Planning Section.
  - b. The applicant shall modify the site loading areas for Building B and Building D to facilitate safe and adequate truck turning maneuvers and to prohibit encroachment into the internal drive aisle or pedestrian walkways. The exact design and truck turning plans with design vehicle classification shall be evaluated and accepted by the Transportation Planning Section.
  - c. Revise plans to widen the drive-aisle to the east of Building C to ensure trucks accessing the loading area have sufficient space.



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Countywide Planning Division  
Environmental Planning Section

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
www.mncppc.org/pgco  
301-952-3650

April 21, 2022

**MEMORANDUM**

**TO:** Tierre Butler, Planner II, Urban Design Section

**VIA:** Thomas Burke, Supervisor, Environmental Planning Section *TB*

**FROM:** Marc Juba, Planner III, Environmental Planning Section *MJ*

**SUBJECT: Bell Station Center, Parcel B; DSP-21031 and TCP2- 094-97-05**

The Environmental Planning Section (EPS) has reviewed the above referenced detailed site plan (DSP) and Type 2 Tree Conservation Plan (TCP2) initially received on March 17, 2022. Comments were provided to the applicant at the Subdivision and Development Review Committee (SDRC) meeting on April 1, 2022. Revised plans in response to staff's comments were received on April 15, 2022. The Environmental Planning Section recommend approval of DSP-21031 and TCP2-094-97-05 with recommended findings and conditions listed at the end of this memorandum.

**Background**

The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
NA	TCPII-094-97	Staff	Approved	9/20/2002	NA
NA	TCPII-094-97-01	Staff	Approved	10/25/2002	NA
DSP-03081	TCPII-094-97-02	Planning Board	Approved	7/21/2005	05-171
DSP-03081-01	TCPII-094-97-03	Planning Director	Approved	6/18/2009	NA
DSP-03087-03	TCPII-094-97-04	Planning Director	Approved	9/10/2012	NA
NA	NRI-160-13	Staff	Approved	9/16/2013	NA
NA	NRI-160-13-01	Staff	Approved	12/16/2021	NA
4-13019	TCP1-005-14	Planning Board	Approved	12/16/2021	14-113
DSP-21031	TCP2-094-97-05	Planning Board	Pending	Pending	Pending

### **Proposed Activity**

The present application is for the development of a commercial shopping center on an 8.99-acre parcel. The current zoning for the site is CGO (Commercial General Office); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the C-S-C (Commercial Shopping Center) Zone.

### **Grandfathering**

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010, because the project is subject to a new detailed site plan and is associated with the Type 1 Tree Conservation Plan (TCP1) that was done under the 2010 regulations.

### **Review of Previously Approved Conditions**

The following text addresses previously approved environmental conditions related to the subject application. The text in BOLD is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

Conformance with 4-13019 (PGCPB No. 14-113):

2. **Prior to certification of a Type 2 tree conservation plan (TCP2), demonstration shall be provided to the Environmental Planning Section that the entire required off-site woodland conservation requirement has been met.**

This previous condition of approval has not yet been met, and still stands.

5. **Prior to submittal of the first DSP, the following shall be submitted:**

- a. **The conceptual Erosion and Sediment Control Plan shall be submitted. The limits of disturbance (LOD) shall be consistent between the plans and,**

Staff has agreed to allow this information to be submitted prior to certification, since the site has already been fully graded.

- b. **A valid stormwater concept plan and approval letter.**

A valid stormwater concept plan and approval letter (#31763-2021) have been provided with this application and are discussed in further detail below in the Stormwater Management (SWM) section of this report.

## **ENVIRONMENTAL REVIEW**

### **Natural Resources Inventory/Existing Conditions Plan**

The site has an approved Natural Resources Inventory Plan Equivalency Letter NRI-EL (NRI-160-13-01) that was issued for a proposed site plan dated June 24, 2021, and prepared by KCI Technologies. The site plan associated with this NRI-EL demonstrated that the proposed work would not result in any significant changes to the limit of disturbance (LOD) of the previously approved TCPII (TCPII-094-97-04) or create additional impacts to any regulated environmental features (REF).



Although the site plan associated with this DSP is not exactly the same as the site plan used to issue the NRI-EL, staff find that the letter is still in conformance and valid for this DSP for the same reasons as above.

According to PGAtlas, this site is not associated with any REF, such as streams, wetlands, or associated buffers. No floodplain is mapped on-site according to any of the floodplain layers on PGAtlas. The site has been entirely graded in accordance with the previously approved TCPII. No woodlands or specimen trees currently exist on-site.

### **Woodland Conservation**

This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual, because the application is for a new DSP. A revision (-05) to the previously approved TCPII (TCPII-094-97-04) was submitted with the subject application.

The previously approved TCPII-094-97-04 covered a larger area than this DSP application, consisting of both Parcel B and Plat 1 Parcel 5, which were in the C-S-C and C-M (Commercial Miscellaneous) zones, respectively. The revised TCP2-094-97-05, still covers the same area as the previously approved TCPII and uses the same zoning in the TCP worksheet.

It was noted that the revised set of TCP2 plans added two separate TCP worksheets, which were not requested or required. The first worksheet on the coversheet must be removed along with its associated worksheet notes. The second worksheet on Sheet 2 shall remain. It shows a Woodland Conservation Threshold (WCT) for this 11.38-acre property as 15 percent of the net tract area or 1.71 acres. The worksheet shows the total woodland conservation requirement based on the amount of clearing proposed is 5.75 acres. The woodland conservation requirement is proposed to be satisfied with 5.75 acres of off-site mitigation.

Staff noted that there was a discrepancy in the woodland conservation requirement numbers between the previously approved TCP1 worksheet at 4.05 acres and with the worksheet on the TCP2 plan submitted at 5.75 acres. Staff verified the numbers using the current TCP worksheet and agree with the changes in the woodland conservation requirement reflected on the plan.

Additional technical revisions to the TCP2 are required and included in the conditions listed at the end of this memorandum.

### **Specimen Trees**

The removal of specimen trees requires a variance to Sec 25-122(b)(1)(G) as part of the development review process. No variance is required because no specimen trees have been identified within the subject area of this application.

### **Preservation of Regulated Environmental Features/Primary Management Area**

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)."

No regulated environmental features exist on-site; therefore, none will be impacted by the proposed development. Staff find that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Section 27-285(b)(5).

### **Soils**

The predominant soils found to occur, according to the approved Stormwater Management (SWM) Concept (#31763-2021), include Adelpia-Homel complex (0-2% slopes); Collington-Wist complexes, (2-10% slopes); and Udorthents, Highway (0-65%) slopes.

No unsafe soils containing either Marlboro clay Christiana complexes have been mapped on-site. The application meets Section 24-131 of the Subdivision Regulations for unsafe soils.

No additional information regarding soils is needed at this time. The County may require a soils report in conformance with CB-94-2004 during future phases of development and/or at time of permit.

### **Stormwater Management**

An approved Stormwater Management (SWM) Concept Letter and plan (#31763-2021) was submitted with this application. The approved SWM concept plan shows the use of a series of stormdrain inlets and connections that all flow into an existing stormwater management pond on-site, that will be located in the southwestern corner of the site. No further information is required regarding SWM with this application.

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

The Environmental Planning Section recommend approval of DSP-21031 and TCP2-094-97-05, subject to the following findings and conditions.

#### **Recommended Findings:**

1. Based on the level of design information available and the limits of disturbance shown on the TCP2 plan, no impacts are proposed to any regulated environmental features on the subject property, as none exist on-site.
2. The application area does not contain any specimen trees.

#### **Recommended Conditions:**

1. Prior to certification of the DSP, the TCP2 shall be revised as follows:
  - a. Remove the TCP2 worksheet from Sheet 1.
  - b. Remove the worksheet notes from Sheet 1.
  - c. Add a footnote to the TCP2 worksheet on Sheet 2 indicating how the remainder of the off-site requirement has been met.
  - d. Update the TCP2 approval block on each sheet of the TCP2 using the current standard TCP2 approval block.
  - e. Remove all landscape schedules and details from the TCP2 plan.
  - f. Remove the root pruning and tree pruning details from the plan.
  - g. Add, complete, and sign the Property Owners Awareness Certificate to the plan.
  - h. Update General Note#6 with all zoning categories as reflected in the TCP2 worksheet.

- i. Update General Note#11 to state “prior to certification of the DSP and TCP2” and remove “Prior to the issuance of the first permit for the development shown on this TCP2”.
  - j. Remove General Note#13.
2. Prior to certification of the DSP and TCP2, the conceptual Erosion and Sediment Control Plan shall be submitted. The limits of disturbance (LOD) shall be consistent between the plans.

If you have any questions concerning these comments, please contact me at 301-883-3239 or by e-mail at [Marc.Juba@ppd.mncppc.org](mailto:Marc.Juba@ppd.mncppc.org).

April 12, 2022

**MEMORANDUM**

**TO:** Tierre Butler, 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 JAS  
Tyler Smith, Historic Preservation Section, Countywide Planning Division TAS

**SUBJECT: DSP-21031 Bell Station Center, Parcel B**

**Background**

The subject property comprises 8.99-acres and is located southeast of the intersection of Glenn Dale Boulevard and Bell Station Road. The subject property is adjacent to (east of) the Marietta Historic Site (National Register 70-020), 5626 Bell Station Road. The subject application proposes the development of a commercial Shopping Center. The subject property is Zoned C-S-C.

**Findings**

1. Marietta is a two-and-one-half story side-gabled plantation house with elegant Federal style decorative details, built c. 1813. The property also includes a T-shaped rear wing (c.1830). The house was built for Gabriel Duvall, a Prince Georgian distinguished by a lifetime of public service. Active during the American Revolution, Duvall served as Comptroller of Treasury under Thomas Jefferson and as an Associate Justice of the U.S. Supreme Court from 1811 until 1835. The property also contains two small brick outbuildings near the house: Justice Duvall’s law office and a tack room/root cellar. The law office is protected by an easement held by the Maryland Historical Trust. The property was listed in the National Register of Historic Places in 1994.
2. The developing property, located east of Marietta across MD Route 193 and its intersection with Glenn Dale Boulevard, will likely be at least partially and seasonally visible from the historic site, which is located on a partially wooded parcel. The subject property was once part of the Marietta plantation. The parcel was separated from the main house when Glenn Dale Boulevard (MD193) was constructed in the 1980s.
3. Phase I archeological investigations are not recommended on the subject property. The subject property was previously surveyed for archeological resources in 1979 and one archeological site, 18PR201, was identified on the property. This site contained artifacts

dating to the Early Archaic (7,500-6,000 B.C.) and Late Woodland (A.D. 900-1600) periods, as well historic artifacts from the late eighteenth to twentieth centuries. A previous Preliminary Plan of Subdivision (4-95053) was approved for the subject property in 1995. The subject property was extensively graded in 1998, destroying archeological site 18PR201.

4. The subject property is within the *2010 Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan* area. The master Plan includes goals and policies related to historic preservation (pages 85-100). *Goal 3, Policy 2.* states generally: *Ensure that development review and infrastructure planning include consideration of historic resources. Policy 2: Ensure that existing historic resources are preserved or enhanced when reviewing development applications.*

### **Conclusions**

The development of the subject property will include buildings and features visible for at least part of the year from the Marietta Historic Site. The subject DSP for the developing property addresses the architectural character, materials, parking, landscaping, and lighting of the proposed development. The northwest portion of the subject property has the most potential to be visible from the Marietta Historic Site. The buildings are oriented away from Glenn Dale Boulevard towards the interior of the subject property. The rears of the building are screened by existing trees. The Limit-of-Disturbance at the northwest corner of the property remains approximately 50 feet from the roadway. The existing trees will be supplemented by the planting of a row of deciduous trees; a mix of deciduous and evergreen shrubs will be planted just within the Limit of Disturbance further screening the lower portion of the proposed structures.

### **Recommendations**

Historic Preservation Section staff recommend approval of DSP-21031 Bell Station Center, Parcel B with no additional conditions.

April 25, 2022

**MEMORANDUM**

TO: Tierre Butler, Urban Design

FROM: Kelsey Shaffer, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for DSP-21031 – Bell Station Center, Parcel B

1. The parking schedule shall be revised to demonstrate the total number of compact spaces provided, and the site plan revised to demonstrate the location and dimensions of all compact spaces. The total number of compact spaces cannot be more than 1/3 of the total required number of parking spaces per Section 27-559(a).
2. The site plan shall be revised to demonstrate the dimensions for all parallel parking spaces provided, unless all are in a single bay (row), then one spot length and width dimension may be provided.
3. The site plan shall be revised to demonstrate the location and dimensions of all loading spaces provided. The loading spaces shall be dimensioned at 33' by 12'. No dumpsters shall be located within any required loading space.
4. The site plan shall be revised to demonstrate the height of all buildings and structures on the plan, at or near where the FF elevation is now shown.
5. A copy of the recorded access easement for the shared driveway entrance on the northeastern side of the property shall be provided.
6. The site plan shall be revised to include a spot dimension for each parking bay (row of parking) provided to include the length and width of a typical parking spaces in said bay. Some dimensions are missing.
7. The site plan shall be revised to demonstrate the dimensions of all handicap parking spaces and access aisles or call them out on the plan with a reference to where the detail that shows the dimensions may be found (detail sheet number).
8. The site plan shall show the setback of the Pylon Sign on the plan to demonstrate conformance to Part 12 of the ZO for freestanding sign setbacks.

March 31, 2022

**MAJOR ISSUES MEMORANDUM**

**TO:** Tierre Butler, Planner II, Development Review Division

**Via:** David A. Green, MBA, Planner IV, Community Planning Division *DG*

**FROM:** Michael D. Calomese, Planner II, Community Planning Division *MDC*

**SUBJECT:** DSP-21031, BELL STATION CENTER, PARCEL B

**Location:** 12300 Annapolis Road (SE corner of Bell Station Road and Glenn Dale Boulevard)

**Size:** 8.99 acres

**Existing Uses:** Predominantly wooded; partially cleared

**Proposal:** Retail shops and restaurants with associated parking, landscaping and stormwater management

The Community Planning Division has identified no major issues at this time. (MDC)



*Division of Environmental Health/Disease Control*

Date: March 31, 2022

To: ~~Tierre~~ Butler, Urban Design, M-NCPPC

From:  Adebola Adepaju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-21031, Bell Station Center, Parcel B

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Bell Station Center and has the following comments/recommendations:

1. Health Department permit records indicate there are approx. 10 existing carry-out/convenience store food facilities and one markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.
2. 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 Prince George's County Code.
3. 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.

If you have any questions or need additional information, please contact me at 301-883-7677 or [aoadepaju@co.pg.md.us](mailto:aoadepaju@co.pg.md.us).



Angela Aboobrook  
County Executive

Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)



**From:** [Kwesi Woodroffe](#)  
**To:** [Butler, Tierre](#)  
**Cc:** [PGCReferrals](#)  
**Subject:** RE: Acceptance: DSP-21031, BELL STATION CENTER, PARCEL B: SHA; KW  
**Date:** Friday, March 25, 2022 9:36:32 AM  
**Attachments:** [image010.png](#)  
[image011.png](#)  
[image012.png](#)  
[image013.png](#)  
[image014.png](#)  
[image015.png](#)  
[image017.png](#)  
[image018.png](#)  
[image019.png](#)  
[image020.png](#)  
[image021.png](#)  
[image022.png](#)  
[image023.png](#)

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**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Tierre,

We have no additional comments at this time.

Thanks, Kwesi

**Kwesi Woodroffe**  
**Regional Engineer**  
**District 3 Access Management**  
**MDOT State Highway Administration**  
[KWoodroffe@mdot.maryland.gov](mailto:KWoodroffe@mdot.maryland.gov)  
301-513-7347 (Direct)  
1-888-228-5003 – toll free  
**Office Hours**  
M-Thurs.: 6:30a-3:30p  
Fr: 6:30a-10:30a  
9300 Kenilworth Avenue,  
Greenbelt, MD 20770  
<http://www.roads.maryland.gov>



**From:** ePlan <ePlan@ppd.mncppc.org>

**Sent:** Tuesday, March 22, 2022 11:12 AM

**To:** Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Burton, Glen <Glen.Burton@ppd.mncppc.org>; Capers, William <William.Capers@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Zhang, Henry <Henry.Zhang@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Larman, Brooke <Brooke.Larman@ppd.mncppc.org>; Hughes, Michelle <Michelle.Hughes@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Nichols, Page <Page.Nichols@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; SLToth@co.pg.md.us; Giles, Mary C. <mcgiles@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Snyder, Steven G. <SGSnyder@co.pg.md.us>; Abdullah, Mariwan <mabdullah@co.pg.md.us>; Formukong, Nanji W. <nwformukong@co.pg.md.us>; mtayyem@co.pg.md.us; SYuen@co.pg.md.us; tltolson@pg.co.md.us; SWthweatt@co.pg.md.us; aoadepoju@co.pg.md.us; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Tania Brown <TBrown13@mdot.maryland.gov>; #DSG Intake <DSGIntake@wsscwater.com>

**Cc:** Butler, Terre <Terre.Butler@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; McLean, Linda <Linda.McLean@ppd.mncppc.org>; Dozier, Kimberly <Kimberly.Dozier@ppd.mncppc.org>; Lohman, Regina <Regina.Lohman@ppd.mncppc.org>

**Subject:** Acceptance: DSP-21031, BELL STATION CENTER, PARCEL B

**Importance:** High

This is an EPlan ACCEPTANCE of **DSP-21031, BELL STATION CENTER, PARCEL B** to be reviewed at the **PLANNING BOARD** level.

This case was officially **accepted today, March 22, 2022**

**SDRC DATE: APRIL 1, 2022**

**MAJOR ISSUES DATE: APRIL 1, 2022**

**REFERRAL DUE DATE: April 25, 2022**

Planning Board Pending: **May 26, 2022**

- All responses must be emailed to the assigned reviewer and to [PGCReferrals@ppd.mncppc.org](mailto:PGCReferrals@ppd.mncppc.org) ;
- attach signed memo's on official letterhead
- attach a signed PDF and Word version of the document.

The email subject must include: Case number + Case name + Dept + Reviewer initials.

- Please indicate in the body of your email if the attached response is the 1st, 2nd or 3rd

Please submit ALL comments to assigned reviewer, Tierre Butler [tierre.butler@ppd.mncppc.org](mailto:tierre.butler@ppd.mncppc.org) and [PGCReferrals@ppd.mncppc.org](mailto:PGCReferrals@ppd.mncppc.org)

**Click on the hyperlink to view the documents:**

<https://www.dropbox.com/sh/g4eiylhalqabpne/AADwreMt5tcZ3RKDT5YrGf9Ja?dl=0> (3/17/2022)

**Donald R. Townsend**

Senior Planning Technician | Development Review Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4688 | [donald.townsend@ppd.mncppc.org](mailto:donald.townsend@ppd.mncppc.org)



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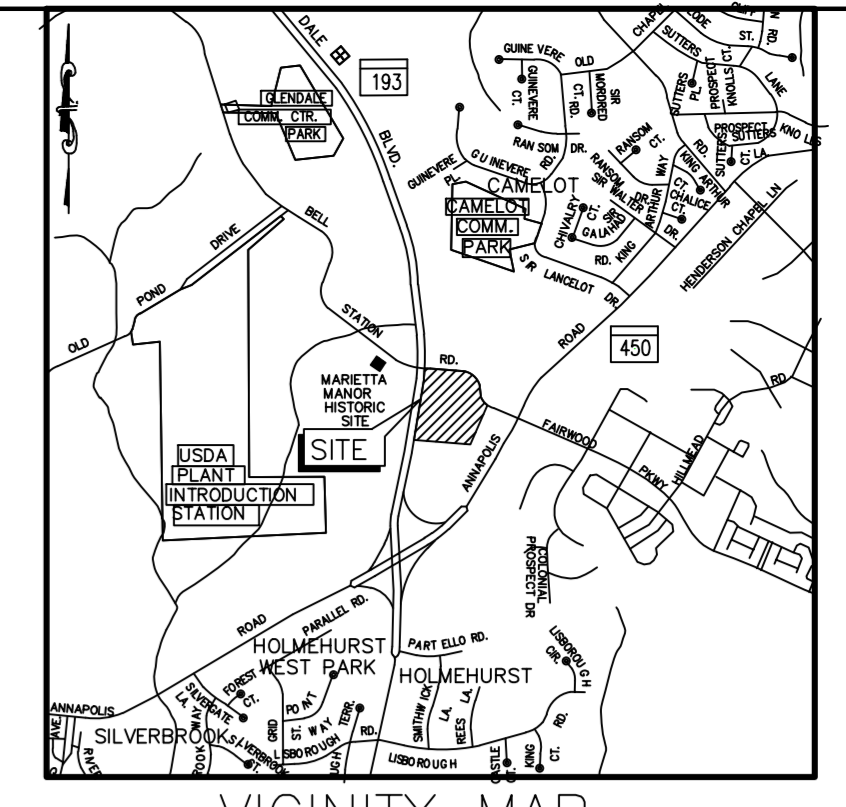
1 2

LEGEND

- PROPERTY LINE
- EX. CONTOUR
- EX. EDGE OF ROAD
- EX. FENCE LINE
- EX. BUILDING
- EX. STORM DRAIN PIPE
- EX. GAS
- EX. WATER
- EX. TELE
- EX. ELECTRICAL
- EX. OVERHEAD ELECTRIC
- EX. SEWER
- EX. TREE LINE
- SOILS LINE
- LIMIT OF DISTURBANCE
- STEEP SLOPES (>15%)
- PROP. STANDARD ASPHALT
- PROP. STANDARD CONCRETE
- PROP. CONCRETE CURB
- PROP. STORM PIPE
- PROP. TREE LINE
- PROP. WATER
- PROP. SEWER
- PROP. LIGHT TYPE A
- PROP. LIGHT TYPE B
- PROP. LIGHT TYPE C

SITE NOTES

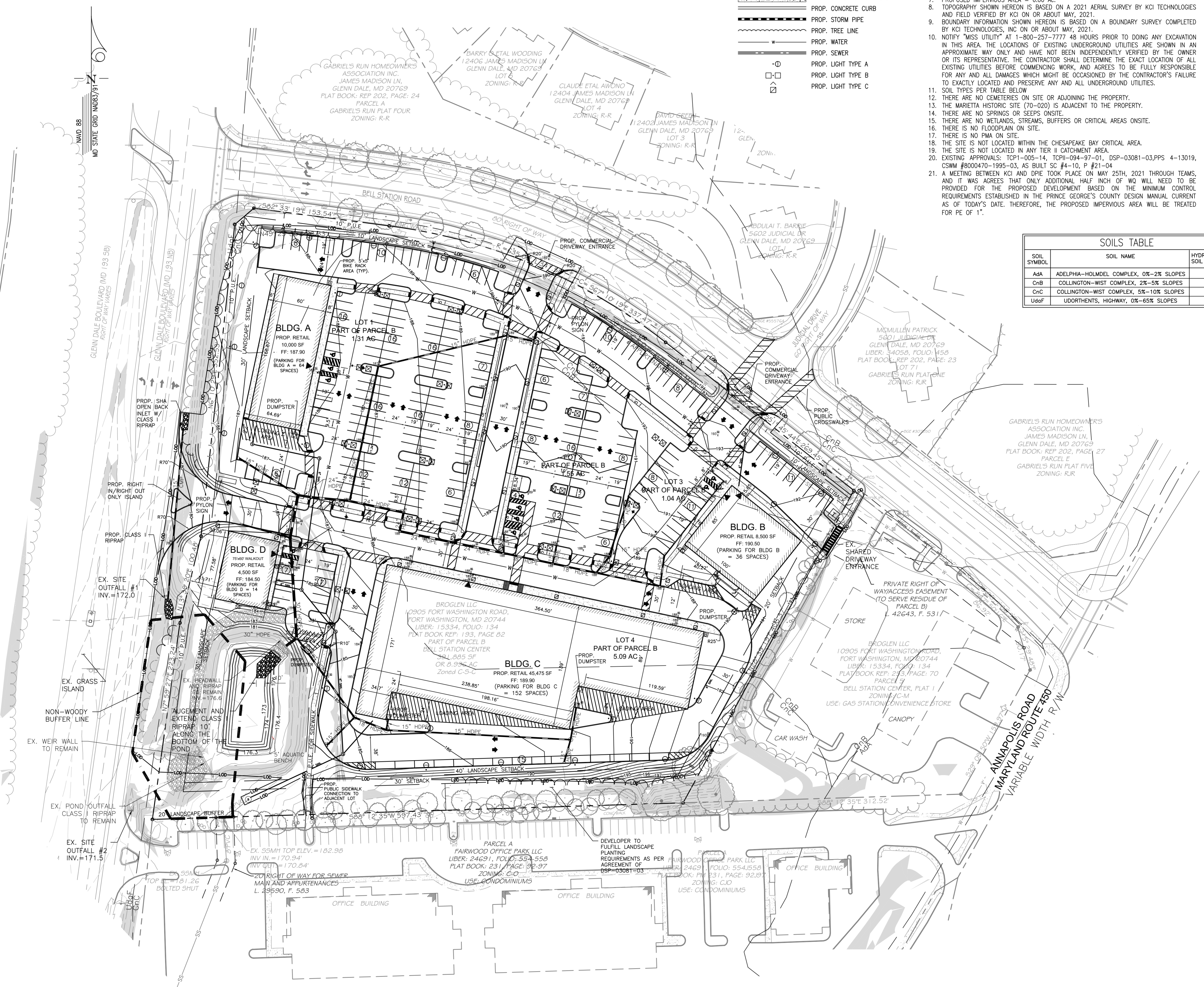
- APPLICANT/OWNER: BROGLEN, LLC  
ADDRESS: 10905 FORT WASHINGTON RD, SUITE 103  
FORT WASHINGTON, MD 20744  
CONTACT: DANIEL PALUMBO  
PHONE: 301-292-8300
- SITE DATA:  
TAX IDENTIFICATION No.: 3436060  
TAX MAP / GRID: 0045/DOF2  
LIBER / FOLIO: 15334/134  
PARCEL: B  
WSSC 2007: SHEET: 207NE11  
W: 3  
WATER DESIGNATION: S-3  
SEWER DESIGNATION: S-3  
ELECTION DISTRICT: 14, BOWIE  
SITE AREA: 8.89 AC.  
SITE ADDRESS: 12300 ANNAPOLIS RD  
GLENN DALE, MD 20769
- EXISTING USE: MEADOWS  
PROPOSED USE: COMMERCIAL SHOPPING CENTER
- ZONING OF SITE IS C-S-C
- LIMIT OF DISTURBANCE ON-SITE = 8.48 AC.  
LIMIT OF DISTURBANCE R.O.W. = 0.20 AC.  
LIMIT OF DISTURBANCE TOTAL = 8.68 AC.
- EXISTING IMPERVIOUS AREA = 0.00 AC.  
PROPOSED IMPERVIOUS AREA = 6.00 AC.
- TOPOGRAPHY SHOWN HEREON IS BASED ON A 2021 AERIAL SURVEY BY KCI TECHNOLOGIES AND FIELD VERIFIED BY KCI ON OR ABOUT MAY, 2021.
- BOUNDARY INFORMATION SHOWN HEREON IS BASED ON A BOUNDARY SURVEY COMPLETED BY KCI TECHNOLOGIES, INC ON OR ABOUT MAY, 2021.
- NOTIFY "MISS UTILITY" AT 1-800-257-7777 48 HOURS PRIOR TO DOING ANY EXCAVATION IN THIS AREA. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATED AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- SOIL TYPES PER TABLE BELOW
- THERE ARE NO CEMETERIES ON SITE OR ADJOINING THE PROPERTY.
- THE MARIETTA HISTORIC SITE (70-020) IS ADJACENT TO THE PROPERTY.
- THERE ARE NO SPRINGS OR SEEPS ONSITE.
- THERE ARE NO WETLANDS, STREAMS, BUFFERS OR CRITICAL AREAS ONSITE.
- THERE IS NO FLOODPLAIN ON SITE.
- THERE IS NO PMA ON SITE.
- THE SITE IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA.
- THE SITE IS NOT LOCATED IN ANY TIER II CATCHMENT AREA.
- EXISTING APPROVALS: TOP1-005-14, TOP1-004-97-01, DSP-03081-03, PPS 4-13019, CSM #8000470-1995-03, AS BUILT SC #4-10, P #21-04
- A MEETING BETWEEN KCI AND DPPE TOOK PLACE ON MAY 25TH, 2021 THROUGH TEAMS, AND IT WAS AGREED THAT ONLY ADDITIONAL HALF INCH OF WD WILL NEED TO BE PROVIDED FOR THE PROPOSED DEVELOPMENT BASED ON THE MINIMUM CONTROL REQUIREMENTS ESTABLISHED IN THE PRINCE GEORGE'S COUNTY DESIGN MANUAL CURRENT AS OF TODAY'S DATE. THEREFORE, THE PROPOSED IMPERVIOUS AREA WILL BE TREATED FOR PE OF 1".



VICINITY MAP  
SCALE: 1" = 200'

**KCI TECHNOLOGIES**  
 PLANNERS  
 SURVEYORS  
 CONSULTING MANAGERS  
 1130 WEST MARKET PLACE  
 SUITE F  
 BELLEVUE, MD 20709  
 TELEPHONE: (410) 762-8086  
 FAX: (410) 762-7419

**APPLICANT/DEVELOPER:**  
 BROGLEN LLC  
 10905 FORT WASHINGTON ROAD  
 SUITE 103  
 FORT WASHINGTON, MD 20744  
 CONTACT: V. DANIEL PALUMBO  
 (301) 292-8300  
 DPALUMBO@PALUMBOLAW.ORG

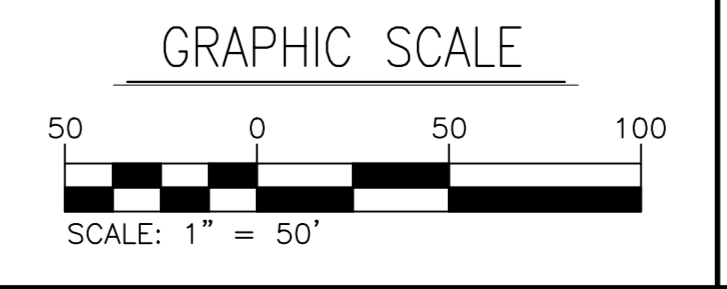


SOIL SYMBOL	SOIL NAME	HYDROLOGIC SOIL GROUP
AdA	ADELPHIA-HOLMDEL COMPLEX, 0%-2% SLOPES	C
ChB	COLLINGTON-WIST COMPLEX, 2%-5% SLOPES	B
ChC	COLLINGTON-WIST COMPLEX, 5%-10% SLOPES	B
Udof	UDORTHEMIS, HIGHWAY, 0%-65% SLOPES	B

**MISS UTILITY**  
 CALL "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF WORK. THE EXCAVATOR MUST NOTIFY ALL PUBLIC UTILITY COMPANIES WITH UNDERGROUND FACILITIES IN THE AREA OF PROPOSED EXCAVATION AND HAVE THOSE FACILITIES LOCATED BY THE UTILITY COMPANIES PRIOR TO COMMENCING EXCAVATION.

PROPOSED SITE PLAN  
SCALE: 1" = 50'

DEPARTMENT PERMIT NUMBER  
31763-2021-0



THIS BLOCK IS FOR OFFICIAL USE ONLY

OR LABEL CERTIFIES THAT THIS PLAN MEETS CONDITIONS OF FINAL APPROVAL BY THE PLANNING BOARD, ITS DESIGNEE OR THE DISTRICT COUNCIL

M-NCPPC APPROVAL

PROJECT NAME: BELL STATION CENTER  
 PROJECT NUMBER: DSP-21031

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

Scale: AS SHOWN  
 Date: 03/16/2022  
 Designed By: SH & JCL  
 Drawn By: SK & SH  
 Reviewed By: JCL  
 Project #: 27210369

DSP-04

REVISIONS BLOCK	
No.	Description



**PROFESSIONAL CERTIFICATION:**  
 I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY REGISTERED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 3415, EXPIRATION DATE: JULY 24, 2023.

**BELL STATION CENTER**  
 12300 ANNAPOLIS RD, GLENN DALE, MD 20769  
 TAX ID: 3436060, LIBER/FOLIO: 15334/134  
**DETAILED SITE PLAN**  
 CVP-CDP21031-004

PRINCE GEORGE'S COUNTY  
 ELECTION DISTRICT 14, BOWIE

**1 - -WSSC Standard Comments for All Plans**

Created by: Dave Margolis  
On: 03/29/2022 05:04 PM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
  - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
  - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
  - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
  - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSC pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
  - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
  - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
  - g. Upon completion of the site construction, utilities that are found to be located within WSSC's rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSC's system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

----- 0 Replies -----

**2 - -WSSC Plan Review Comments**

Created by: Dave Margolis  
On: 03/29/2022 05:05 PM

Project #DSP-21031  
Bell Station Center

----- 0 Replies -----

**3 - Water**

Created by: Bryan Hall  
On: 03/30/2022 09:15 AM

1. Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
2. Show and label easement limits on plan for all existing and proposed water mains.
3. There is an existing 12 - inch diameter water main located within Bell Station Road that can serve this property. WSSC records indicate that the pipe material is Ductile Iron (DI). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

----- 0 Replies -----

#### 4 - Sewer

Created by: Bryan Hall  
On: 03/30/2022 09:23 AM

1. There is an existing 8 - inch gravity sewer main built under contract DA3040B01 at the intersection of Bell Station Road and Juicial Drive that can serve part of this site. Another existing 8 - inch sewer main built under contract DA4228A05 is located at the southwestern corner of the site that can serve the remaining site.
2. Applicant will need to submit for a variance to the Development Service Code if they want to or need to utilize two Sewer House Connections for one parcel.
3. Existing sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
4. Show and label easement limits on plan for all existing and proposed sewer mains.

----- 0 Replies -----

#### 5 - Site Utility

Created by: Bryan Hall  
On: 03/30/2022 09:32 AM

1. OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.7 & 603.4.1
2. A single water/sewer service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

----- 0 Replies -----

#### 6 - Easements

Created by: Bryan Hall  
On: 03/30/2022 09:34 AM

1. WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

2. Owner must convey gratis to WSSC a 30-foot wide easement on property for proposed meter vault with easement shown on recorded plat. Delineate and label the easement with applicable horizontal width shown on plan.

----- 0 Replies -----

**7 - Environmental**

Created by: Bryan Hall  
On: 03/30/2022 09:42 AM

1. An Environmental Site Assessment report may/will be required for the proposed site.

----- 0 Replies -----

**8 - General**

Created by: Bryan Hall  
On: 03/30/2022 09:44 AM

1. Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

2. Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.

3. WSSC facilities/structures cannot be located with a public utility easement (PUE) however WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.

----- 0 Replies -----

## 9 - Hydraulics

Created by: Bryan Hall  
On: 03/30/2022 09:46 AM

1. Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.

----- 0 Replies -----



**From:** [Reilly, James V](#)  
**To:** [Butler, Tierre](#)  
**Cc:** [PPD-PGCrefferrals](#); [Reilly, James V](#)  
**Subject:** RE: DSP-21031, BELL STATION CENTER, PARCEL B  
**Date:** Wednesday, April 27, 2022 3:27:53 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)

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**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Good Afternoon Tierre,

Thanks for checking on this. The Office of the Fire Marshal has reviewed the referral for DSP-21031 Bell Station Center, Parcel B and we have no comments at this time. Regards. Jim

**James V. Reilly**

Contract Project Coordinator III



Office of the Fire Marshal  
Division of Fire Prevention and Life Safety  
Prince George's County Fire and EMS Department  
6820 Webster Street, Landover Hills, MD 20784

Office: 301-583-1830

Direct: 301-583-1838

Cell: 240-508-4931

Fax: 301-583-1945

Email: [jvreilly@co.pg.md.us](mailto:jvreilly@co.pg.md.us)

---

**From:** Butler, Tierre <[Tierre.Butler@ppd.mncppc.org](mailto:Tierre.Butler@ppd.mncppc.org)>

**Sent:** Wednesday, April 27, 2022 1:54 PM

**To:** Reilly, James V <[JVReilly@co.pg.md.us](mailto:JVReilly@co.pg.md.us)>

**Subject:** DSP-21031, BELL STATION CENTER, PARCEL B

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Good Afternoon, I am just checking to see if fire had any comments on this case?

**Tierre Butler**

*Planner II | Urban Design Section | Development Review Division*

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
**Prince George's County Planning Department**

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

Office 301-952-2458 [tierre.butler@ppd.mncppc.org](mailto:tierre.butler@ppd.mncppc.org)



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**Additional Back-up**

**For**

**DSP-21031**

**Bell Station Center, Parcel B**

LAW OFFICES  
**GIBBS AND HALLER**  
1300 CARAWAY COURT, SUITE 102  
LARGO, MARYLAND 20774

EDWARD C. GIBBS, JR.  
THOMAS H. HALLER  
JUSTIN S. KORENBLATT

(301) 306-0033  
FAX (301) 306-0037  
gibbshaller.com

May 24, 2022

The Honorable Peter A. Shapiro  
Chair  
Prince George's County Planning Board  
of the Maryland-National Capital Park  
and Planning Commission  
County Administration Building  
Upper Marlboro, Maryland 20772

Re: Bell Station Center, Parcel B/DSP-21031

Dear Chairman Shapiro:

I represent the Applicant, Broglen LLC, in the referenced Detailed Site Plan case which is scheduled to be considered by the Planning Board on May 26, 2022. Broglen LLC is also the owner of the property forming the subject matter of this application.

We appreciate the staff's recommendation of approval subject to conditions. We have discussed the conditions with staff and have some proposed revisions. A full set of the conditions contained in the staff report, annotated to show the Applicant's proposed changes, is attached to this correspondence. I will be present at the Planning Board hearing on May 26 to further explain the changes. Thank you for your consideration of this request.

Very truly yours,

GIBBS AND HALLER



Edward C. Gibbs, Jr.

Enclosure

cc: Tierre Butler  
DRD Applications

C:\Users\cbrinkman.GIBBSHALLER\Gibbs and Haller\Team Site - Documents\data\Palumbo\Shapiro2.wpd

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-21031 and Type 2 Conservation Plan TCP2-094-97-05, for Bell Station Parcel B, subject to the following conditions:

1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
  - a. Revise the DSP to clearly show all the property line bearings and distances, including those for internal parcel lines.
  - b. Revise the DSP to show the 10-foot-wide public utility easement along the northwest property line, at the intersection of Bell Station Road and MD 193 (Glenn Dale Boulevard), in conformance with the approved Preliminary Plan of Subdivision 4-13019.
  - c. Revise the parking schedule and site plan to demonstrate the total number, location, and dimensions of all proposed compact spaces. The total number of compact spaces cannot be more than one-third of the total required number of parking spaces per Section 27-559(a) of the prior Prince George's County Zoning Ordinance.
  - d. Clearly show the dimensions for all parking and loading spaces.
  - e. Provide the setback dimension for the pylon signs on the DSP.
  - f. Demonstrate that the site access driveways along Bell Station Road conforms to the Maryland State Highway Administration's Access Management Manual for the number and design of access points along a site's frontage and/or along a collector roadway. If the access driveways do not meet the standards of the Access Management Manual, the applicant shall modify the site, in accordance with these standards. The exact design shall be evaluated and accepted by the Transportation Planning Section. **Remove the easternmost proposed driveway access onto Bell Station Road (directly across from Judicial Drive) and provide a single driveway access to Bell Station Road at the westernmost driveway, subject to the written approval of M-NCPPC Transportation Division and the Department of Permitting, Inspections and Enforcement.**
  - g. Modify the site loading areas for Buildings B and D to facilitate safe and adequate truck turning maneuvers and to prohibit encroachment into the internal drive aisle or pedestrian walkways. The exact design and truck turning plans with design vehicle classification shall be evaluated and accepted by the Transportation Planning Section. **Deliveries to Building D by trucks with a classification greater than SU30 shall be restricted to the period from 9 PM to 9 AM.**
  - ~~h.~~ **Revise plans to widen the drive aisle to the east of Building C to ensure trucks accessing the loading area have sufficient space.**
  - ~~i.~~ **h.** Provide a minimum 6-foot-high fence or masonry wall to screen the loading space adjacent to Building A from MD 193 (Glenn Dale Boulevard).

- i. Submit the conceptual erosion and sediment control Plan and demonstrate that the limits of disturbance is consistent with the DSP and Type 2 tree conservation plan.

j. Red brick shall be used exclusively on all building surfaces where brick is proposed

k. The architecture for Building A shall be revised to provide brick on the rear elevation and to provide a pitched roof on the rear of the elevation as shown on Applicant's Revised Building A elevation.

2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised, as follows:

- a. Remove the TCP worksheet notes from Sheet 1.
- b. Remove the worksheet notes from Sheet 1
- c. Add a footnote to the TCP2 worksheet on Sheet 2 indicating how the remainder of the off-site requirement has been met.
- d. Update the TCP2 approval block on each sheet of the TCP2 using the current standard TCP2 approval block.
- e. Remove all landscape schedules and details from the TCP2.
- f. Remove the root pruning and tree pruning details from the plan.
- g. Add, complete, and sign the Property Owners Awareness Certificate to the plan.
- h. Update General Note 6 with all zoning categories as reflected in the TCP2 worksheet.
- i. Update General Note 11 to state "prior to certification of the DSP and TCP2" and remove "Prior to the issuance of the first permit for the development shown on this TCP2."
- j. Remove General Note 13.

**STAFF RECOMMENDS:**

- Approval of Detailed Site Plan DSP-21031
- Approval of Type 2 Conservation Plan TCP2-094-97-05

LAW OFFICES  
**GIBBS AND HALLER**  
1300 CARAWAY COURT, SUITE 102  
LARGO, MARYLAND 20774

EDWARD C. GIBBS, JR.  
THOMAS H. HALLER  
JUSTIN S. KORENBLATT

(301) 306-0033  
FAX (301) 306-0037  
gibbs\_haller.com

May 24, 2022

The Honorable Peter A. Shapiro  
Chair  
Prince George's County Planning Board  
of the Maryland-National Capital Park  
and Planning Commission  
County Administration Building  
Upper Marlboro, Maryland 20772

Re: Bell Station Center, Parcel B/DSP-21031

Dear Chairman Shapiro:

I represent the Applicant, Broglen LLC, in the referenced Detailed Site Plan case which is scheduled to be considered by the Planning Board on May 26, 2022.

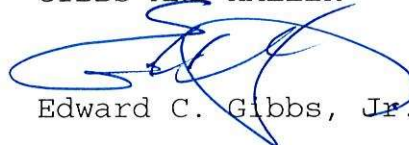
Please accept the following additional exhibits into the record as part of the Applicant's presentation:

1. Revised Elevation for Building A
2. Applicant's Viewshed Photographs
3. Viewshed prepared by KCI.
4. Access analysis to Bell Station Road from Bell Station Center prepared by Lenhart Traffic Consulting
5. KCI Truck Turning Exhibit

I will be prepared to further address these items at the time of the hearing.

Very truly yours,

GIBBS AND HALLER



Edward C. Gibbs, Jr.

Enclosures

cc: Tierre Butler

DRD Applications

C:\Users\cbrinkman.GIBBSHALLER\Gibbs and Haller\Team Site - Documents\data\Palumbo\Shapiro3.wpd

**Lenhart Traffic Consulting, Inc.**  
Transportation Planning & Traffic Engineering

**Memorandum:**

**Date:** May 24, 2022

---

**TO:** Mr. William Capers  
M-NCPPC  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

**FROM:** Mike Lenhart

**RE:** DSP-21031 Bell Station

---

The purpose of this memorandum is to provide an assessment of the elimination of the site driveway along Bell Station Road opposite Judicial Drive.

The attached exhibit shows the projected PM peak hour turning volumes at each of the three currently proposed driveways. The PM peak was used in this assessment because the PM peak hour trips for the retail center are much higher than the AM peak hour, therefore the PM provides the most conservative assessment of the elimination of the referenced driveway.

If we close the entrance across from Judicial Drive, then based on The Traffic Group's trip assignment (attached), the turning volumes at the western driveway will be as follows during the PM peak (highest peak volumes):

Eastbound right in = 60 veh/hr  
Westbound left in = 78 veh/hr  
Northbound right out = 155 veh/hr  
Northbound left out = 40 veh/hr

The Traffic Group exhibit did not include through traffic volumes on Bell Station Road. For purposes of this analysis, we utilized the peak hour volumes at MD 450 & Bell Station Road (dated 4/27/2022) and flowed traffic to the proposed entrance on Bell Station Road. Based on these volumes, the through traffic along eastbound Bell Station Road is 471 vehicles per hour and the westbound through traffic along Bell Station Road is 286 vehicles per hour. Again, these are PM peak hour volumes.

The volumes above were evaluated using the HCS unsignalized methodology and it was determined that the minor street movements in and out of the driveway would pass the Step 1 test for unsignalized intersections, and none of the movements would exceed 50 seconds of delay.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,  
Mike





MD 193

30%

5%

Bell Station Road

Judicial Drive

Glenn Dale Blvd.

30%

SPEED LIMIT 45

(40)

(10)

(20)

(45)

(10)

(20)

(58)

(20)

(20)

(10)

(100)

(59)

35%

**LEGEND**

(00) = P.M. Peak Hour Volumes

\* NOTE: Volumes based on ITE 10th edition rates\*

**The Traffic Group**

**Bell Station Proposed Traffic**

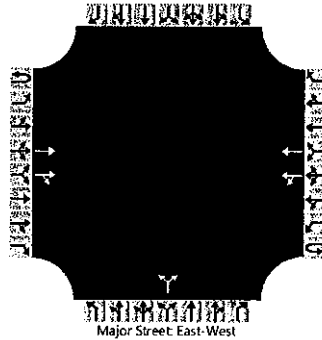
Merging Innovation and Excellence

subse h - 9900 Franklin Square Dr. - Baltimore, Maryland 21236 | 410.931.6609 | fax 410.931.6601 | 1.800.583.8411

# HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	LTC	Intersection	Bell Station Rd at West D/W (Single pt of acc...
Agency/Co.		Jurisdiction	
Date Performed	5/24/2022	East/West Street	Bell Station Road
Analysis Year		North/South Street	Site D/W (Single pt of access on Bell Sta Rd)
Time Analyzed	PM Total Traffic	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	2	0	0	0	2	0	0	1	0		0	0	0	
Configuration			T	TR		LT	T			LR						
Volume (veh/h)			471	60		78	286			40		155				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)					4.1				7.5		6.9					
Critical Headway (sec)					4.16				6.86		6.96					
Base Follow-Up Headway (sec)					2.2				3.5		3.3					
Follow-Up Headway (sec)					2.23				3.53		3.33					

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					85				212							
Capacity, c (veh/h)					986				523							
v/c Ratio					0.09				0.41							
95% Queue Length, Q <sub>95</sub> (veh)					0.3				1.9							
Control Delay (s/veh)					9.0	0.5			16.5							
Level of Service (LOS)					A	A			C							
Approach Delay (s/veh)					2.4				16.5							
Approach LOS					A				C							

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Fairwood Parkway Northbound					Bell Station Rd Southbound					MD 450 Eastbound					MD 450 Westbound						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	59	41	8	0	0	13	5	4	0	0	0	64	20	0	0	1	92	42	0	349
6:45-7:00	0	89	45	16	0	0	26	11	5	0	0	2	87	36	0	0	13	159	50	1	539
7:00-7:15	0	78	55	9	0	0	26	15	3	1	0	4	78	34	0	0	8	159	54	3	523
7:15-7:30	0	69	75	14	0	0	26	26	10	0	0	1	112	51	0	0	6	171	42	0	603
7:30-7:45	0	82	72	19	1	0	41	31	3	2	0	1	160	45	0	1	6	182	62	2	705
7:45-8:00	0	81	100	11	0	0	33	30	9	0	0	2	149	43	0	0	19	249	80	0	806
8:00-8:15	0	74	84	19	0	0	44	33	12	0	0	3	124	66	0	0	12	228	68	1	767
8:15-8:30	0	86	102	13	0	0	36	34	7	0	0	1	158	57	0	0	22	215	58	1	789
8:30-8:45	0	81	77	12	0	0	36	43	7	0	0	3	141	67	0	0	22	207	48	1	744
8:45-9:00	0	80	39	24	0	0	24	46	17	0	0	4	163	65	0	1	23	172	59	0	717
9:00-9:15	0	70	45	10	0	0	25	38	7	1	0	0	133	66	0	0	15	158	35	1	602
9:15-9:30	0	69	41	16	0	0	23	35	7	0	0	2	138	57	0	0	16	161	29	3	594

Hourly Totals																					
6:30-7:30	0	295	216	47	0	0	91	57	22	1	0	7	341	141	0	0	28	581	188	4	2019
6:45-7:45	0	318	247	58	1	0	119	83	21	3	0	8	437	166	0	1	33	671	208	6	2380
7:00-8:00	0	310	302	53	1	0	126	102	25	3	0	8	499	173	0	1	39	761	238	5	2646
7:15-8:15	0	306	331	63	1	0	144	120	34	2	0	7	545	205	0	1	43	830	252	3	2887
7:30-8:30	0	323	358	62	1	0	154	128	31	2	0	7	591	211	0	1	59	874	268	4	3074
7:45-8:45	0	322	363	55	0	0	149	140	35	0	0	9	572	233	0	0	75	899	254	3	3109
8:00-9:00	0	321	302	68	0	0	140	156	43	0	0	11	586	255	0	1	79	822	233	3	3020
8:15-9:15	0	317	263	59	0	0	121	161	38	1	0	8	595	255	0	1	82	752	200	3	2856
8:30-9:30	0	300	202	62	0	0	108	162	38	1	0	9	575	255	0	1	76	698	171	5	2663

AM	Northbound					Southbound					Eastbound					Westbound					Total
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:45-8:45	0	322	363	55	0	0	149	140	35	0	0	9	572	233	0	0	75	899	254	3	3109

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Fairwood Parkway Northbound					Bell Station Rd Southbound					MD 450 Eastbound					MD 450 Westbound						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	88	37	27	0	0	55	84	10	1	0	4	206	79	0	2	21	147	28	0	788
4:15-4:30	0	67	34	23	0	0	62	64	5	0	0	0	286	83	0	0	18	186	22	3	850
4:30-4:45	0	83	37	28	0	0	55	61	5	0	0	2	252	113	0	0	31	194	37	0	898
4:45-5:00	0	79	33	34	0	0	62	58	3	0	0	0	226	101	0	0	23	162	40	0	821
5:00-5:15	0	80	39	23	0	0	56	59	3	0	0	2	253	125	0	0	25	185	30	0	880
5:15-5:30	0	68	31	26	0	0	48	55	6	0	0	3	269	94	0	0	20	224	32	1	876
5:30-5:45	0	71	42	27	0	0	53	61	2	0	0	1	221	120	0	0	28	141	29	0	796
5:45-6:00	0	63	32	24	0	0	35	60	4	1	0	4	253	105	0	0	16	169	30	2	795
6:00-6:15	0	71	43	27	0	0	48	52	4	0	0	1	186	101	0	0	18	160	27	0	738
6:15-6:30	0	64	33	28	0	0	35	44	1	0	0	2	205	97	0	0	23	146	26	0	704
6:30-6:45	0	69	17	19	0	0	34	36	3	0	0	1	187	97	0	1	16	154	31	0	665
6:45-7:00	0	56	27	20	0	0	20	45	3	0	0	2	153	97	0	0	15	144	24	1	606

Hourly Totals																					
4:00-5:00	0	317	141	112	0	0	234	267	23	1	0	6	970	376	0	2	93	689	127	3	3361
4:15-5:15	0	309	143	108	0	0	235	242	16	0	0	4	1017	422	0	0	97	727	129	3	3452
4:30-5:30	0	310	140	111	0	0	221	233	17	0	0	7	1000	433	0	0	99	765	139	1	3476
4:45-5:45	0	298	145	110	0	0	219	233	14	0	0	6	969	440	0	0	96	712	131	1	3374
5:00-6:00	0	282	144	100	0	0	192	235	15	1	0	10	996	444	0	0	89	719	121	3	3351
5:15-6:15	0	273	148	104	0	0	184	228	16	1	0	9	929	420	0	0	82	694	118	3	3209
5:30-6:30	0	269	150	106	0	0	171	217	11	1	0	8	865	423	0	0	85	616	112	2	3036
5:45-6:45	0	267	125	98	0	0	152	192	12	1	0	8	831	400	0	1	73	629	114	2	2905
6:00-7:00	0	260	120	94	0	0	137	177	11	0	0	6	731	392	0	1	72	604	108	1	2714

PM	Northbound					Southbound					Eastbound					Westbound					Total
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:30-5:30	0	310	140	111	0	0	221	233	17	0	0	7	1000	433	0	0	99	765	139	1	3476

Peak Hour  
Turning Movement Count

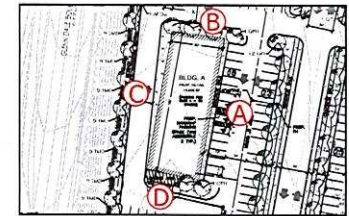
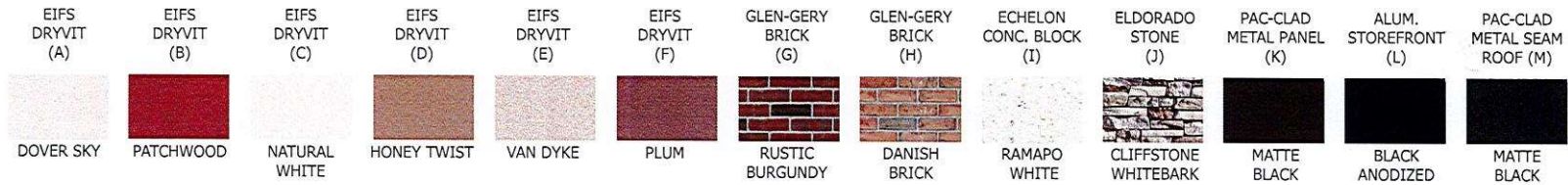
Intersection: MD 450 & Fairwood Parkway  
Weather: Cloudy  
Count by: Count CAM DSS  
Count Day/Date: Wednesday, April 27, 2022  
County: Prince George's



**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
www.lenharttraffic.com

# REVISED BUILDING A ELEVATION

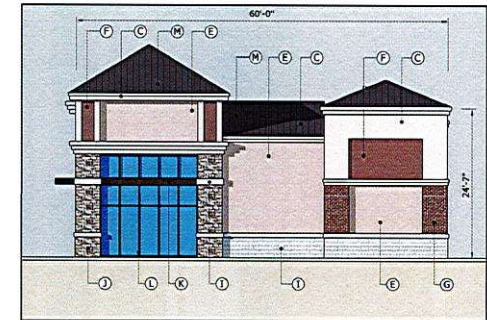
(DSP-21031)



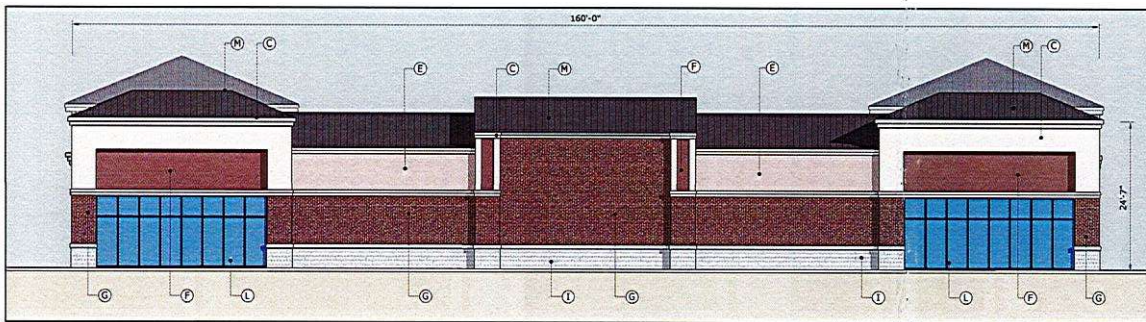
KEY PLAN



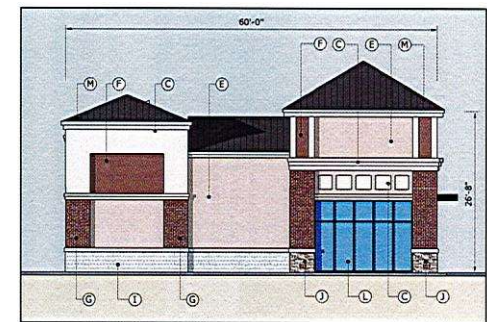
EAST ELEVATION (A)



NORTH ELEVATION (B)



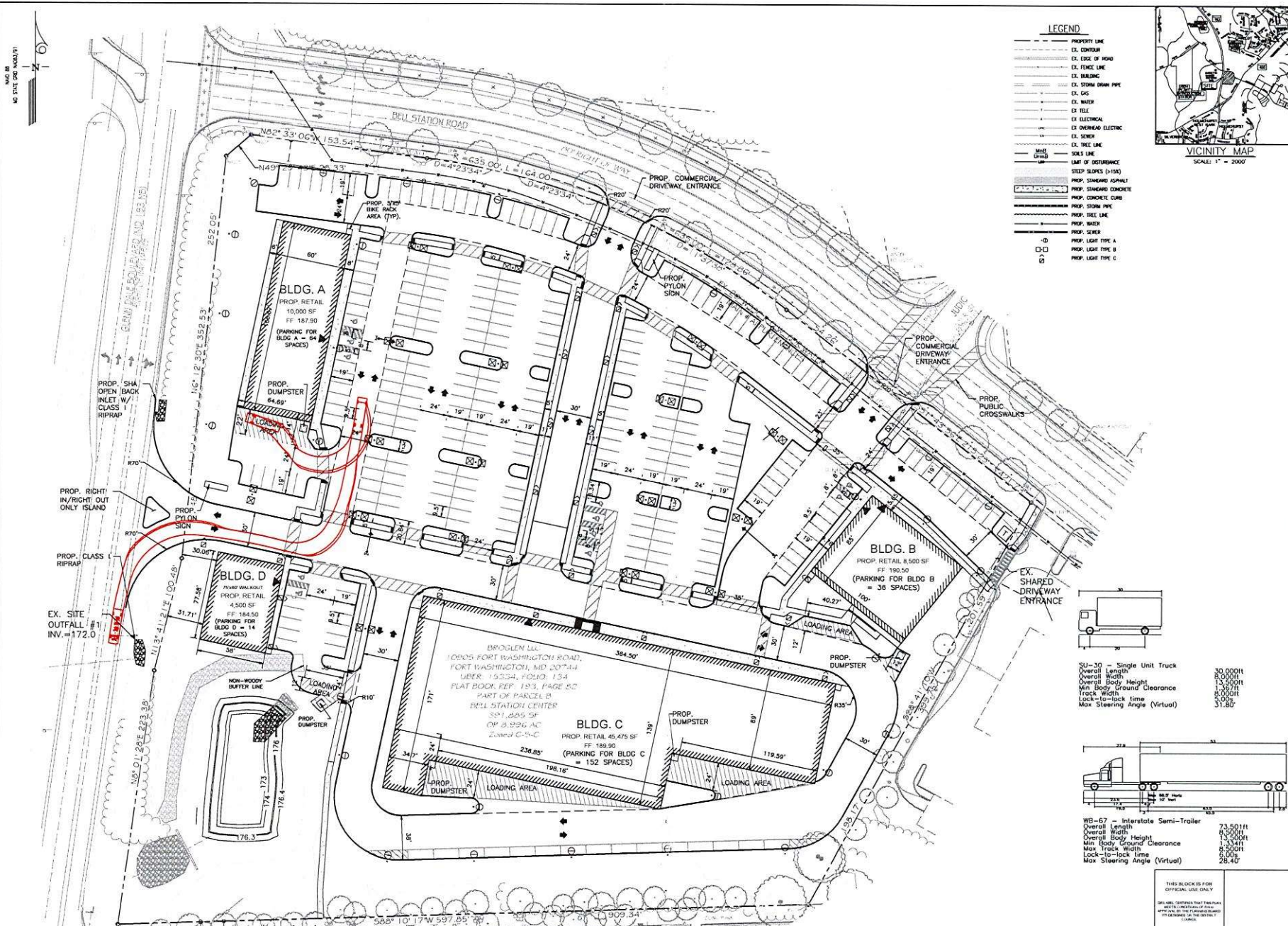
WEST ELEVATION (C)



SOUTH ELEVATION (D)

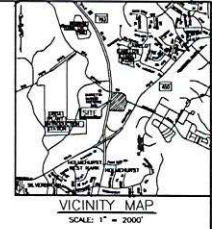
# KCI TRUCK TURNING EXHIBIT

(DSP-21031)



**LEGEND**

- PROPERTY LINE
- EX. CENTER
- EX. EDGE OF ROAD
- EX. TIE-UP LINE
- EX. BUILDING
- EX. STORM DRAIN PIPE
- EX. GAS
- EX. WATER
- EX. TILE
- EX. ELECTRICAL
- EX. OVERHEAD ELECTRIC
- EX. SEWER
- EX. TREE LINE
- EX. SOILS LINE
- LIMIT OF DISTURBANCE
- STEEP SLOPES (>15%)
- PROP. STANDARD ASPHALT
- PROP. STANDARD CONCRETE
- PROP. CONCRETE CURB
- PROP. STORM PIPE
- PROP. TREE LINE
- PROP. WATER
- PROP. SEWER
- PROP. LIGHT TYPE A
- PROP. LIGHT TYPE B
- ◻ PROP. LIGHT TYPE C

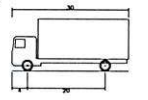


**KCI**  
 CONSULTING ENGINEERS, INC.  
 1100 WASHINGTON ROAD  
 SUITE 103  
 FORT WASHINGTON, MD 20744  
 CONTACT: V. DANIEL PALUMBARO  
 (301) 268-8300  
 DPALUMBARO@PALUMBARO-KCI.COM

**APPLICANT/DEVELOPER**

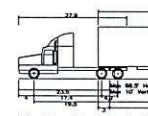
BROOKLEN LLC  
 10905 FORT WASHINGTON ROAD  
 SUITE 103  
 FORT WASHINGTON, MD 20744  
 CONTACT: V. DANIEL PALUMBARO  
 (301) 268-8300  
 DPALUMBARO@PALUMBARO-KCI.COM

REVISED BLOCK	DATE



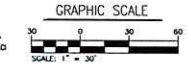
**SU-30 - Single Unit Truck**

Overall Length	30.00ft
Overall Width	8.50ft
Overall Body Height	13.50ft
Min Body Ground Clearance	1.31ft
Track Width	8.50ft
Lock-to-lock time	8.00s
Max Steering Angle (Virtual)	31.80°



**WB-67 - Interstate Semi-Trailer**

Overall Length	73.50ft
Overall Width	8.50ft
Overall Body Height	13.50ft
Min Body Ground Clearance	1.31ft
Max Track Width	8.50ft
Lock-to-lock time	8.00s
Max Steering Angle (Virtual)	28.40°



**BELL STATION CENTER**  
 10905 FORT WASHINGTON ROAD  
 FORT WASHINGTON, MD 20744  
 TEL: 301.268.8300, 800.770.8308  
 FAX: 301.268.8300

**VEHICLE TURNING EXHIBIT**  
**INBOUND**  
 CIVP-CDP21031-004

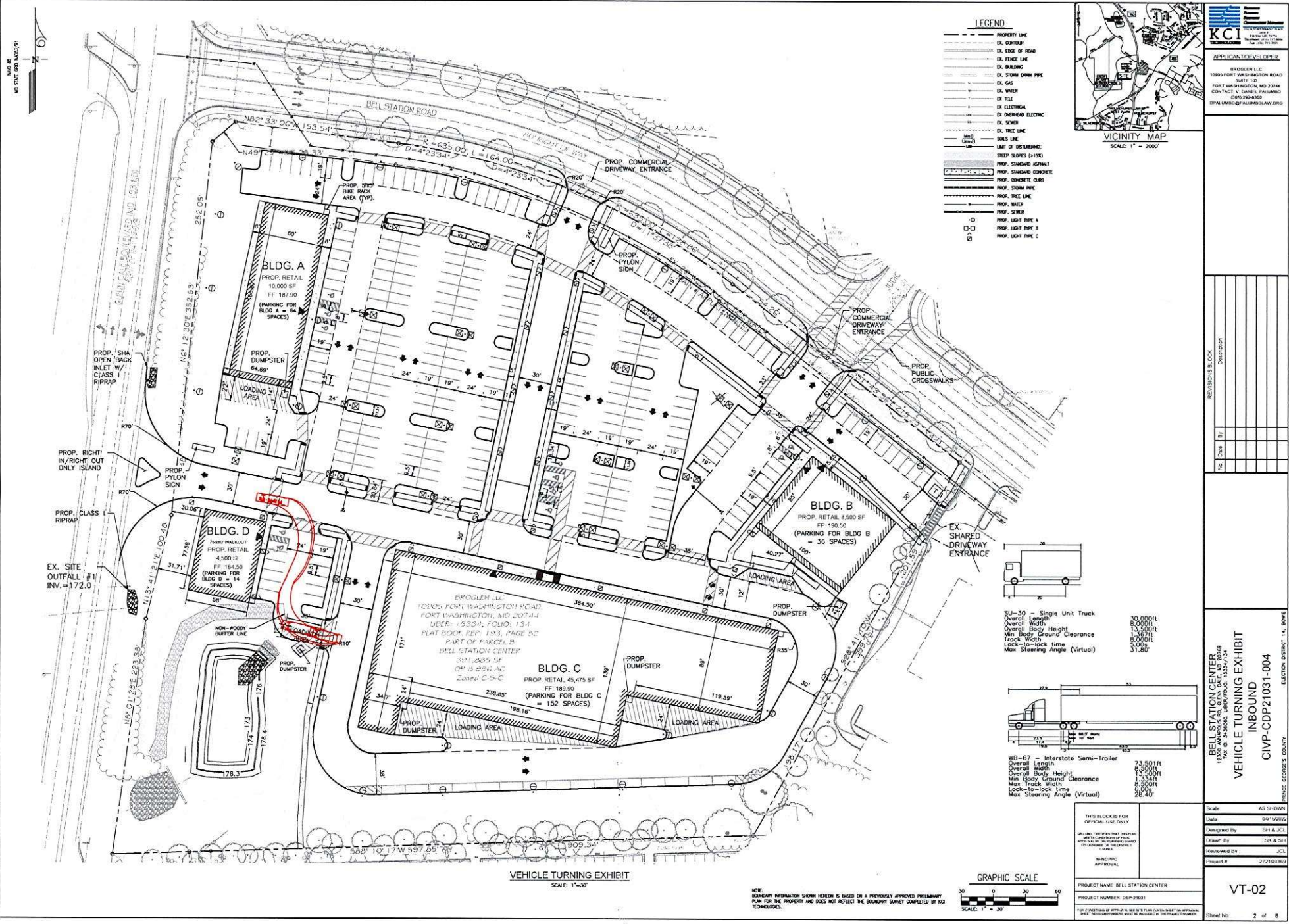
Scale: AS SHOWN  
 Date: 04/15/2022  
 Designed by: SH & JCI  
 Drawn by: SK & SH  
 Reviewed by: JCI  
 Project #: 2/2103303

**VT-01**

Sheet No: 1 of 8

**VEHICLE TURNING EXHIBIT**  
 SCALE: 1"=30'

NOTE:  
 BOUNDARY INFORMATION SHOWN HEREON IS BASED ON A PREVIOUSLY APPROVED PRELIMINARY  
 PLAN FOR THE PROPERTY AND DOES NOT REFLECT THE BOUNDARY SURVEY COMPLETED BY KCI  
 TECHNOLOGIES.



**KCI**  
KCI CONSULTING ENGINEERS  
10805 FORT WASHINGTON ROAD  
SUITE 103  
FORT WASHINGTON, MD 20744  
CONTACT: V. DANIEL PALUMBO  
(301) 900-8000  
DPALUMBO@PALUMBOLAW.COM

NO.	DATE	BY	DESCRIPTION

NO.	DATE	BY	DESCRIPTION

**BELL STATION CENTER**  
10805 FORT WASHINGTON ROAD  
SUITE 103  
FORT WASHINGTON, MD 20744  
TAX ID: 3430050, UEN: 041410789  
DATE: 11/15/14

**VEHICLE TURNING EXHIBIT**  
**INBOUND**  
CIVP-CDP21031-004

PROJECT DISTRICT 14, BLOCK 6  
PRECISE, GEORGE'S COUNTY

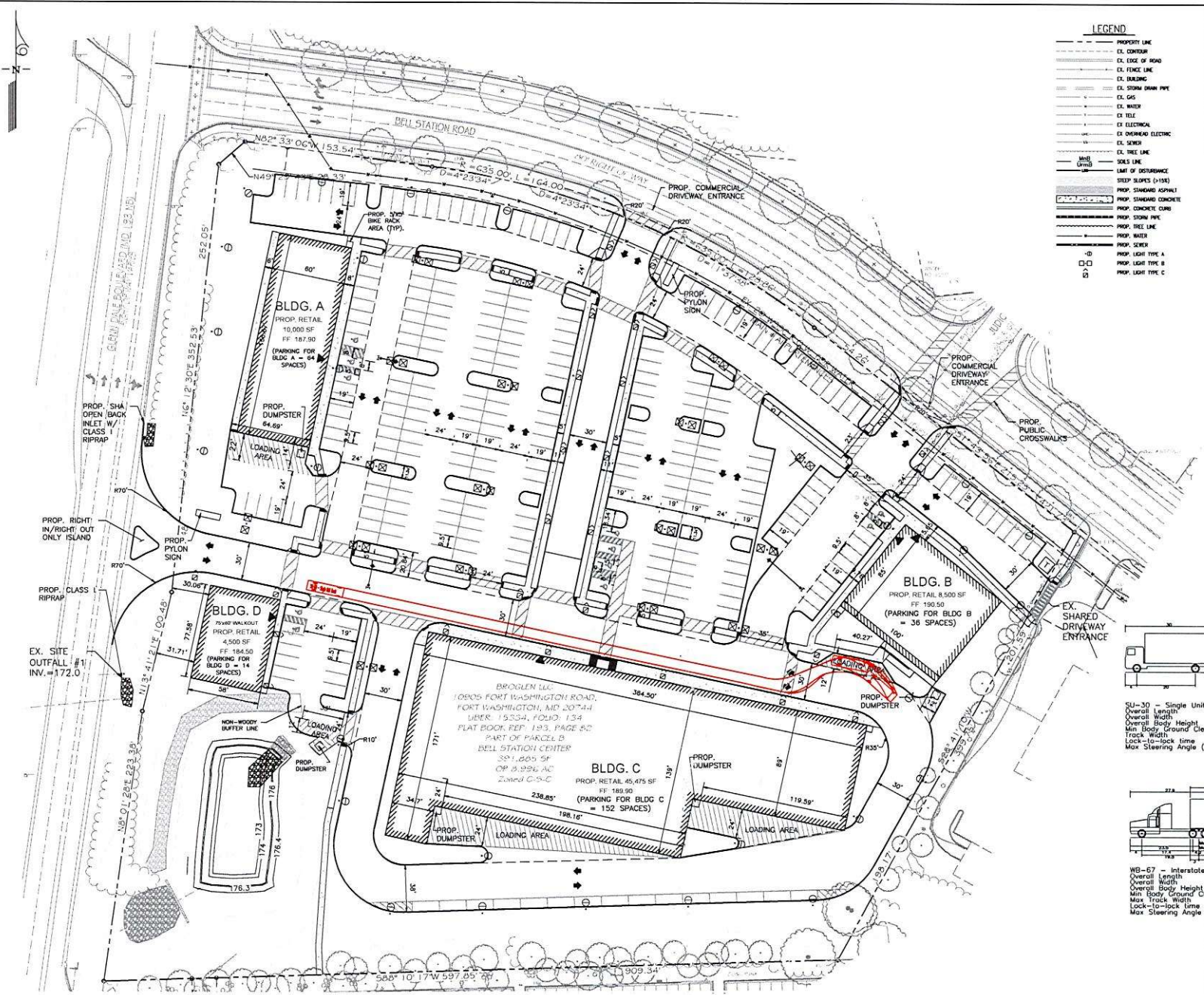
Scale: AS SHOWN  
Date: 04/15/2015  
Designed By: JIA & JCL  
Drawn By: CK & JH  
Reviewed By: JCL  
Project #: 272103369

**VT-02**

Sheet No: 2 of 8

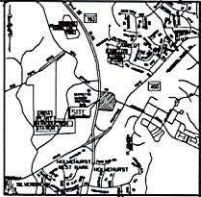


M&T INC  
MD STATE PROJ. NO. 14171



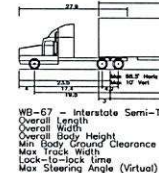
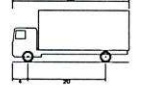
LEGEND

- PROPERTY LINE
- EX. CURB
- EX. EDGE OF ROAD
- EX. FENCE LINE
- EX. BUILDING
- EX. STORM DRAIN PIPE
- EX. GAS
- EX. WATER
- EX. TELE
- EX. ELECTRICAL
- EX. OVERHEAD ELECTRIC
- EX. SEWER
- EX. TREE LINE
- EX. SOILS LINE
- M&T (typ)
- LIMIT OF DISTURBANCE
- STEEP SLOPES (>1%)
- PROP. STANDARD ASPHALT
- PROP. STANDARD CONCRETE
- PROP. CONCRETE CURB
- PROP. STORM PIPE
- PROP. TREE LINE
- PROP. WATER
- PROP. SEWER
- PROP. LIGHT TYPE A
- PROP. LIGHT TYPE B
- PROP. LIGHT TYPE C



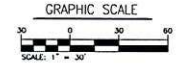
**KCI**  
KCI CONSULTANTS  
10000 FORT WASHINGTON ROAD  
SUITE 103  
FORT WASHINGTON, MD 20744  
CONTACT: V. SERRA, PALLMANN  
(301) 260-4300  
VPALLMANN@PALLMANNLAW.COM

APPLICANT/DEVELOPER  
BROGLEN LLC  
10825 FORT WASHINGTON ROAD  
SUITE 103  
FORT WASHINGTON, MD 20744  
CONTACT: V. SERRA, PALLMANN  
(301) 260-4300  
VPALLMANN@PALLMANNLAW.COM



VEHICLE TURNING EXHIBIT  
SCALE: 1"=30'

NOTE:  
BOUNDARY INFORMATION SHOWN HEREIN IS BASED ON A PREVIOUSLY APPROVED PRELIMINARY  
PLAN FOR THE PROPERTY AND DOES NOT REFLECT THE BOUNDARY SURVEY COMPLETED BY M&T  
TECHNOLOGIES.



THIS BLOCK IS FOR  
OFFICIAL USE ONLY

DATE: 04/15/2022  
DESIGNED BY: SK & SJ  
DRAWN BY: SK & SJ  
REVIEWED BY: JCI  
PROJECT #: 2/2103389

PROJECT NAME: BELL STATION CENTER  
PROJECT NUMBER: DSP-21031

REVISIONS BLOCK

NO.	DATE	BY

BELL STATION CENTER  
10825 FORT WASHINGTON ROAD  
SUITE 103  
FORT WASHINGTON, MD 20744  
TRAC ID: 3A0350, UEB7/PA0 1331/134

VEHICLE TURNING EXHIBIT  
INBOUND  
CWP-CDP21031-004

BRUNCE, GEORGES COUNTY  
ELECTORAL DISTRICT 14, BARGE

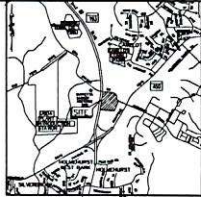
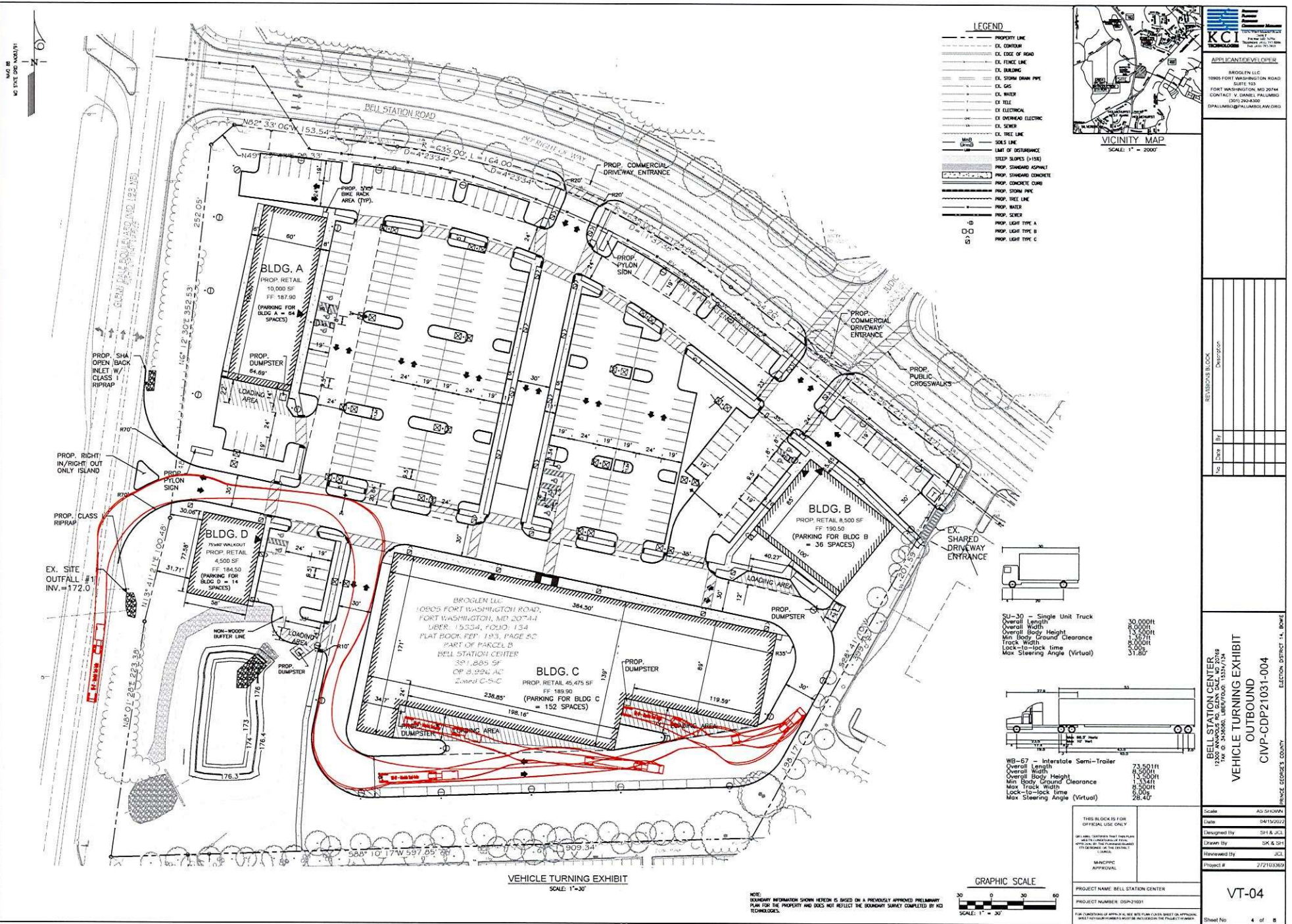
Scale: AS SHOWN  
Date: 04/15/2022  
Designed by: SK & SJ  
Drawn by: SK & SJ  
Reviewed by: JCI  
Project #: 2/2103389

M&T INC  
MD STATE PROJ. NO. 14171

VT-03

Sheet No. 3 of 8

SIWM CONCEPT 3/17/2021-0



**KCI TECHNOLOGIES**  
APPLICANT/DEVELOPER  
BROOKLYN LLC  
18065 FORT WASHINGTON ROAD  
SUITE 103  
FORT WASHINGTON, MD 20744  
CONTACT: V. DANIEL PALMISTO  
(301) 294-8300  
DIPALMISTO@PALMISTO.AVON.IRG

REVISIONS BLOCK	DESCRIPTION

BELL STATION CENTER  
10805 FORT WASHINGTON ROAD,  
FORT WASHINGTON, MD 20744  
UBER, 15334, FOLD: 154  
PLAT BOOK, REF. 193, PAGE 80  
PART OF PARCEL B  
BELL STATION CENTER  
301,205 SF  
OP 3,226 AC  
2,000 C-2-C

**VEHICLE TURNING EXHIBIT**  
**OUTBOUND**  
CWP-CDP-21031-004

PROJECT: BELL STATION CENTER  
PROJECT NUMBER: DSP-21031

SCALE: AS SHOWN  
DATE: 04/15/2022  
DESIGNED BY: SK & SK  
DRAWN BY: SK & SK  
REVIEWED BY: SK  
PROJECT #: 272103809

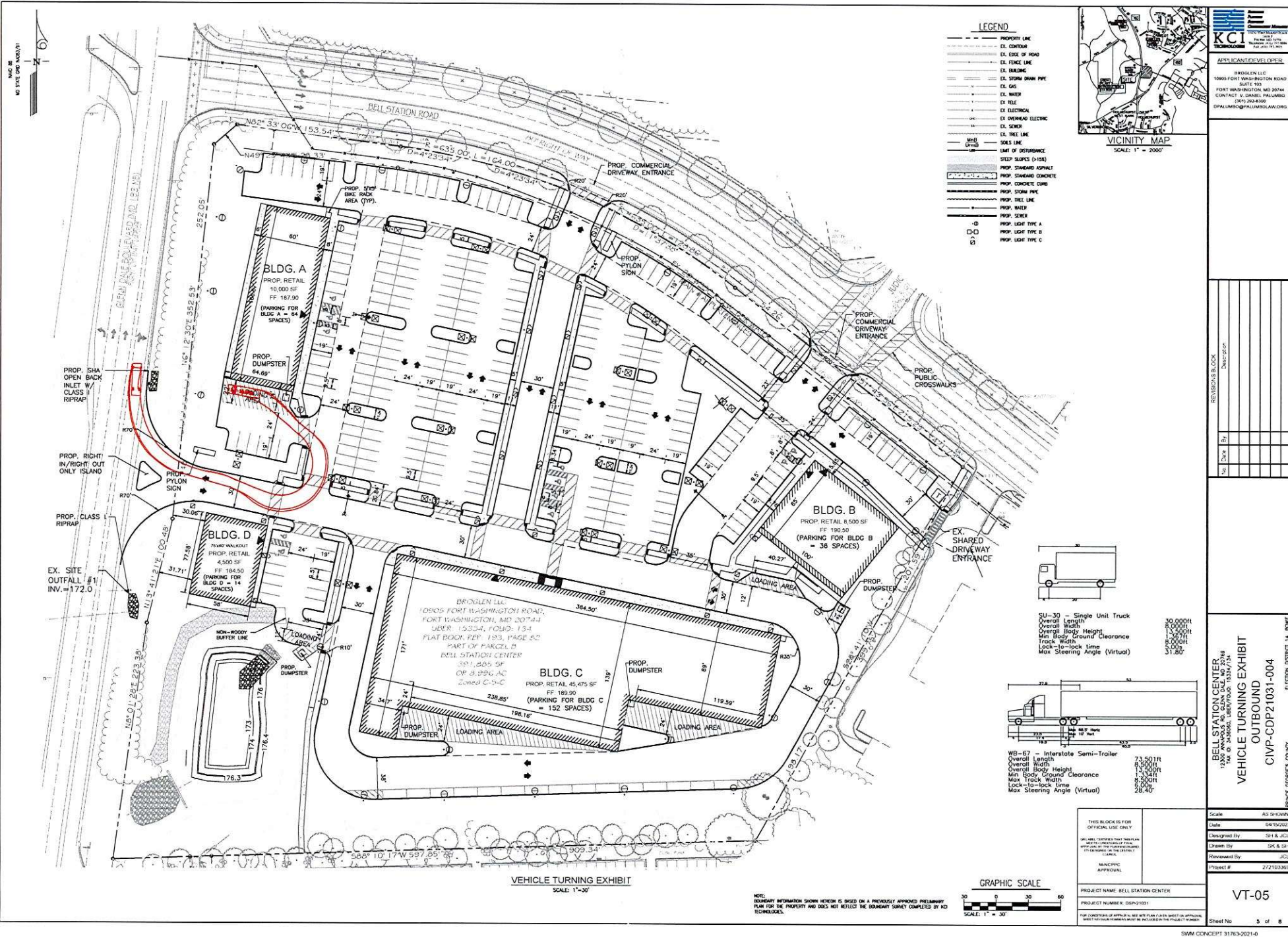
SCALE: 1" = 30'

PROJECT NAME: BELL STATION CENTER  
PROJECT NUMBER: DSP-21031

FOR CONDITIONS OF WORK, PLEASE REFER TO THE CONTRACT SHEET OR APPROPRIATE CONTRACT DOCUMENTS. THESE DOCUMENTS MUST BE REVIEWED BY THE PROJECT MANAGER.

Scale No: 4 of 8  
SWM CONCEPT 31763-2021-0

VT-04



**KCI**  
ARCHITECTS/ENGINEERS

APPLICANT'S SITE OFFICE:  
BROGLEN LLC  
10805 FORT WASHINGTON ROAD  
SUITE 100  
FORT WASHINGTON, MD 20744  
CONTACT: V. DANIEL PALAMAR  
DIPALAMAR@PALAMARLAW.COM

REV.	DATE	BY	DESCRIPTION

BELL STATION CENTER  
10805 FORT WASHINGTON ROAD  
SUITE 100  
FORT WASHINGTON, MD 20744

**VEHICLE TURNING EXHIBIT**  
**OUTBOUND**  
CIVP-CDP21031-004

PROJ. NO. 2021-004  
ELECTION DISTRICT 14, BOARD  
PROJ. GEORGETOWN COUNTY

Scale: AS SHOWN

Date: 04/15/2022

Designed By: SH & JCL

Drawn By: CK & SHI

Reviewed By: JCL

Project #: 272103309

THIS BLOCK IS FOR OFFICIAL USE ONLY

WE WARRANT THAT THE PLAN WORKS SHOWN ON THIS INSTRUMENT ACCURATELY REFLECT THE SURVEY DATA ON WHICH IT IS BASED.

DATE: 04/15/2022

DRAWN BY: CK & SHI

REVIEWED BY: JCL

PROJECT NAME: BELL STATION CENTER

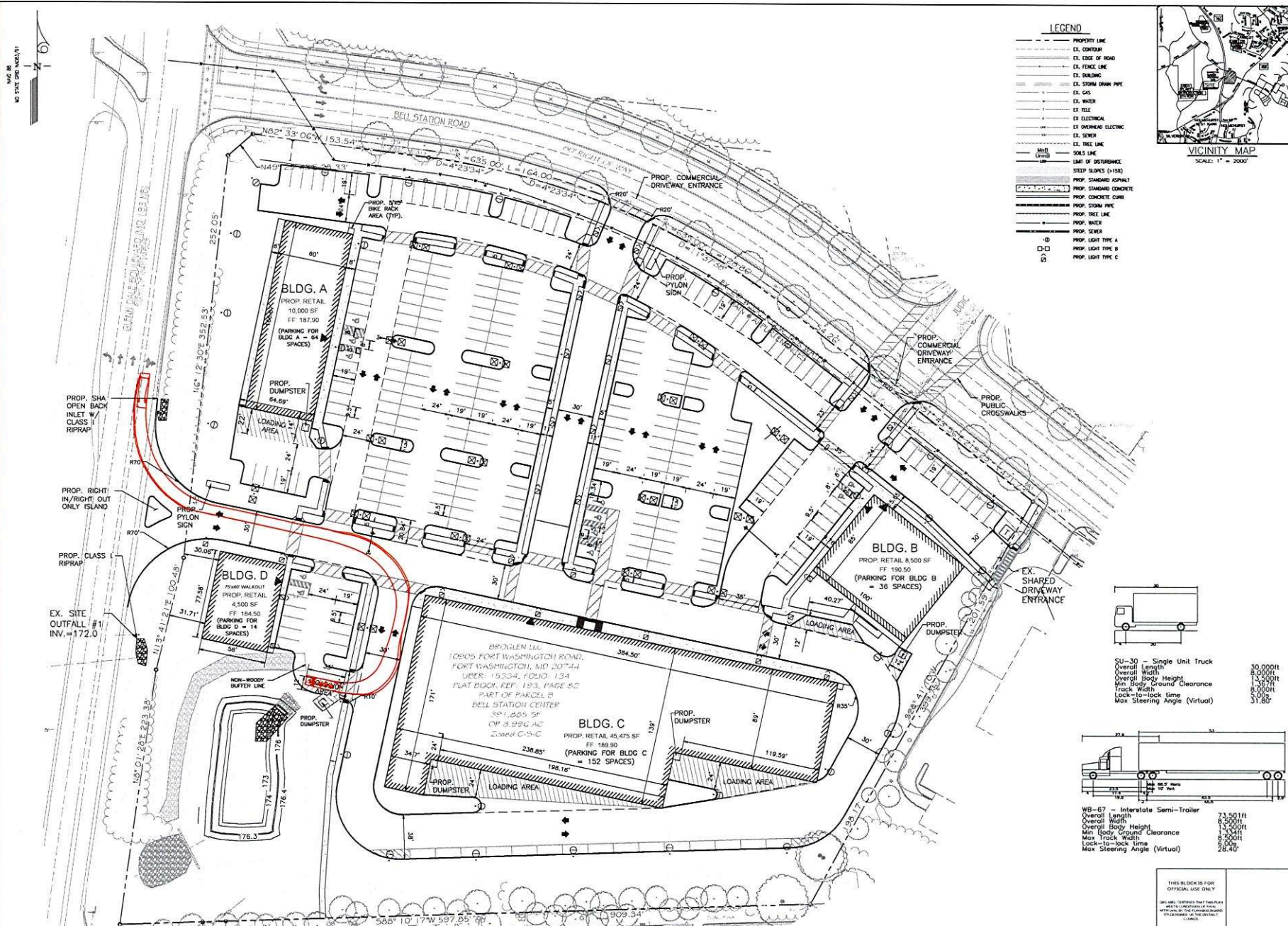
PROJECT NUMBER: DSP-21031

FIG. CONDITIONS OF OFFICIAL USE ARE SET FORTH IN THESE CONDITIONS OF OFFICIAL USE. THESE CONDITIONS MUST BE INCLUDED IN THE PROJECT MANUAL.

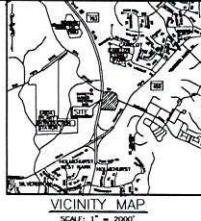
Scale: 1"=30'

SHEET NO. 5 OF 8

SWM CONCEPT 31763-2021-0



- LEGEND**
- PROPERTY LINE
  - - - EX. CONTOUR
  - - - EX. EDGE OF ROAD
  - - - EX. TRUCK LINE
  - - - EX. BUILDING
  - - - EX. STORM DRAIN PIPE
  - - - EX. GAS
  - - - EX. WATER
  - - - EX. TELE
  - - - EX. ELECTRICAL
  - - - EX. OVERHEAD ELECTRIC
  - - - EX. TRUCK LINE
  - - - EX. TREE LINE
  - - - SOLE LINE
  - - - LIMIT OF DISTURBANCE
  - - - STEP SLOPES (1:15)
  - - - PROP. SHIMMER GRANITE
  - - - PROP. STANDARD CONCRETE
  - - - PROP. CONCRETE CURB
  - - - PROP. STORM PIPE
  - - - PROP. TREE LINE
  - - - PROP. WATER
  - - - PROP. SEWER
  - PROP. LIGHT TYPE A
  - PROP. LIGHT TYPE B
  - △ PROP. LIGHT TYPE C



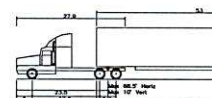
**KCI**  
 ARCHITECTS/ENGINEERS  
 BROOKLEN LLC  
 19605 FORT WASHINGTON ROAD  
 SUITE 302  
 FORT WASHINGTON, MD 20744  
 CONTACT: V. DANIEL, V.P. (410) 294-3300  
 (D) 1.294.3300  
 DPALMIRKO@PALMIRKO.COM

REVISIONS BLOCK

NO.	DATE	DESCRIPTION



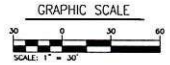
SU-30 - Single Unit Truck  
 Overall Length 30.00ft  
 Overall Width 8.00ft  
 Overall Body Height 13.50ft  
 Min Body Ground Clearance 6.00ft  
 Track Width 6.00ft  
 Lock-to-lock time 31.80



WB-67 - Interstate Semi-Trailer  
 Overall Length 73.50ft  
 Overall Width 8.50ft  
 Overall Body Height 13.50ft  
 Min Body Ground Clearance 11.54ft  
 Max Track Width 8.50ft  
 Lock-to-lock time 6.00ft  
 Max Steering Angle (Virtual) 28.40

**VEHICLE TURNING EXHIBIT**  
 SCALE: 1"=30'

NOTE: BOUNDARY INFORMATION SHOWN HEREON IS BASED ON A PREVIOUSLY APPROVED PRELIMINARY PLAN FROM THE PROPERTY AND DOES NOT REFLECT THE BOUNDARY SURVEY COMPLETED BY KCI TECHNOLOGIES.



THIS BLOCK IS FOR OFFICIAL USE ONLY

DR. LABEL: ILLUSTRATES THAT THE PLAN HAS BEEN REVIEWED AND APPROVED BY THE PLANNING BOARD AND IS BEING SUBMITTED TO THE BOARD FOR APPROVAL.

MAJOR APPROVAL:

PROJECT NAME: BELL STATION CENTER  
 PROJECT NUMBER: DSP-21031

Scale: AS SHOWN  
 Date: 04/15/2022  
 Designed by: SH & JCI  
 Drawn by: SK & SH  
 Reviewed by: JCI  
 Project #: 272103009

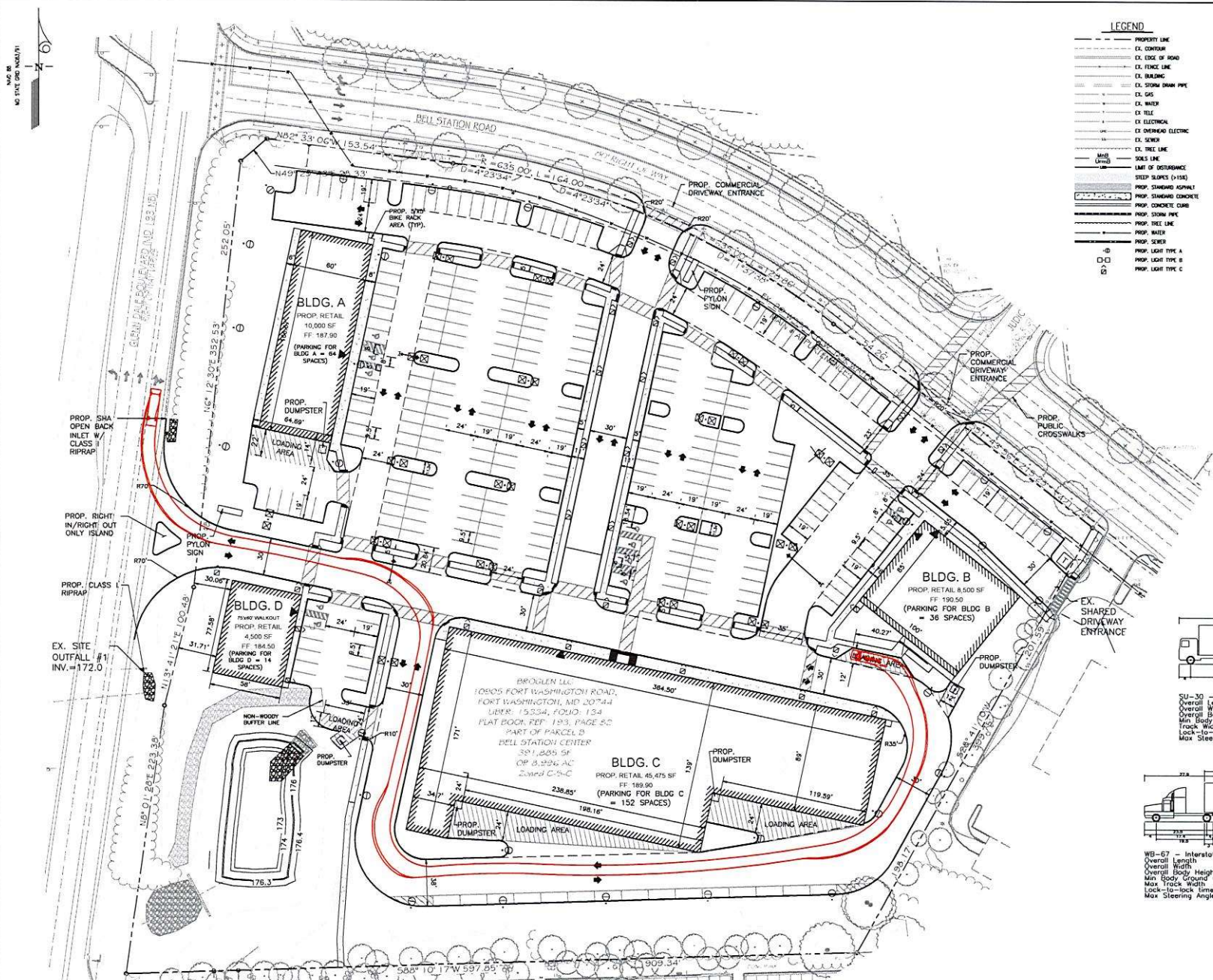
**VT-06**

Sheet No. 6 of 8

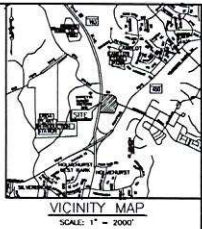
BELL STATION CENTER  
 13301 FORT WASHINGTON ROAD  
 FORT WASHINGTON, MD 20744  
 TAX ID: 30-0850, LEGAL/PLAT: 153V/134

**VEHICLE TURNING EXHIBIT**  
**OUTBOUND**  
 CWP-CDP21031-004

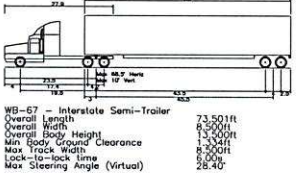
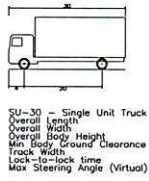
SECTION: DISTRICT 14, B06E  
 SPENCE, GEORGE'S COUNTY



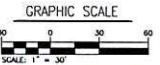
- LEGEND**
- PROPERTY LINE
  - - - EX. CONTOUR
  - - - EX. EDGE OF ROAD
  - - - EX. FENCE LINE
  - - - EX. SIKING
  - - - EX. STORM DRAIN PIPE
  - - - EX. GAS
  - - - EX. WATER
  - - - EX. TILE
  - - - EX. ELECTRICAL
  - - - EX. OVERHEAD ELECTRIC
  - - - EX. SEWER
  - - - EX. TREE LINE
  - - - EX. SOILS LINE
  - - - LIMIT OF DISTURBANCE
  - - - STEEP SLOPES (>15%)
  - - - PROP. STANDARD ASPHALT
  - - - PROP. STANDARD CONCRETE
  - - - PROP. CONCRETE CURB
  - - - PROP. STORM PIPE
  - - - PROP. TREE LINE
  - - - PROP. WATER
  - - - PROP. SEWER
  - - - PROP. LIGHT TYPE A
  - - - PROP. LIGHT TYPE B
  - - - PROP. LIGHT TYPE C



**KCI**  
 CONSULTANTS  
 10905 FORT WASHINGTON ROAD  
 SUITE 100  
 FORT WASHINGTON, MD 20744  
 CONTACT: M. DANIEL PALLARDO  
 (301) 264-6000  
 DPALLARDO@PALLARDOKCI.COM



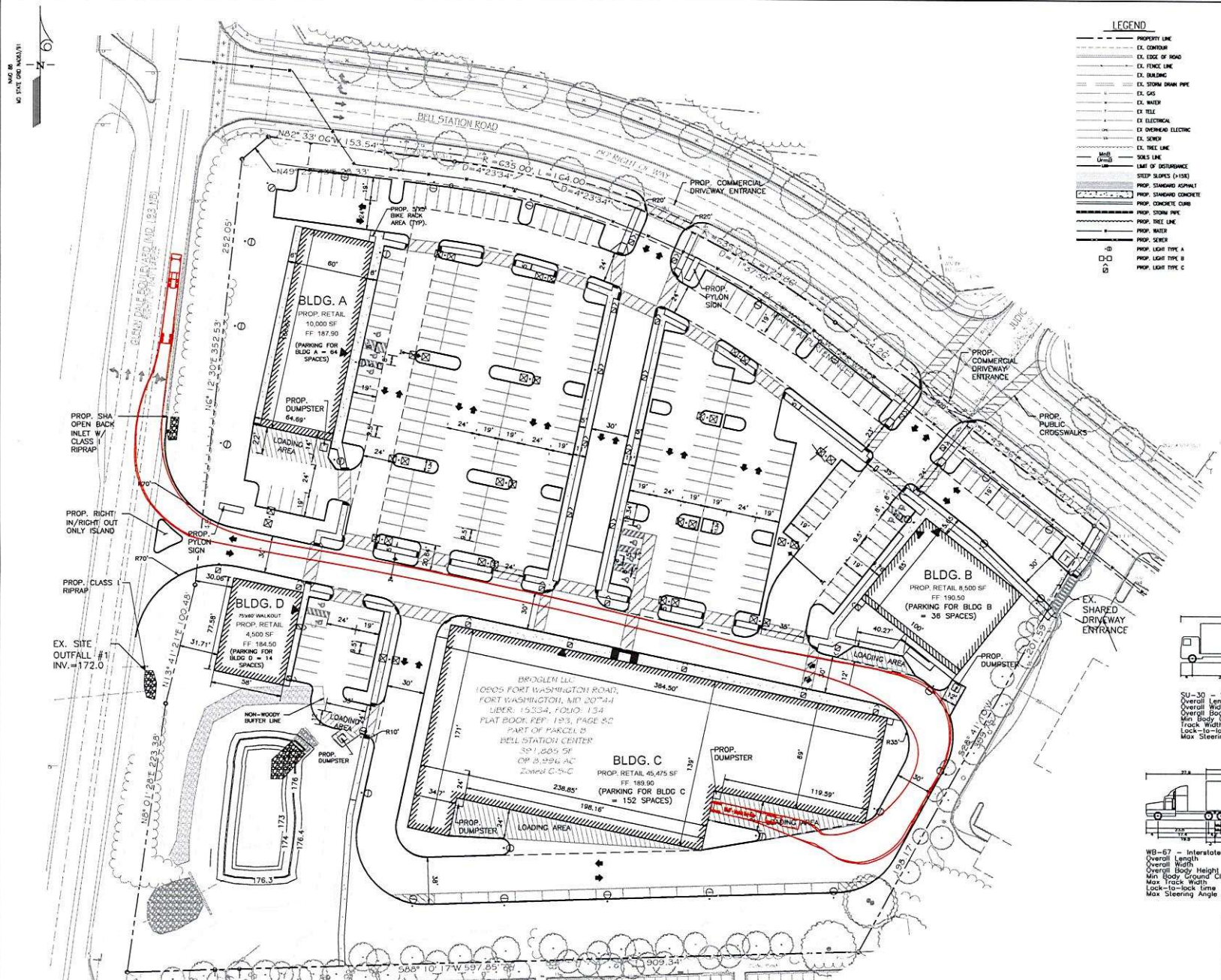
**VEHICLE TURNING EXHIBIT**  
 SCALE: 1" = 30'



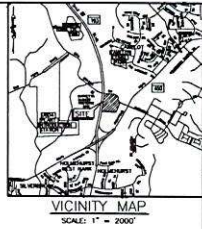
**NOTE:**  
 BOUNDARY INFORMATION SHOWN HEREIN IS BASED ON A PREVIOUSLY APPROVED PRELIMINARY PLAN FOR THE PROPERTY AND DOES NOT REFLECT THE BOUNDARY SURVEY COMPLETED BY KCI TECHNOLOGIES.

THIS BLOCK IS FOR OFFICIAL USE ONLY	Scale: AS SHOWN
DATE: 04/19/2022	Date: 04/19/2022
DESIGNED BY: SK & SJI	Designed by: SK & SJI
DRAWN BY: JCL	Drawn by: SK & SJI
REVIEWED BY: JCL	Reviewed by: JCL
PROJECT #	Project # 272703369
PROJECT NAME: BELL STATION CENTER	PROJECT NAME: BELL STATION CENTER
PROJECT NUMBER: DSP-21031	PROJECT NUMBER: DSP-21031
MANORIC APPROVAL:	MANORIC APPROVAL:
VT-07	Sheet No 7 of 8

BELL STATION CENTER  
 15300 ANNAPOLIS RD. GLEN DALY, MD 20724  
 TAX ID: 3436800; UBER/UDO: 13357/134  
**VEHICLE TURNING EXHIBIT**  
**OUTBOUND**  
 CIVP-CDP21031-004  
 ELECTION DISTRICT 14, BENNE  
 PRINCE GEORGE COUNTY



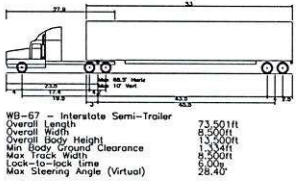
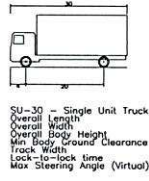
- LEGEND**
- PROPERTY LINE
  - - - EX. CONTOUR
  - - - EX. EDGE OF ROAD
  - - - EX. TIME LINE
  - - - EX. BUILDING
  - - - EX. STORM DRAIN PIPE
  - - - EX. GAS
  - - - EX. WATER
  - - - EX. TELE
  - - - EX. ELECTRICAL
  - - - EX. OVERHEAD ELECTRIC
  - - - EX. SEWER
  - - - EX. TREE LINE
  - - - EX. SOILS LINE
  - - - LIMIT OF DISTURBANCE
  - - - SLOPE (+10%)
  - - - PROP. STAMPEO ASPHALT
  - - - PROP. STAMPEO CONCRETE
  - - - PROP. CONCRETE CURB
  - - - PROP. STORM PIPE
  - - - PROP. TREE LINE
  - - - PROP. WATER
  - - - PROP. SEWER
  - PROP. LIGHT TYPE A
  - PROP. LIGHT TYPE B
  - ⊗ PROP. LIGHT TYPE C



**KCI TECHNOLOGIES**

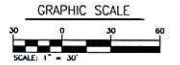
APPLICANT/DEVELOPER

BROOKEN LLC  
10605 FORT WASHINGTON ROAD  
FORT WASHINGTON, MD 20744  
CONTACT: W. DANIEL PALMARIO  
(301) 284-8000  
DPALMARIO@PALMARIO.ORG



**VEHICLE TURNING EXHIBIT**  
SCALE: 1"=30'

NOTE: BOUNDARY INFORMATION SHOWN HEREIN IS BASED ON A PREVIOUSLY APPROVED PRELIMINARY PLAN FOR THE PROPERTY AND DOES NOT REFLECT THE BOUNDARY SURVEY COMPLETED BY ND TECHNOLOGIES.



THIS BLOCK IS FOR OFFICIAL USE ONLY

DATE: 04/10/2022

DESIGNED BY: SH & JCL

DRAWN BY: SH & SH

REVIEWED BY: JCL

PROJECT #: 272103369

PROJECT NAME: BELL STATION CENTER  
PROJECT NUMBER: DSP-21031

NO.	DATE	BY	DESCRIPTION

BELL STATION CENTER  
12500 ANNAPOLIS RD. QUIN CLAY, MD 20748  
146 G. 300502, LIBERTY/0605-1534/134

**VEHICLE TURNING EXHIBIT**  
**OUTBOUND**

CIVP-CDP21031-004

ELECTION DISTRICT 14, BOWIE  
PRINCE GEORGE'S COUNTY

Scale: AS SHOWN

Date: 04/10/2022

Designed by: SH & JCL

Drawn by: SH & SH

Reviewed by: JCL

Project #: 272103369

**VT-08**

Sheet No: 8 of 8

SWM CONCEPT 31/63-2021-0

# APPLICANT'S VIEWSHED PHOTOGRAPHS

(DSP-21031)

# Bell Station







Image capture: Aug 2019 © 2022 Google

Glenn Dale, Maryland



Street View - Aug 2019



1) View from Bell Station Road/MD 193 intersection, looking east toward Subject Property (Photo date: August 2019)



Image capture: Aug 2019 © 2022 Google

Glenn Dale, Maryland

Google

Street View - Aug 2019

2) View from farther west down Bell Station Road, looking east toward Subject Property (Photo date: August 2019)

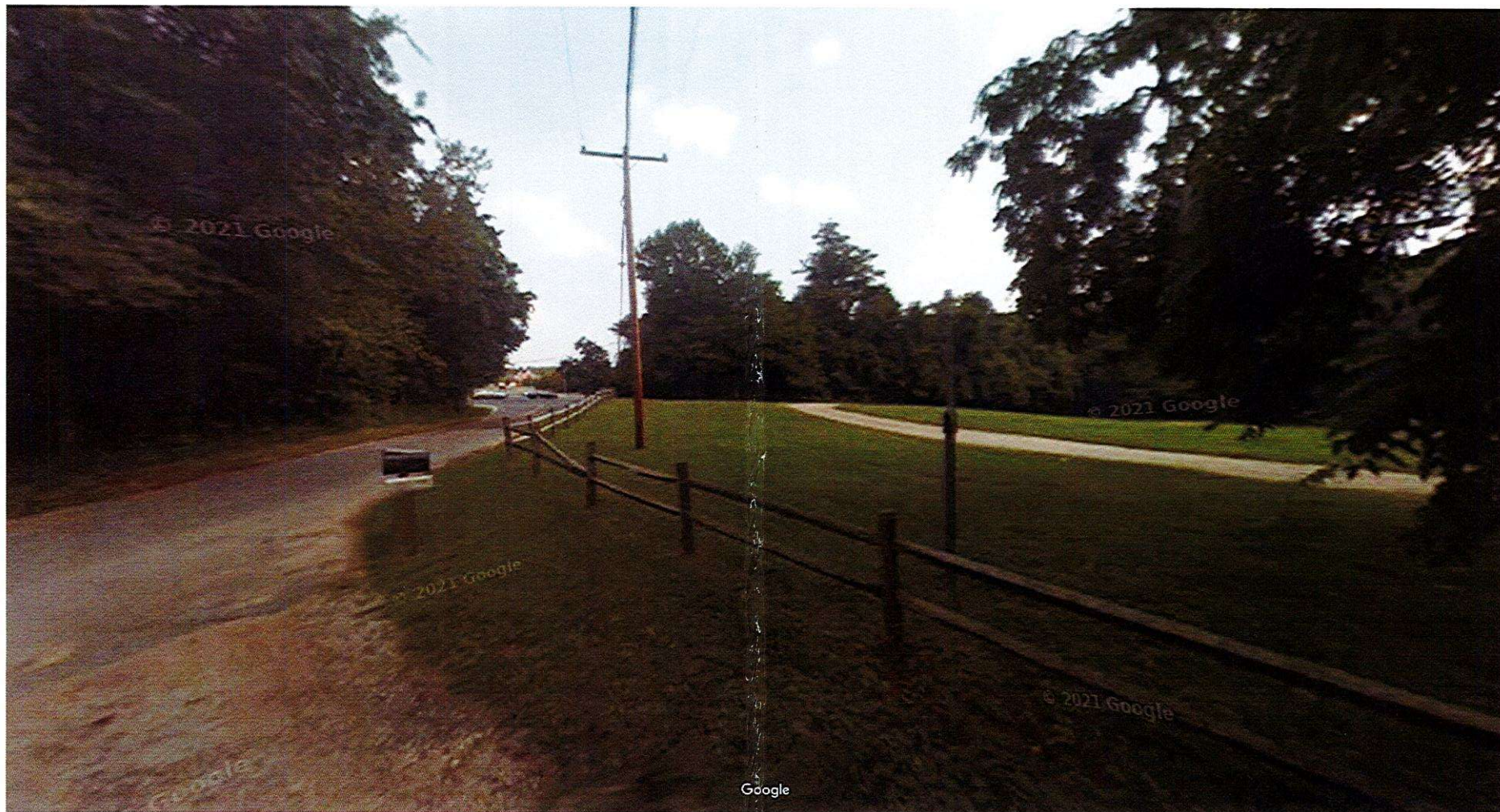


Image capture: Jul 2008 © 2022 Google



3) View from entrance driveway to Marietta House, looking east toward Subject Property (Photo date: July 2008)



Google

Image capture: Aug 2019 © 2022 Google

Glenn Dale, Maryland

Google

Street View - Aug 2019



4) View from entrance driveway to Marietta House, looking east toward Subject Property (Photo date: August 2019)

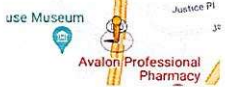


Image capture: Nov 2021 © 2022 Google

Glenn Dale, Maryland

Google

Street View - Nov 2021



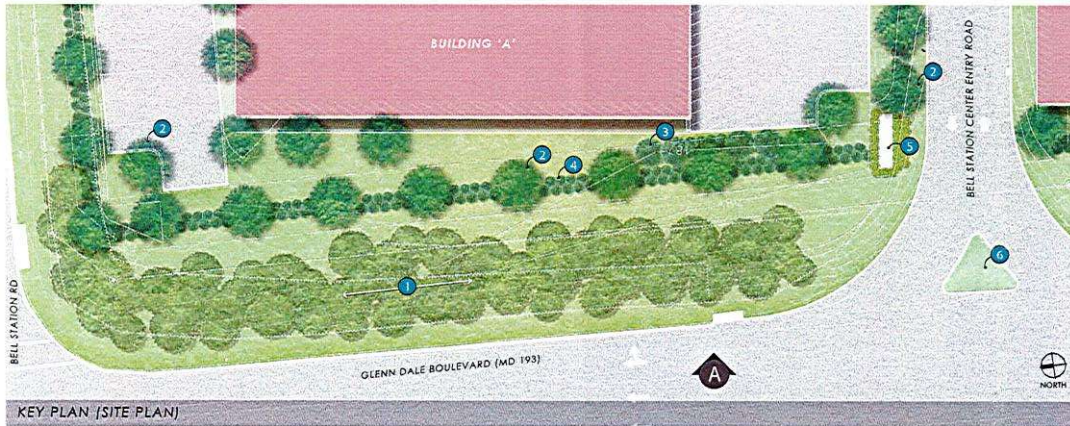
5) View from MD 193, looking west toward Marietta House (Photo date: November 2021)



6) View from internal driveway of Marietta House, looking east toward Subject Property (Photo date: May 23, 2022)

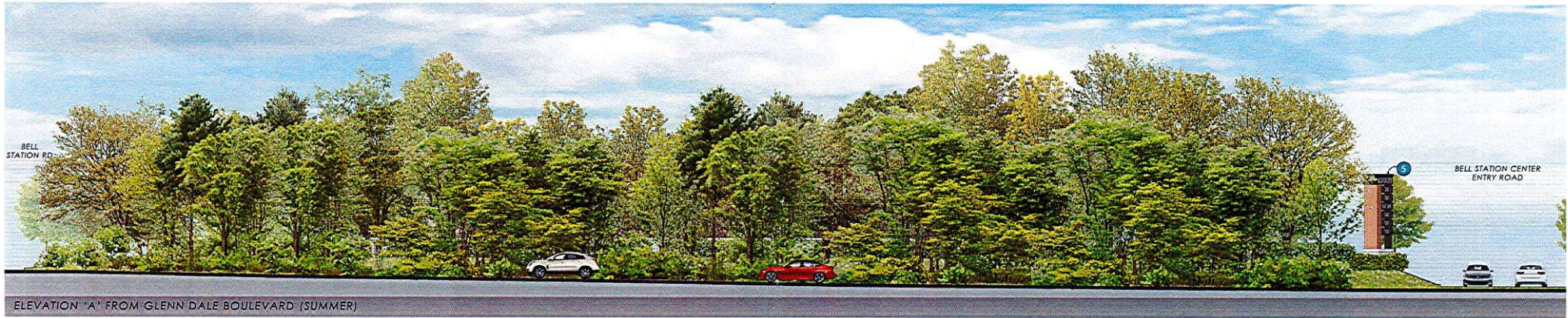
# KCI VIEWSHED EXHIBIT

(DSP-21031)



**LEGEND**

- 1 EXISTING TREE TO REMAIN
- 2 PROPOSED SHADE TREE (TYP.)
- 3 PROPOSED EVERGREEN TREE (TYP.)
- 4 PROPOSED EVERGREEN SHRUB (TYP.)
- 5 ENTRY SIGNAGE
- 6 PROPOSED RIGHT IN/RIGHT OUT ONLY ISLAND



**BELL STATION CENTER**

PHASE: GEORGE'S COUNTY, MARYLAND

SCALE 1"=10'-0"

May 28, 2022  
KCI Project No. 27210336P



Microsoft Exchange Server;converted from html;

**From:** gebeyehu teferi <gteferi@att.net>

**Sent on:** Sunday, May 22, 2022 3:42:34 AM

**To:** PPD-PGCPB <PGCPB@MNCPPC.ORG>

**Subject:** Notice of public hearing concerning the proposed commercial development at Bell Station Center

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Dear Board Members,

I am a homeowner and resident in Gabriel's Run. I have learned that there will be a commercial development in front of the Gabriel's Run Homeowners association. The development includes opening road access on Bell Station Road. It is apparent such access will create heavy traffic on that road and just at the exit of the Gabriel's Run Association residential area. Therefore, given the heavy traffic which will be created with multiple access, as a homeowner and resident, I voice my concern and ask that the access on Bell Station Road be limited to one access only. I fully support the Board of the Gabriel's Run Homeowners Association's engagement regarding the aforementioned issue. It is my understanding that the Prince George's County Planning Board would consider the maintenance of safer and habitable residential areas.

Thank you,

Respectfully

Gebeyehu Teferi,

Homeowner and resident at Gabriel's Run  
12210 Justice Place  
Glenn Dale  
Maryland

Microsoft Exchange Server;converted from html;  
**From:** Ruthenia Hopkins <prazehymn92@gmail.com>  
**Sent on:** Wednesday, May 18, 2022 12:00:00 PM  
**To:** PPD-PGCPB <PGCPB@MNCPPC.ORG>  
**Subject:** Planning Board Meeting for Bell Station Center

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

To Whom It May Concern,

I am submitting this email in concern, not to the Site Plan for the Bell Station Center but my concerns involve the access points onto Bell Station Road that will be positioned directly across the street from the entrance to the Gabriel's Run Association.

We already have at the height of rush hour problems getting out of our development. Motorists use Bell Station Road as a shortcut to 450 or to get to the Fairwood area. I am asking that the developer reconsider the access points. I am not opposed to one access point off of Bell Station near route 193 but just not directly across or near the entrance to the Gabriel's Run Association.

Thank you for your time and consideration.

Sincerely,

Ruth Hopkins

Craig B Zaller: MD/DC  
Erin K Voss: MD/DC/IL  
Sean E. Suhar: MD  
P. Michael Nagle: MD/DC/GA



Lauri J. Corley: MD  
Kelly B. Crockett: MD  
Joseph M. Peterson: MD  
John E. Tsikerdanos: MD/DC

May 23, 2022

Peter A. Shapiro, Chairman  
Prince George's County Planning Board  
The Maryland-National Capital Park and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Sent via email to: [pgcpb@mncppc.org](mailto:pgcpb@mncppc.org)

**Re: Prince George's County Planning Board  
Comments Concerning Item No. 5 on the Agenda for May 26, 2022  
DSP-21031 BELL STATION CENTER, PARCEL B (TCP)**

Dear Chairman Shapiro:

Please be advised that this firm represents the Gabriel's Run Homeowners Association, Inc. (the "Association"). I am sending this letter, which will serve as written comments, on behalf of the Association's Board of Directors concerning Item No. 5 on the Agenda for the Prince George's County Planning Board Meeting which is scheduled for May 26, 2022. Item No. 5 on the Regular Agenda is entitled: DSP-21031 BELL STATION CENTER, PARCEL B (TCP). The Applicant is Broglen LLC (hereinafter "Broglen"). The property, which is known as Bell Station Center, is located across Bell Station Road from the Association, and the Applicant is attempting to obtain approval from the Planning Board for further commercial development. The Board of Directors has previously met with the developer's attorney, Edward Gibbs, Esquire, to learn more about their plans and to express concerns about the impacts upon the Association.

The developer's attorney presented to the Association an original proposed Site Plan that contained three access points. Specifically, Broglen proposed having one access point on State Route 193 (which has been approved by the State) for a right in and right out only, and two access points on Bell Station Road, the eastern access point which is located directly across from Judicial Drive, and the other western access point located at about the center point of the property. However, the Association objected to the proposed access point on Bell Station Road which is located directly across from Judicial Drive. Since Judicial Drive serves the Association, this

7226 Lee DeForest Drive • Suite 102 • Columbia, MD 21046  
lawyers@naglezaller.com • www.naglezaller.com • Fax: 410-740-3183  
Columbia: 410-740-8100 • Northern Maryland: 410-995-0318 • DC Metro: 301-621-6500



Peter A. Shapiro, Chairman  
Prince George's County  
Planning Board  
May 23, 2022  
Page 2

proposed access point directly across the street on Bell Station Road will cause negative impacts upon the traffic volume and speeds in the Association. After speaking with his engineers, Mr. Gibbs said that Broglen agreed to revise and/or state a condition to their Application which keeps the western most access point on Bell Station Drive where it is, but eliminates the second eastern access point on Bell Station Road which is immediately across from Judicial Drive in the Association. In summary, we understand that the Applicant is now proposing one access point on Bell Station Road (full in and full out), eliminating the proposed access point across from Judicial Drive, and they propose one access point on State Route 193 (right in and right out only). Mr. Gibbs advised that the Transportation Division has accepted this proposal.

Mr. Gibbs informed me that he really appreciates how the Board of Directors has been cooperative with him and his client during this process. Mr. Gibbs advised that he would be filing a revision to their Site Plan with the Planning Board to reflect the elimination of the easternmost access point on Bell Station Road which is located directly across from Judicial Drive.

On behalf of the Board of Directors, I advised Mr. Gibbs that the Gabriel's Run Homeowners Association, Inc. does not oppose the proposed development at Bell Station Center so long as they are permitted only one access point on Bell Station Road in the center of the project as modified. Gabriel's Run Homeowners Association opposes two access points on Bell Station Road and any proposed access point which is proposed to be located directly across from Judicial Drive which serves its community.

I signed up to speak directly to the Planning Board during the meeting this coming Thursday May 26, 2022. We do not plan to oppose of the Bell Station Center proposed development only if the eastern access point on Bell Station Drive is eliminated from the proposed plans and is not required. If you or the Planning Board Staff have any questions or concerns, please do not hesitate to contact me via email at [sean@naglezaller.com](mailto:sean@naglezaller.com) or by phone at (410) 212-4112.

Sincerely,

Sean E. Suhar