



The Maryland-National Capital Park and Planning Commission

PRINCE GEORGE'S COUNTY
Planning Department

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Detailed Site Plan South Lake Commercial - Phase 1

DSP-19021-02

REQUEST	STAFF RECOMMENDATION
Amendment to the approved detailed site plan for additional signage, revised architecture including a reduction in gross floor area, and additional site details.	With the conditions recommended herein: APPROVAL of Detailed Site Plan DSP-19021-02

Location: On the west side of US 301 (Robert Crain Highway), at its intersection with Marketplace Boulevard	
Gross Acreage:	59.83
Zone:	LCD
Prior Zone:	E-I-A
Reviewed per prior Zoning Ordinance:	27-1704(g)
Gross Floor Area:	841,293 sq. ft.
Planning Area:	74A
Council District:	04
Election District:	07
Municipality:	City of Bowie
200-Scale Base Map:	201NE14
Applicant/Address: South Lake Commercial LLC 10100 Business Parkway Lanham, MD 20706	
Staff Reviewer: David Myerholtz Phone Number: 301-780-3411 Email: David.Myerholtz@ppd.mnccppc.org	



Planning Board Date:	07/10/2025
Planning Board Action Limit:	07/14/2025
Staff Report Date:	06/26/2025
Date Accepted:	05/05/2025
Informational Mailing:	12/19/2024
Acceptance Mailing:	04/29/2025
Sign Posting Deadline:	06/10/2025

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mnccppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19021-02
South Lake Commercial - Phase 1

The Urban Design Section has reviewed the subject application and presents the following evaluations and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION

The subject property is located within the Legacy Comprehensive Design (LCD) Zone. Pursuant to Section 27-1704(g) of the Prince George's County Zoning Ordinance, property in an LCD Zone may proceed to develop in accordance with the standards and procedures of the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance) subject to the terms and conditions of the development approvals which it has received. Further, pursuant to Section 27-4205(c)(3) of the Zoning Ordinance, the development shall comply with the procedures and standards applicable in the Employment and Institutional Area (E-I-A) Zone in which it was located prior to its placement in the LCD Zone. The subject property, however, is defined as a Mixed-Use Planned Community use under the prior Zoning Ordinance and, therefore, is permitted to develop in accordance with the requirements of the M-X-T Zone. Staff considered the following in reviewing this detailed site plan:

- a. Conceptual Site Plan CSP-02004;
- b. Preliminary Plan of Subdivision 4-04035;
- c. Detailed Site Plan DSP-05042 and its amendments;
- d. Detailed Site Plan DSP-19021 and its amendment;
- e. The 2010 *Prince George's County Landscape Manual*;
- f. The Prince George's County Woodland Conservation and Tree Preservation Ordinance;
- g. The Prince George's County Tree Canopy Coverage Ordinance;
- h. Referral comments; and,

- i. Community feedback.

FINDINGS

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

- 1. **Request:** This detailed site plan (DSP) proposes an amendment to the approved DSP for additional signage, revised architecture including a reduction in gross floor area, and additional site details.

- 2. **Development Data Summary:**

	Existing	Approved with DSP-19021-01	Evaluated
Zone(s)	LCD	E-I-A	E-I-A
Use(s)	Vacant	Commercial	Commercial
Gross Tract Area	59.83	59.83	59.83
Parcels	27	27	27
Gross Floor Area	0	863,672	841,293

- 3. **Location:** The subject property is located on the west side of US 301 (Robert Crain Highway), at its intersection with Marketplace Boulevard. The property is in Planning Area 74A, Council District 4, and is within the municipal limits of the City of Bowie.
- 4. **Surrounding Uses:** The subject property is part of the mixed-use development project known as South Lake. The site that is the subject of this DSP is bounded to the north by vacant land in the Legacy Comprehensive Design (LCD) Zone (prior Employment and Institutional Area (E-I-A) Zone) where multifamily residential use is proposed under DSP-16054 as part of the South Lake development. The site is further bounded to the south by wooded land in the Agriculture and Preservation (AG) Zone (prior E-I-A Zone) and industrial uses beyond in the Industrial, Heavy Zone (prior E-I-A Zone); to the west by land in the LCD Zone (prior E-I-A Zone) presently being development for residential uses approved by DSP-19023, as part of the South Lake development; and to the east by the right-of-way (ROW) of the southbound lanes of US 301.
- 5. **Previous Approvals:** This subject site has a long approval history that can be dated back to the 1970s. In 1975, the Prince George’s County District Council approved Zoning Map Amendment A-9248, to rezone the subject site from the Rural Residential Zone to the E-I-A Zone, as part of Collington Center development. Subsequently, a Comprehensive Design Plan, CDP-7802, was approved by the Prince George’s County Planning Board in 1978, but nothing further was pursued on the subject property.

In 2002, the Prince George’s County Council adopted Council Bill CB-13-2002 that introduced the concept of a mixed-use planned community use and allowed it within the E-I-A Zone for properties meeting specific criteria, including conformance with the regulations of the Mixed Use-Transportation Oriented (M-X-T) Zone. Based on this legislation, Conceptual Site Plan CSP-02004 was approved by the Planning Board on June 12, 2003 (PGCPB Resolution No. 03-135). The District Council affirmed the Planning

Board's decision and approved the CSP on January 27, 2004, with 42 conditions. The development concept was for a mixed-use planned community consisting of 463 lots, 86 parcels, 300,000 square feet of commercial and retail space, 700,000 square feet of employment space, 25,000 square feet of space for annexation to Prince George's County Community College, a 300-room hotel, and 1,294 dwelling units. The residential component consisted of 170 detached units, 272 attached units, 600 multifamily rental units, 112 condominium units, 120 high-rise units, and 20 live-work units.

Preliminary Plan of Subdivision (PPS) 4-04035 was approved by the Planning Board (PGCPB Resolution No. 04-247(C)) in June 2003, and the resolution was subsequently corrected multiple times. This PPS was reconsidered by the Planning Board on October 7, 2016, to convert approximately 200 multifamily condominium units to fee simple townhouse lots, to make changes to the phasing of off-site traffic improvements and other modifications. On February 16, 2017, the Planning Board heard testimony and approved the reconsideration with 47 conditions for 800 lots and 110 parcels, for a total of 1,294 dwelling units (PGCPB Resolution No. 04-247(C/3) (A/2)). On January 25, 2018, the Planning Board heard testimony and approved the reconsideration for adjustment of access, circulation, and master plan trail alignment (PGCPB Resolution No. 04-247(C/2) (A/2)).

A DSP for infrastructure, DSP-05042, was approved by the Planning Board (PGCPB Resolution No. 05-258) on December 8, 2005 for site grading, infrastructure development, and construction of a central lake. No construction occurred on the subject property. An amendment to DSP-05042 was submitted in August 2007, but subsequently withdrawn. A second amendment, DSP-05042-02, was submitted for Planning Director review on December 23, 2016, to revise the site design, but the application became dormant. The review of DSP-05042-02 was revived in June 2019, and approved by the Planning Director on February 5, 2020, to provide for revisions to site grading and roadway layout for three segments of the main roadways leading into the subject site from the ramp of MD 214 (Central Avenue) and US 301.

The 2006 Approved Master Plan for Bowie and Vicinity and the Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B retained the subject site in the E-I-A Zone.

In 2016, the County Council adopted CB-73-2016 that provided numerous revisions to the mixed-use planned community regulations in the M-X-T Zone which are applicable to the subject site. Subsequently, the applicant filed a new PPS, to subdivide an 11-acre piece of land previously included as part of Outparcels A and B in PPS 4-04035. PPS 4-17027 was approved by the Planning Board (PGCPB Resolution No. 19-06) on January 10, 2019, for 66 lots and 3 parcels, subject to 23 conditions.

The Planning Board approved DSP-19021 for South Lake Commercial – Phase 1 on July 1, 2021 (PGCPB Resolution No. 2021-79) which included 900,656 square feet of commercial space and 28 parcels on 59.83 acres. A subsequent amendment was approved by the Planning Director on May 2, 2024, to update the primary management area (PMA); revise the layout and architecture of Pad Sites 7–9; modify the layout of three commercial buildings on Parcels 4, 5, 6, 36, and 37; revise parking requirements; and reduce the overall buildout from 900,656 square feet to 863,672 square feet.

The site also has an approved Stormwater Management (SWM) Concept Plan, 26947-2002-05, which was issued on May 23, 2023, and is valid until May 8, 2026.

- Design Features:** The subject DSP proposes minor revisions to architecture including a reduction in gross floor area (GFA), additional sign and additional site details for the approved development, which includes 841,293 square feet of commercial uses on 59.83 acres. This phase of the South Lake project is located at the southeast corner of the large, 381.53-acre South Lake mixed-use planned community. A total of 27 commercial pad sites are approved, with GFA for each pad site ranging in size from approximately 3,000 square feet to 207,770 square feet.

Architecture

The application requests a revision to the architecture for Pad Site 21 on Parcel 13. The proposed architecture removes a formerly envisioned second-floor office component, reducing the total GFA included in this DSP to 841,296 square feet. The revised architecture incorporates a mix of colors, materials, and textures, including masonry, metal coping, storefront windows, and metal panels. The design of the building is modern, with variations in roof height creating architectural interest. Special attention has been paid to the façades that face public spaces to feature façade articulation, varied roofscapes, and customized shopfronts along Commercial Drive, and an attractive view from the adjacent plaza.

Additional site details are included in this DSP. Specifically, a new plaza bench and planter is proposed, along with additional trash enclosure details.



Figure 1: Revised architecture for Pad Site 21

Lighting

No changes to the approved lighting plan are proposed with this application, with the exception of decorative building-mounted lighting included for Pad Site 21. This lighting provides additional architectural interest and contributes to adequate lighting of public spaces for Pad Site 21.

Signage

This application includes three new freestanding signs for Pad Sites 15–17, tenant signage for Pad Site 11, building-mounted signage for Pad Site 22, and a revision to the approved multi-tenant gateway sign (freestanding sign 3).

The freestanding signs for Pad Sites 15–17 are all located on the east side of their respective sites, near US 301. The proposed sign on Pad Site 15 features the Panda Express logo, and measures approximately 19 square feet. This sign is shown tangent to the east property line, adjacent to the US 301 ROW. A condition is included herein requiring this sign to be located a minimum of 10 feet from the property line, consistent with Section 27-614(a) of the prior Prince George’s County Zoning Ordinance.

The proposed sign on Pad Site 16 is approximately 39 square feet and features the McDonald’s logo. This sign is located near the southwest corner of the intersection of US 301 and Commercial Drive, set back 16 feet from Commercial Drive and 30 feet from US 301.

The proposed sign on Pad Site 17 is approximately 13.9 square feet and features the Chase Bank name and logo on a 2-foot-tall masonry base that matches the building. This sign is located near the northwest corner of US 301 and Commercial Drive, set back 10 feet from the Commercial Drive ROW and 43 feet from US 301.

The proposed building-mounted sign on Pad Site 22 measures 100.45 square feet and features the Giant grocery store name and logo. The sign uses illuminated channel letters and is located on the north side of the building near the northeast corner.

The revised multi-tenant gateway sign is highly similar to the previous approval, however, one material which is featured on the signage for retail and the South Lake logo has been changed from high-density wood to powder coated metal.

Building-mounted signage is shown on the revised architecture for Pad Site 21, for illustrative purposes on architectural plans included in the DSP. A prior condition of approval with DSP-19021 requires a comprehensive building-mounted signage plan be approved, prior to issuance of sign permits, except for the Sheetz signs on proposed Parcel L. That condition still applies for Pad Site 21 and all other buildings for which a comprehensive building-mounted signage plan has not yet been approved.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** This DSP application has been reviewed for compliance with the requirements of the prior Prince George’s County Zoning Ordinance for a mixed-use planned community in an E-I-A Zone.
 - a. The proposed commercial development is part of a mixed-use planned community, as defined by Section 27-107 of the prior Zoning Ordinance, and is a permitted use in the E-I-A Zone.

b. The South Lake development is a mixed-use planned community in the prior E-I-A Zone. Section 27-500 of the prior Zoning Ordinance provides direction for this development, as follows:

(c) A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10.

The overall South Lake development plan includes a mix of residential, employment, commercial retail, commercial office, hotels, and recreational uses. In addition, Section 27-501(c), Regulations for a Mixed-Use Planned Community, of the prior Zoning Ordinance, provides further direction, as follows:

(1) A Mixed-Use Planned Community shall meet all purposes and requirements applicable to the M-X-T Zone, as provided in Part 10, and shall be approved under the processes in Part 10.

(2) Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.

This DSP was filed in accordance with the M-X-T Zone requirements. If there were not these specific requirements for a mixed-use planned community, a specific design plan would have had to have been filed for any development in the E-I-A Zone.

c. Section 27-544(e), Regulations in the M-X-T Zone, of the prior Zoning Ordinance, includes the following additional standards for a mixed-use planned community that are relevant to the review of this commercial DSP:

(1) A Mixed Use Planned Community shall conform to the purposes, regulations, and required findings and review process set forth in Division 2 of this Part, for the M-X-T Zone, however, for property that is located in the E-I-A (Employment and Institutional Area) Zone and is subject to Sections 27-276, 27-500, and 27-501 of this Subtitle, the following regulations shall be advisory only.

(2) It shall include retail, residential and office/employment uses. The use mixture shall consist of the following, based on the total gross floor area (GFA) for residential, retail, and office combined:

Total Gross Floor Area	Minimum	Maximum
Residential (at least 2 different types)	50%	90%
Retail	10%	20%
Office/Employment	0%	40%

The entire South Lake project thus far (DSP-19023, DSP-21002, and DSP-19021), includes approximately 4,167,568 square feet of GFA, with a total floor area ratio (FAR) of 0.30. This application proposes a reduced GFA (4,145,189 square feet) due to revised architecture for Pad Site 21; however, the total GFA for South Lake still conforms to the use mixture defined by this regulation.

- (3) It may include hotel uses. Hotel use is not included in the residential, retail or office/employment categories for purposes of calculating gross floor area for percentages of use. There is no percentage restriction applied to the hotel uses.**

Three hotels were approved with DSP-19021. No changes to the approved hotels are included in this application.

- (4) It may provide at least one institutional or civic use, may have an integrated network of streets, sidewalks, and open space, public or private, and should give priority to public space and appropriate placement of institutional and civic uses.**

An integrated network of streets, sidewalks, and open spaces was approved throughout the South Lake site. No changes to the approved streets, trails, or sidewalks are included with this application.

- (5) Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.**

The proposed development conforms with the requirements of the M-X-T Zone for a mixed-use planned community with the conditions recommended herein.

- (6) The community should be focused on a central public space that is surrounded by a combination of commercial, civic, cultural or recreational facilities.**

(A) The space should be a minimum of twenty-five (25) acres and may include a lake.

(B) It should be designed with adequate amenities to function as a fully shared space for the entire community.

A central public space of 25.35 acres is provided adjacent to the west of proposed Buildings 24, 25, and 26, as approved under DSP-19023.

- (7) The community should contain additional, linked open space in the form of squares, greens and parks that are accessible, visible, safe and comfortable.**

(A) The open spaces should provide a variety of visual and physical experiences.

(B) Some of these open spaces should be bordered by buildings and be visible from streets and buildings.

As a whole, South Lake includes parks, playgrounds, trails, and open spaces located throughout the site, primarily in residential portions of the development. Locations of these features, and the variety of recreational amenities and comfort features included, provide for a variety of visual and physical experiences. Most park and open space areas are located within walking distance of dwellings and are visible from streets and buildings. Parks and open spaces are accessed by the development's comprehensive system of sidewalks and trails. The Collington Branch Trail also provides a linear public space and multimodal transportation route through South Lake, with future connections to lands north and south of the development.

(8) The retail uses may be designed to:

(A) Create a sense of place by creating a design that provides amenities such as plazas, parks, recreational opportunities, entertainment and cultural activities, public services and dining; and provides attractive project gateways and public spaces.

As a whole, the South Lake development, inclusive of the subject DSP, provides amenities including plazas and park spaces, and recreational opportunities including the Collington Branch Trail. A mix of retail, restaurant, and entertainment uses is approved with DSP-19021. The subject DSP includes additional plaza amenities including a combination bench and planter, providing shaded seating in the plaza on Parcel 13.

(B) Create outdoor amenities, such as brick pavers, tree grates, decorative lighting, signs, banners, high quality street furniture and extensive landscaping, including mature trees.

The approved DSP-19021 included masonry pavers, decorative lighting, signs, high quality street furniture, and extensive landscaping. The subject DSP adds additional plaza details that are of the same quality or better than those approved.

(C) Create attractive architecture by: using high quality building materials such as stone, brick or split-face block, and providing architectural elements such as façade articulation in fifty (50) foot to seventy-five (75) foot increments, second floor levels, dormer windows, canopies, arcades, varied roofscapes and customized shopfronts to create a street-like rhythm.

The revised building architecture for Pad Site 21 includes a variety of materials, façade articulation, varied roofscapes, and customized shopfronts, as discussed in Finding 6 above.

- (D) Promote attractiveness by designing attractive, quality façades of all commercial buildings where the façade is visible from public space; and completely screening loading, service, trash, HVAC and other unsightly functions.**

The revised building architecture for Pad Site 21 promotes attractiveness from public spaces, as discussed in Finding 6 above.

- (E) Creating a retail area where, if the front of a retail store fronts a street: pedestrians may travel with ease, with attractive walkways and continuous street front experiences to maximize the quality of the pedestrian environment; crosswalks may run through and across the parking lots and drive aisles to connect all buildings and uses; sidewalks may be wide, appealing, shaded and configured for safe and comfortable travel; pedestrian walkways may be separated from vehicular circulation by planting beds, raised planters, seating walls, on-street parallel parking and/or structures; walking distances through parking lots may be minimized and located to form logical and safe pedestrian crossings, and walkways may be made more pedestrian-friendly through the use of arcades, canopies, street trees, benches and tables and chairs.**

Roadways through the development include sidewalks on both sides with crosswalks logically located to promote safe and efficient pedestrian movement. Landscaping, seating, and site furnishings are shown in public areas. DSP-19021 provided a guiding plan for development of the Phase 1 commercial area of South Lake. As specific tenants are selected, future DSPs or amendments to this DSP (including the subject application) will provide additional details for each building site.

- (F) Shield and enhance the surrounding view through techniques such as screening views of parking lots along the main frontal streets with green bermed and landscaped strips, or a low brick (or other quality material) wall, in order to screen parking from the public frontage streets, and ensuring that attractive buildings are to be visible from the public frontage streets.**

This DSP does not include any changes to the parking layout or previously approved parking lot screening.

- (G) Minimize expanse of parking lots through the use of landscape islands or the location of buildings and streets.**

This DSP does not include any changes to the approved parking lot landscaping.

- (H) Provide a hierarchy of pedestrian-scaled, direct and indirect, high quality, energy efficient lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses.**

The photometric plan provided with the DSP shows sufficient lighting will be provided in public spaces, along sidewalks, buildings, and signage, as appropriate. LED lighting is to be utilized throughout the development.

- (I) Create a signage package for high quality signs and sign standards and requirements for all retail and office tenants and owners, which shall address size, location, square footage, materials, logos, colors and lighting. For office and retail uses, a Conceptual Site Plan for Signage shall be approved prior to release of any sign permits. All sign permits shall conform to the approved Conceptual Site Plan for Signage.**

As discussed in Finding 6, new and revised signs are included in this application. The signage package submitted includes size, location, square-footage, materials, logos, colors, and lighting for the new and revised freestanding signs. The proposed freestanding signs are constructed with masonry or vinyl bases, and range in height from approximately 4 feet tall to approximately 6 feet, 9 inches tall. The signs feature simple names and logos of their respective businesses. Staff find the new signage to be high-quality and consistent with the design of prior approved signage. This DSP provides only illustrative building-mounted signage for the multi-tenant retail building on Pad Site 21. Condition 6 of DSP-19021 will apply to future building mounted signage for South Lake Commercial - Phase 1, as discussed in Finding 11 below.

- (J) Enhance retail pad sites designs to be compatible with the main retail component. If the retail pad sites are located along the public frontage streets, parking should be located to the rear and sides of the pad sites.**

- (K) Green areas should be provided between pad sites.**

- (L) Restaurants adjacent to the central public space/lake should have attractive outdoor seating areas.**

Retail pad sites are laid out on the site plans to be located primarily on public street frontages with green areas shown between each site. A restaurant with an area for outdoor eating is located adjacent to the central public open space. No changes to the approved layout of the pad sites are included with this DSP.

d. Section 27-546(d), Site Plans, of the prior Zoning Ordinance contains the following required findings for the Planning Board to grant approval of a DSP in the M-X-T Zone:

(1) The proposed development is in conformance with the purposes and other provisions of this Division;

Conformance to the purposes of the M-X-T Zone was found with the Planning Board's approval of DSP-19021. The subject application for additional signage, site details, and revised architecture does not change that finding.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

This property is in the E-I-A Zone, so this requirement is not applicable. The proposed mixed-use planned community, including the residential portion proposed by this DSP, is being reviewed under M-X-T Zone requirements, in accordance with CB-73-2016.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The development proposed is the first commercial phase of the larger South Lake mixed-use planned community, will be oriented towards US 301, and will become a catalyst for future development within the community and improvement within this area of the County.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

This commercial phase of the South Lake development is compatible with adjacent uses as shown in the underlying CSP. Future development proposed within South Lake will be reviewed under separate DSP applications to ensure compatible design is provided for the entire mixed-use planned community.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

Buildings and other amenities have been carefully designed and placed to create a cohesive, quality commercial development. Attention has been paid

to the provision of public amenities, including a well-connected circulation system, seating areas, and other site furnishings.

- (6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The DSP is the first commercial phase of a mixed-use planned community and has been designed as a self-sufficient entity intended to be integrated into the larger South Lake development. CSP-02004, as amended, provides the overall development scheme for this mixed-use planned community.

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

There are no changes to the approved pedestrian system included in this DSP.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

Appropriate attention has been paid to scale, design, amenities, materials, and landscaping proposed in areas for pedestrian activities and gathering places. Seating areas, bicycle racks, and other furnishings are provided, as are landscaping and lighting, to create a quality environment.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This application is a DSP, and this finding does not apply.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or**

programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.

Two preliminary plans of subdivision covering the entire South Lake site, 4-04035 and 4-17027, were approved in 2004 and 2019, respectively. Adequacy findings were made through these preliminary plans, and DSP-19021 was found to be consistent with these approvals by the Planning Board.

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

DSP-19021 was approved as the first commercial phase of South Lake, a mixed-use planned community containing approximately 381 acres in total, in accordance with the provisions of this section and Section 27-548 of the prior Zoning Ordinance.

- e. The DSP is also in conformance with the applicable additional regulations of the M-X-T Zone in Section 27-548, as follows:

- (a) Maximum floor area ratio (FAR):**

(1) Without the use of the optional method of development -- 0.40 FAR; and

(2) With the use of the optional method of development -- 8.00 FAR.

DSP-19021 was approved with a FAR of 0.30. This application does not change the approved FAR.

- (b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The proposed uses are located in more than one building and on more than one lot, as allowed.

- (c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

The DSP shows a layout for the first commercial phase of development of this mixed-use planned community and provides the required information.

- (d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape**

Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

The landscaping, screening, and buffering were reviewed and approved with DSP-19021. This subject application provides details for trash enclosure screening, consistent with the *2010 Prince George's County Landscape Manual* (Landscape Manual).

- (e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The FAR for the entire South Lake mixed-use planned community proposed thus far is 0.30 and was determined utilizing the specified methodology.

- (f) Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

Improvements proposed do not interfere with the air space above or ground below public ROWs.

- (g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

No changes to the approved lots are included in this DSP.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be...**

This standard does not apply to this proposed commercial development.

- (i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

As stated, this requirement is not applicable within a mixed-use planned community.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

The proposed South Lake mixed-use planned community site is in the E-I-A Zone, with proposed development subject to the requirements of the M-X-T Zone, in accordance with CB-73-2016. The property is not located in the M-X-T Zone, and as such, this requirement is not applicable.

- f. In accordance with Section 27-574 of the prior Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. In its approval of DSP-19021, the Planning Board found that the parking methodology used was sufficient with a total of 2,014 proposed parking spaces within the limits of the DSP. DSP-19021-01 included a reduction in the total proposed square footage from 900,656 to 863,672, along with a corresponding reduction in the required parking, for a total of 1,975 parking spaces. The subject DSP includes 1,980 parking spaces within the limits of the original approval.
- g. Section 27-583, Number of spaces required in M-X-T Zone, of the prior Zoning Ordinance contains requirements for determining the total number of loading spaces. No changes to the loading spaces approved with DSP-19021-01 are proposed with this application.
- 8. Conceptual Site Plan CSP-02004:** As further detailed in Finding 5, CSP-02004 was approved by the District Council in January 2004 for a mixed-use planned community consisting of 463 lots, 86 parcels, 300,000 square feet of commercial and retail space, 700,000 square feet of employment space, 25,000 square feet of space for annexation to Prince George's County Community College, a 300-room hotel, and 1,294 dwelling units. Dwellings consisted of 170 detached units, 272 attached units, 600 multifamily rental units, 112 condominium units, 120 high-rise units, and 20 live-work units.

The applicant amended CSP-02004, with the approval of DSP-19023, as allowed by Section 27-282(g) of the prior Zoning Ordinance and contained in PGCPB Resolution No. 03-135(C)(A). Revisions to the CSP included changes to the site's roadway and

infrastructure layout, lot and parcel arrangement, roadway sections, master-planned trail alignment, and phasing program. Conformance with the applicable conditions of the amended CSP-02004 was found with the Planning Board's approval of DSP-19021. The subject application does not change that finding.

9. **Preliminary Plan of Subdivision 4-04035:** PPS 4-04035 was approved by the Planning Board (PGCPB Resolution No. 04-247(C)) in June 2003 and was subject to multiple corrections and reconsiderations. The governing version of this PPS was reconsidered by the Planning Board on January 25, 2018 (PGCPB Resolution No. 04-247(C/3)(A/2)). There are no conditions of approval from PPS 4-04035 relevant to the subject DSP.
10. **Detailed Site Plan DSP-05042 and its amendments:** DSP-05042 was an infrastructure DSP that was approved by the Planning Board on December 8, 2005, with five conditions. None of the conditions are related to the review of this detailed site plan. DSP-05042 was amended by the Planning Director once, as approved on February 5, 2020, with no conditions.
11. **Detailed Site Plan DSP-19021 and its amendment:** As further detailed in Finding 5, DSP-19021 was approved by the Planning Board on July 1, 2021, with 6 conditions. DSP-19021-01 was approved by the Planning Director on May 2, 2024, with no conditions. The following condition from the Planning Board's approval of DSP-19021 is relevant to this DSP:
 6. **Prior to approval of any building-mounted sign permits, except for those proposed on Parcel L for the Sheetz building, obtain approval from the Prince George's County Planning Board, or its designee, of a comprehensive building-mounted signage plan for all Phase 1 commercial tenants.**

The subject DSP is submitted in accordance with this condition. This amendment provides additional building signage for Pad Site 22 (Giant grocery store), and freestanding signage for Pad Sites 15 (Panda Express), 16 (McDonalds), and 17 (Chase Bank). The building-mounted signage included with the architecture for Pad Site 21 is illustrative and does not include all the pertinent details including materials, logos, colors, and lighting. As such this condition will continue to apply for future building-mounted signage for all Phase 1 commercial tenants.
12. **2010 Prince George's County Landscape Manual:** In accordance with Section 27-548 of the prior Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the Landscape Manual. A landscape plan was submitted and approved with DSP-19021 and its companion case AC-21010. This DSP proposes minor changes to the approved landscape plan including the addition of screening details for trash collection facilities and additional site details including combination bench planters. These additions do not change conformance to the Landscape Manual as found with the original approval.
13. **Prince George's County Woodland Conservation and Tree Preservation Ordinance:** The project has an approved Type 2 Tree Conservation Plan, TCP2-126-05, which includes the entire South Lake development. No revisions to the approved TCP2 are included in this application.

14. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this E-I-A-zoned site, in accordance with the Tree Canopy Coverage Ordinance. The commercial development proposed by the subject DSP encompasses 59.83 acres, requiring 5.98 acres of TCC, for this portion of the South Lake development. DSP-19021-01 was approved for 6.75 acres of TCC. The subject application does not change the approved TCC to be provided.
15. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. Due to the limited scope of this application, comments were only solicited from the Permit Review Section and external agencies. The referral comments are summarized, as follows:
 - a. **Permit Review**—In a memorandum dated June 6, 2025 (Jacobs to Myerholtz), staff provided an analysis of applicable regulations for signage and included recommended technical corrections, which have been incorporated in the recommendation section of this report.
 - b. **Prince George's County Health Department**—As of the drafting of this staff report, the Health Department had not provided comments on the subject application.
 - c. **Prince George's County Department of Permitting, Inspections and Enforcement**—As of the drafting of this staff report, DPIE had not provided comments on the subject application.
 - d. **Prince George's County Police Department**—As of the drafting of this staff report, the Police Department had not provided comments on the subject application.
 - e. **Prince George's County Fire/EMS Department**—As of the drafting of this staff report, the Fire/EMS Department had not provided comments on the subject application.
 - f. **Washington Suburban Sanitary Commission (WSSC)**—As of the drafting of this staff report, WSSC had not provided comments on the subject application.
 - g. **City of Bowie**—As of the drafting of this staff report, the City of Bowie had not provided comments on the subject application.
16. **Community feedback:** As of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject DSP.
17. As required by Section 27-285(b)(1) of the prior Zoning Ordinance, if it is approved with the proposed conditions, this DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
18. In accordance with Section 27-285(b)(2), of the prior Zoning Ordinance, this DSP is in general conformance with CSP-02004.

19. Section 27-285(b)(4) of the prior Zoning Ordinance provides the following required finding for approval of a DSP:

(4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).

In its approval of DSP-19021, the Planning Board found the regulated environmental features (REF) on the subject property had been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the DSP and tree conservation plan. There are no changes to the REF included with this application.

RECOMMENDATION

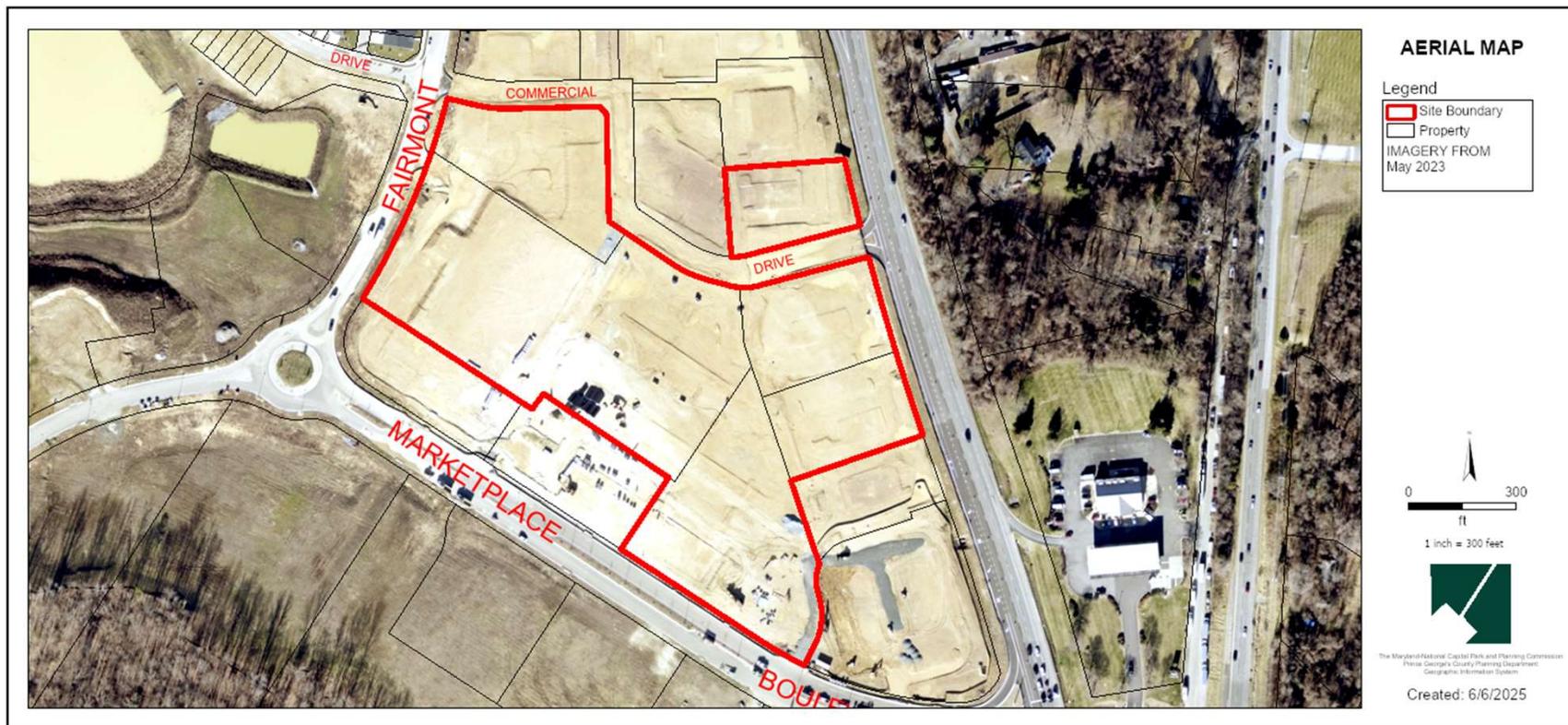
Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19021-02 South Lake Commercial – Phase 1, subject to the following condition:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan (DSP), as follows:
 - a. Label the setback from public rights-of-way for the proposed freestanding signs and ensure the minimum setback for freestanding signs is 10 feet from public rights of way, consistent with Section 27-614(a) of the prior Prince George's County Zoning Ordinance.
 - b. Show accurate and consistent gross floor area for the limits of this DSP.
 - c. Update the title of the Landscape Plan as the -02 amendment.
 - d. Remove the previous approval block from the cover sheet and Sheet 25.

SOUTH LAKE COMMERCIAL - PHASE 1

Detailed Site Plan

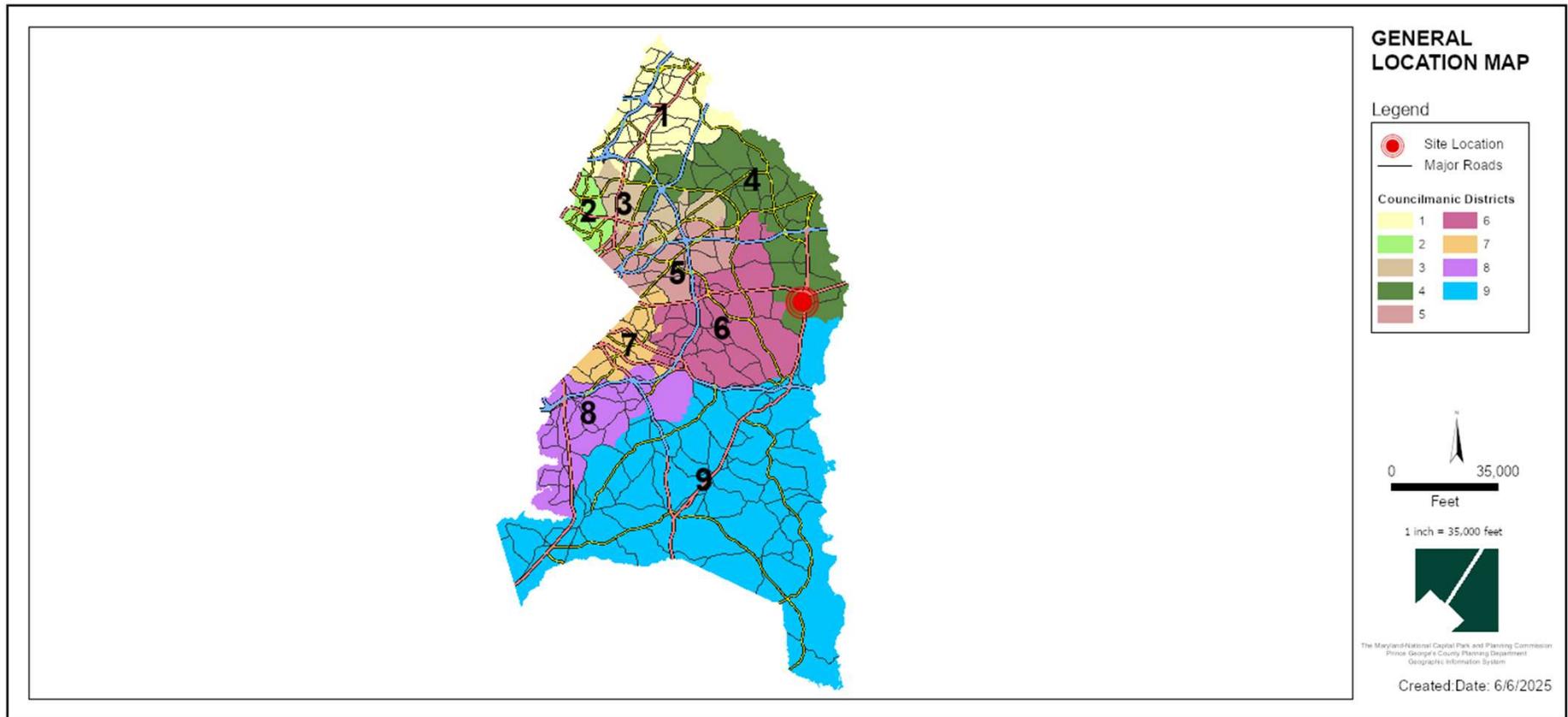
Staff Recommendation: APPROVAL with conditions



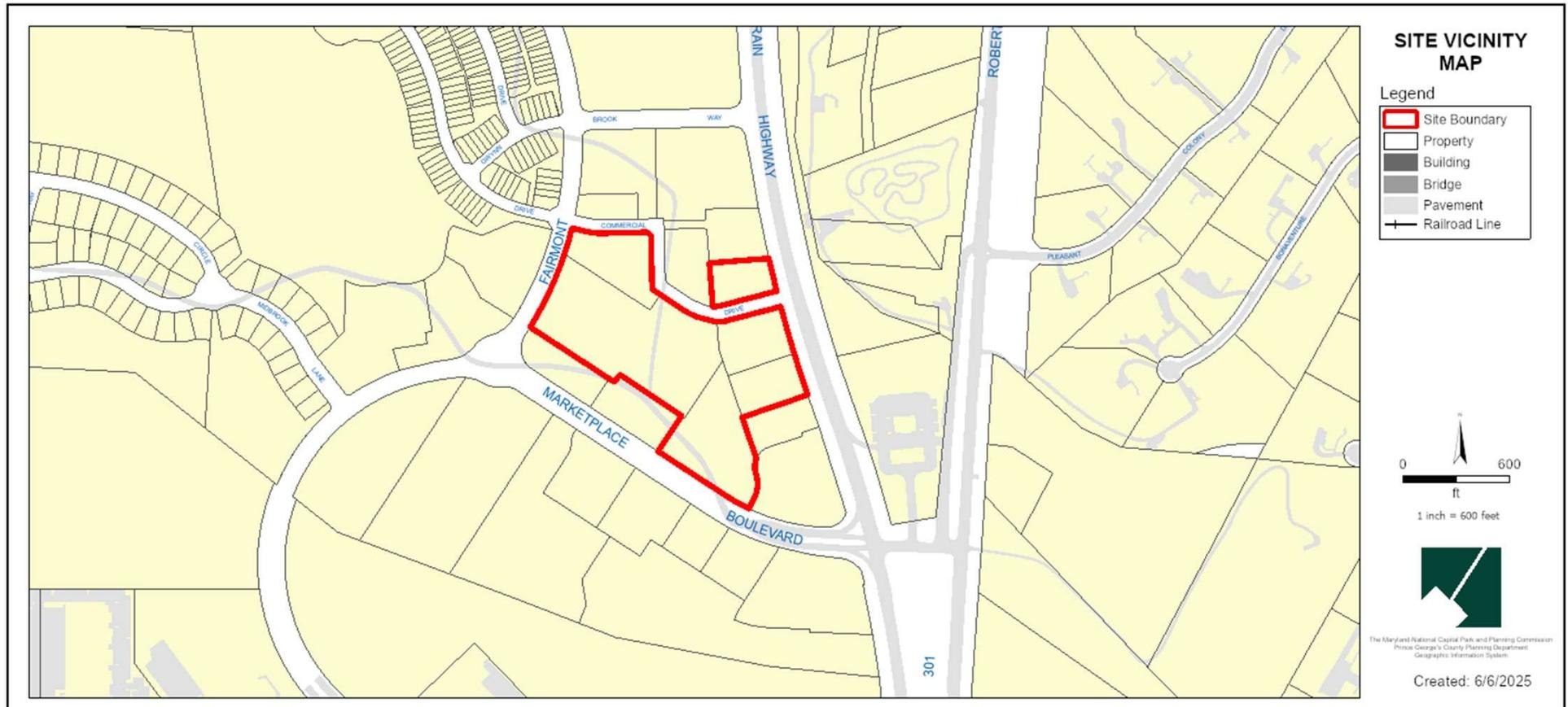
GENERAL LOCATION MAP

Council District: 04

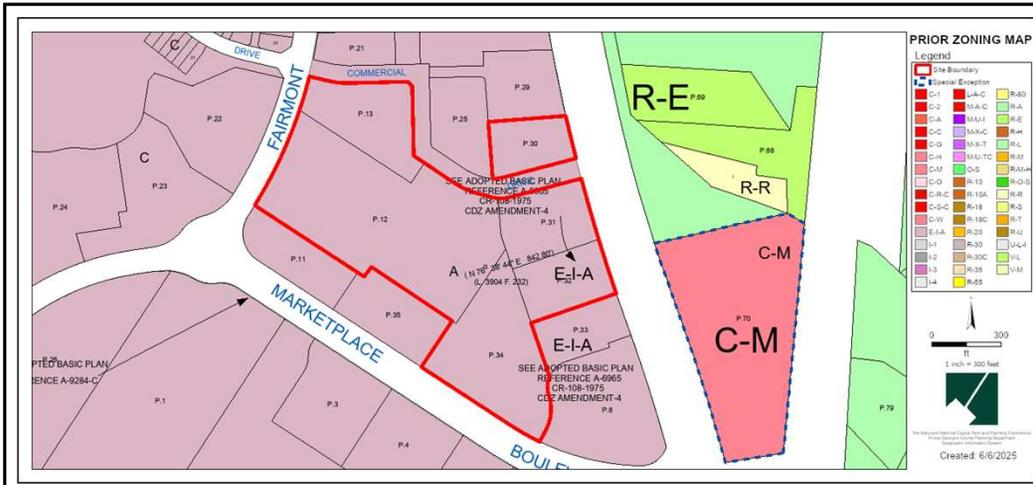
Planning Area: 74A



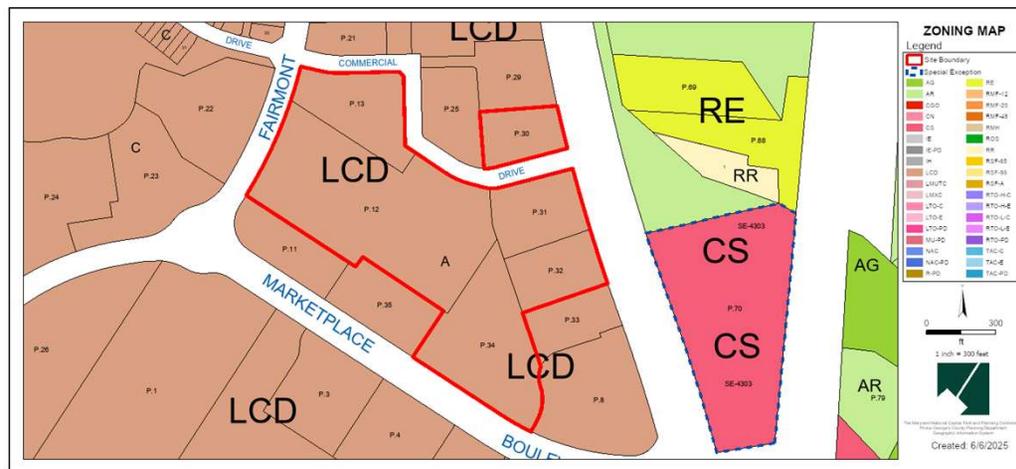
SITE VICINITY MAP



ZONING MAP (PRIOR AND CURRENT)

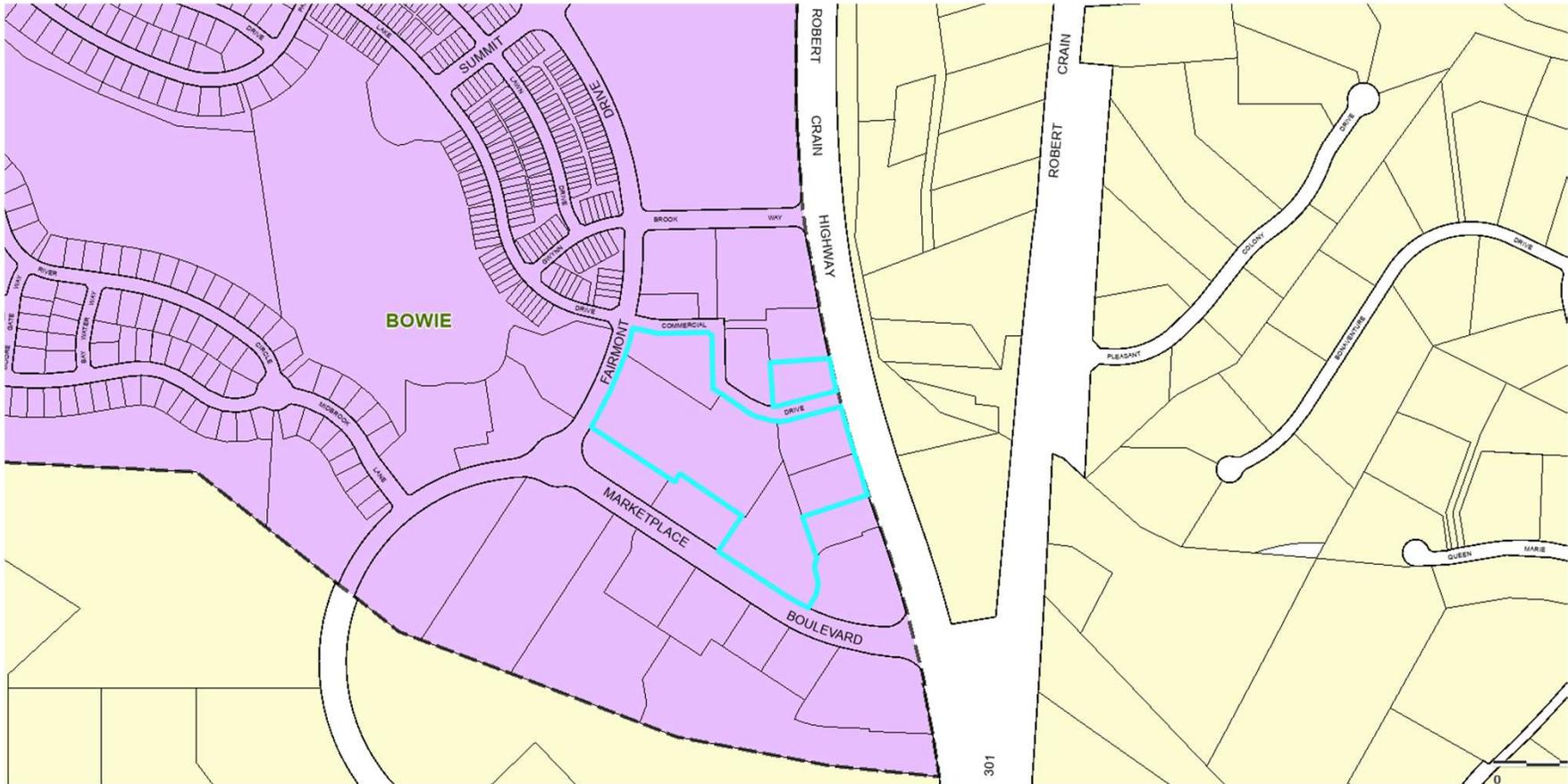


Prior Zoning Map: E-I-A

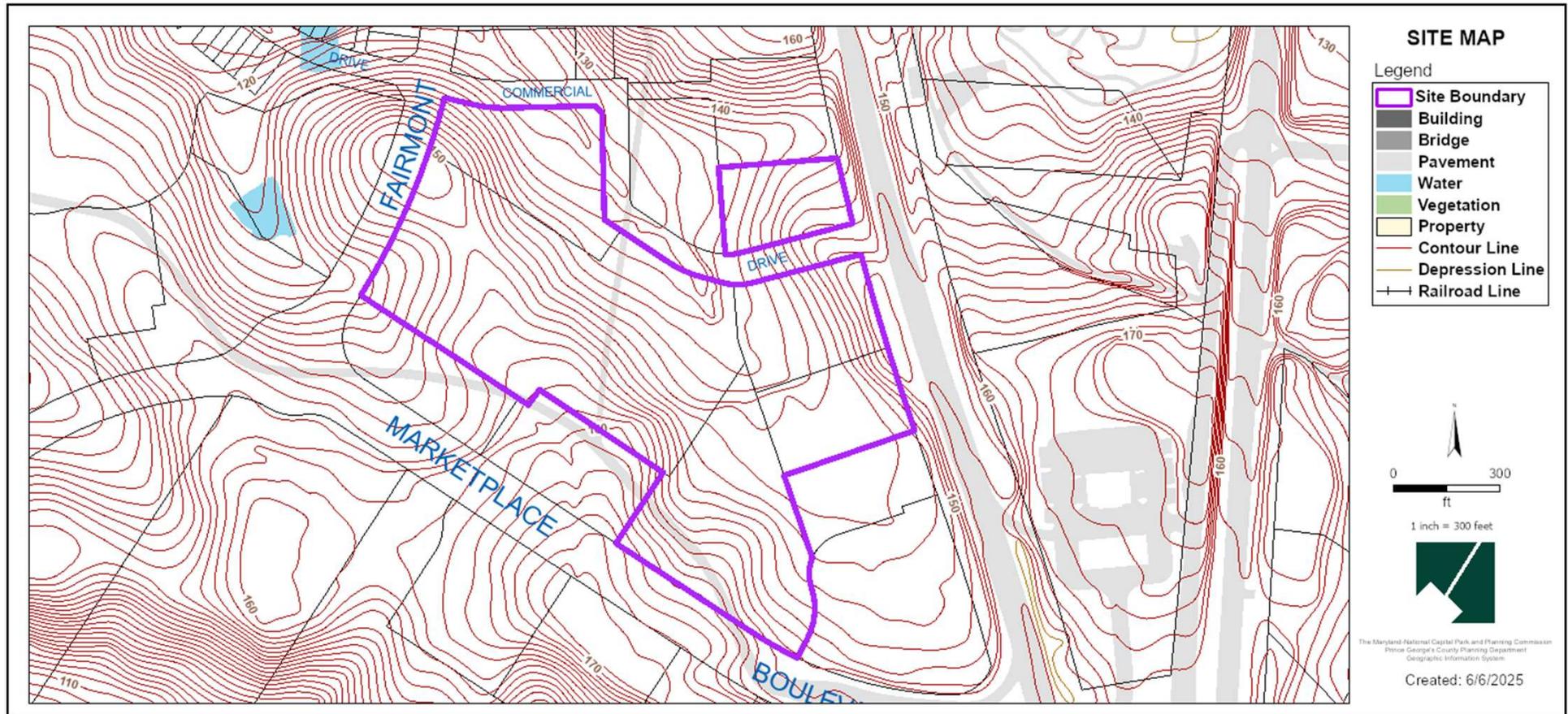


Current Zoning Map: LCD

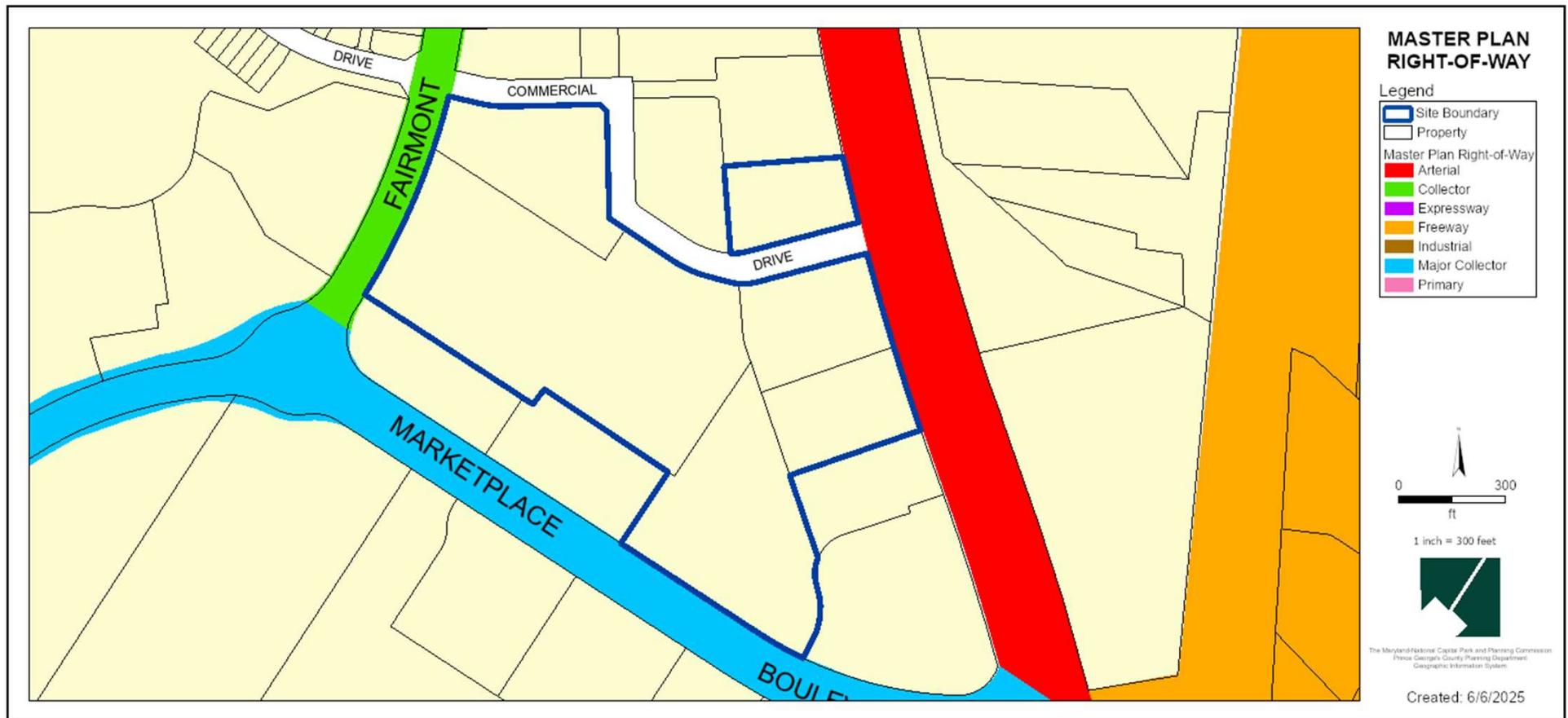
MUNICIPAL BOUNDARY (BOWIE)



SITE MAP



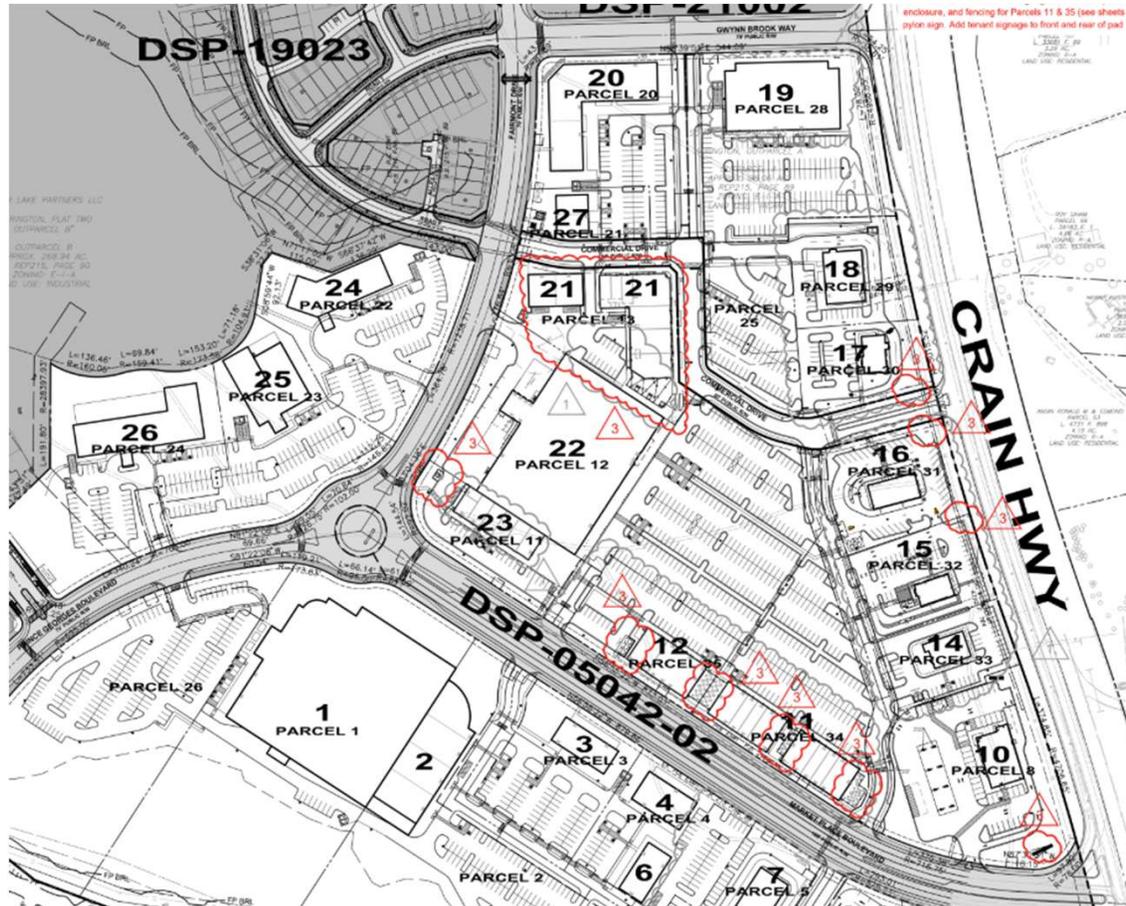
MASTER PLAN RIGHT-OF-WAY MAP



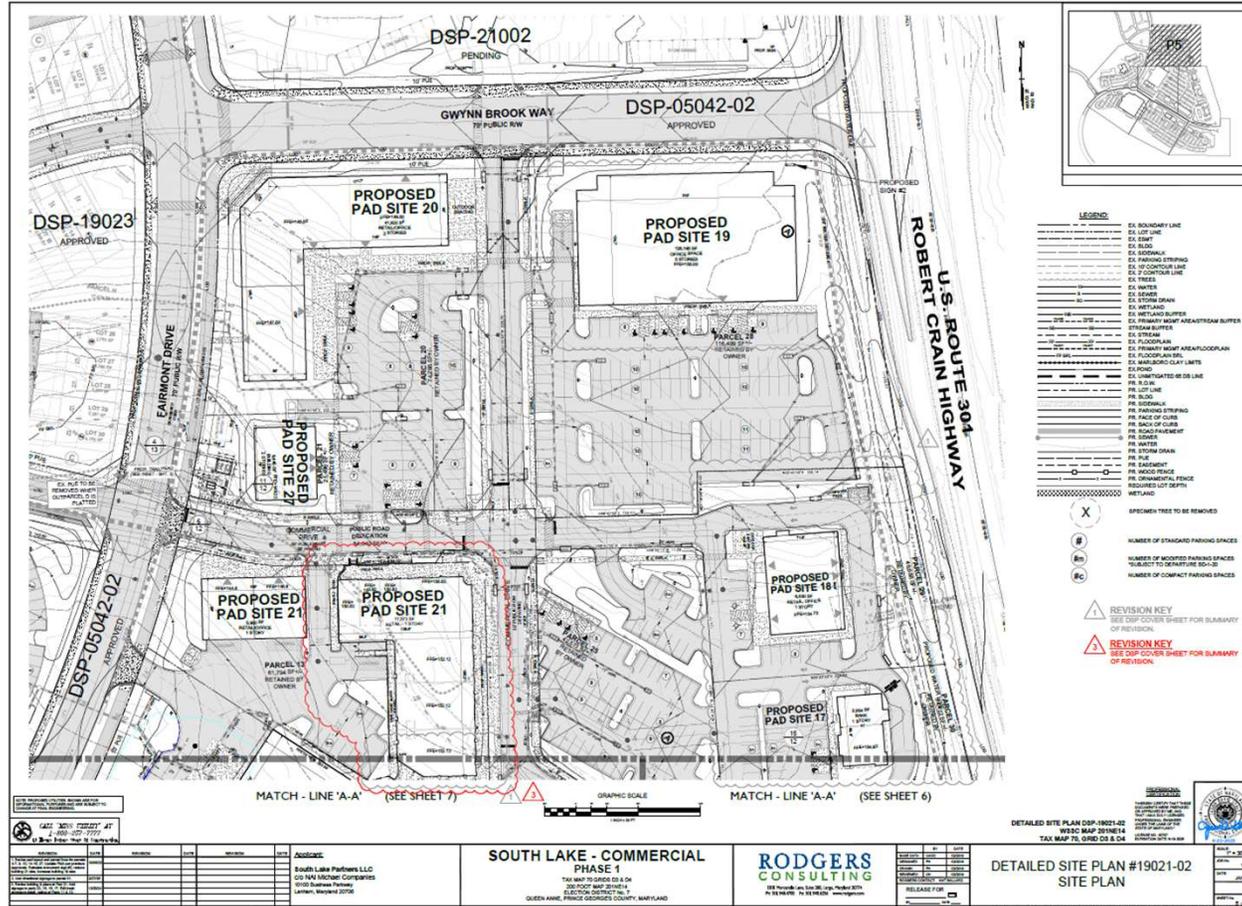
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



DETAILED SITE PLAN – OVERALL SITE



DETAILED SITE PLAN – PAD SITE WITH REVISED ARCHITECTURE

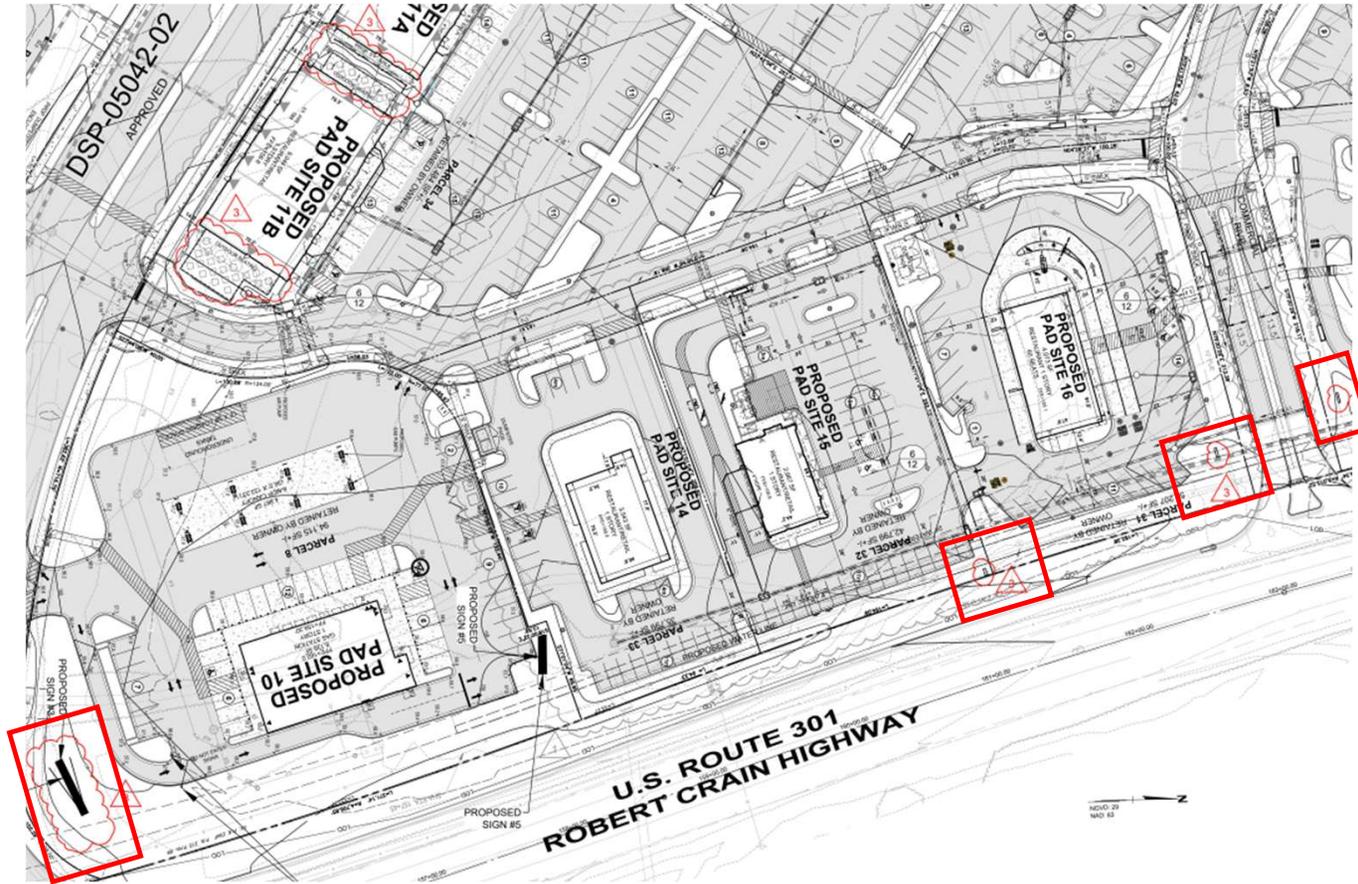


REVISED ARCHITECTURE – PAD SITE 21



ARCHITECTURAL ELEVATION 0'-0" = 152.1' CIVIL

DETAILED SITE PLAN – PAD SITES WITH NEW/REVISED SIGNS

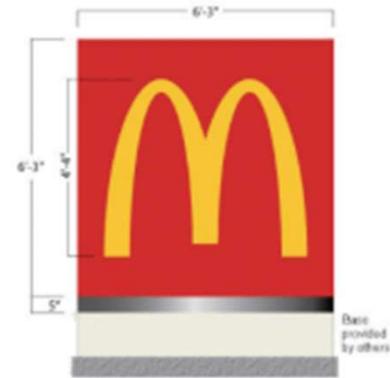


PROPOSED NEW SIGNS



1 LETTER DETAIL G-4.5 100.45 SQ FT
 SCALE: 3/8" = 1'-0"

Pad Site 22 – Building-Mounted Sign



Pad Site 16 - Freestanding Sign



Pad Site 15 - Freestanding Sign

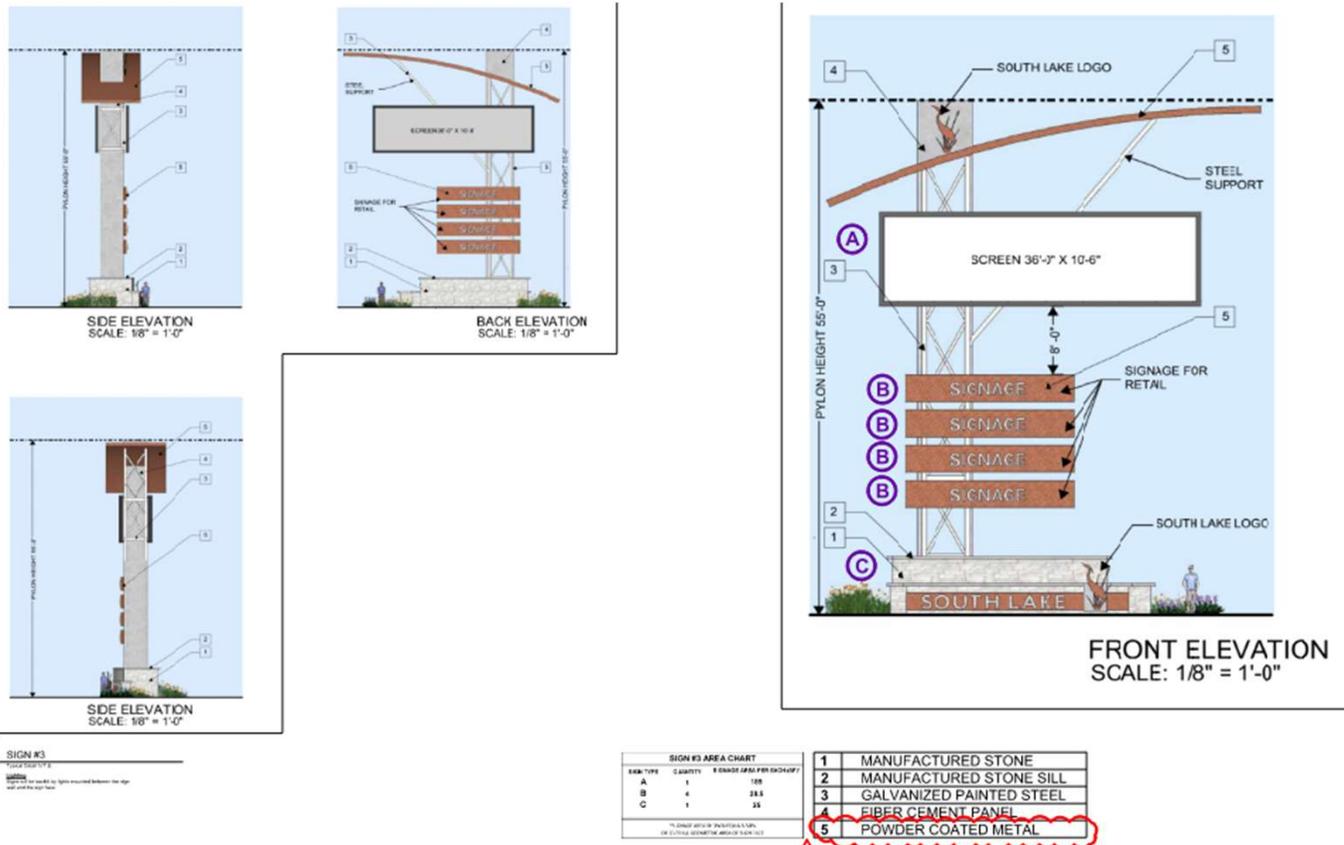


NOTE: Stone base to match building.

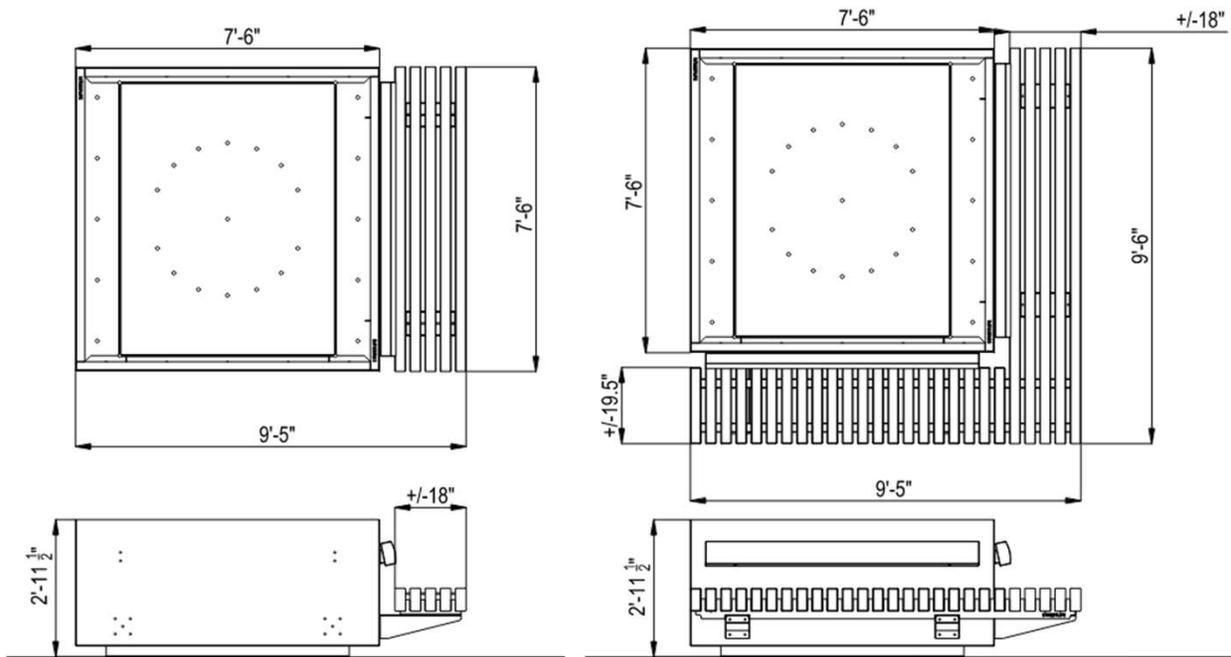
G01		
M-12-RE	Double-Faced Illuminated Monument	13.9 SF

Pad Site 17 - Freestanding Sign

PROPOSED REVISED GATEWAY SIGN



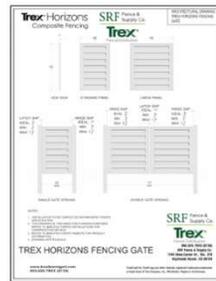
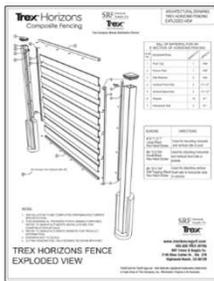
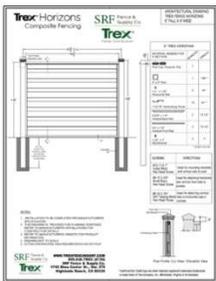
PROPOSED NEW SITE DETAILS – BENCH PLANTER



4 BENCH PLANTER
NOT TO SCALE
MANUFACTURER: STREETLIFE
MODEL: R&R HUG A TUB

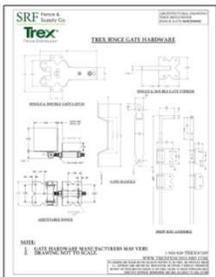
5

PROPOSED NEW SITE DETAILS – TRASH ENCLOSURE



1 Trash Enclosure Details

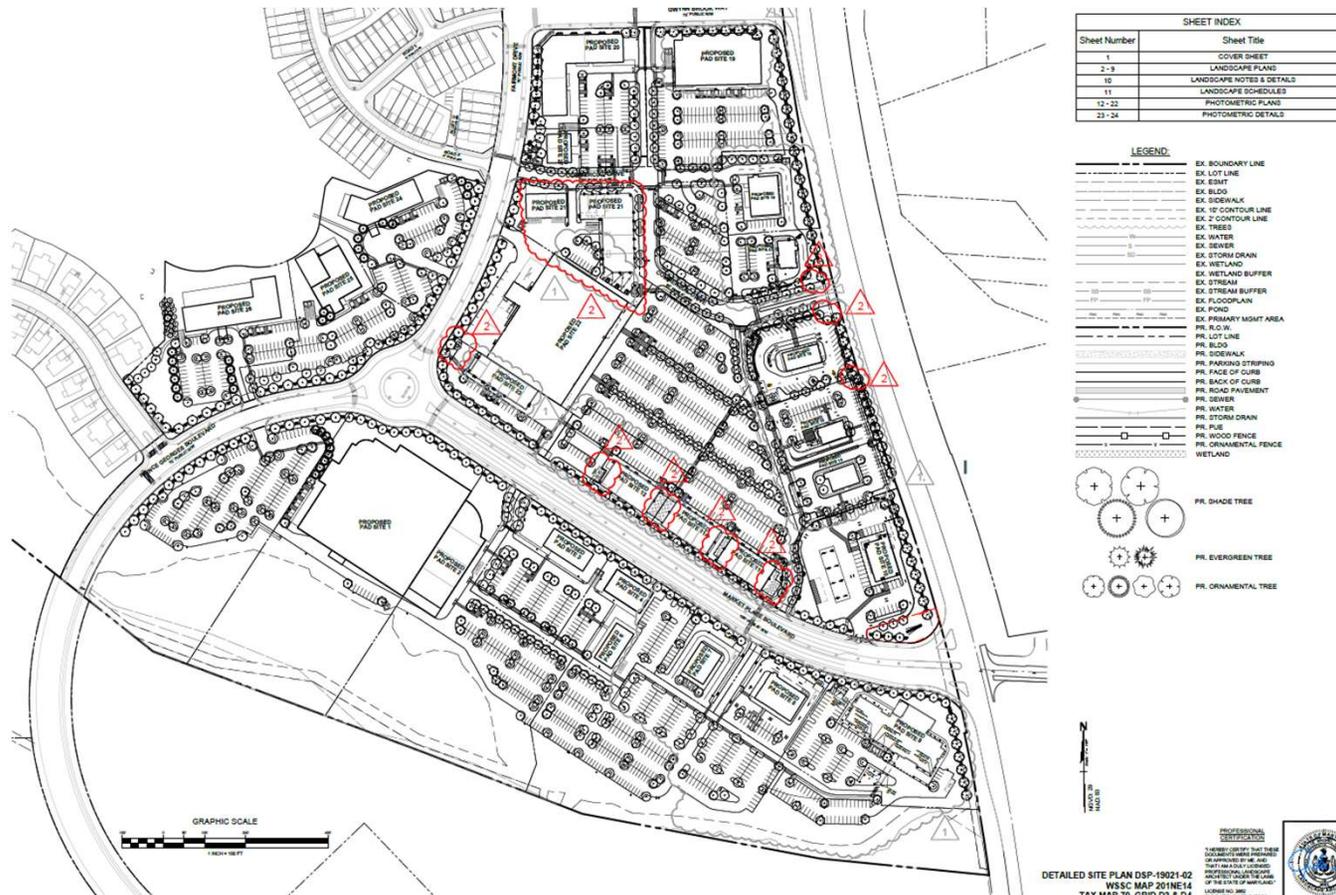
2 Trash Enclosure Gate



Manufacturer: Trex
Color: Winchester Grey



LANDSCAPE PLAN



STAFF RECOMMENDATION

APPROVAL with conditions

- DSP-19021-02

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 12/09/2024
- Acceptance Mailing: 04/29/2025

STATEMENT OF JUSTIFICATION

South Lake Commercial – Phase 1

DSP-19021-02

OWNER/
APPLICANT:

South Lake Commercial LLC
4750 Owings Mills Boulevard
Owings Mills, Maryland 21117

ATTORNEY/AGENT:

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Dominique Lockhart, AICP
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dlockhart@mhlawyers.com

CIVIL ENGINEER:

Rodgers Consulting
Nat Ballard
1101 Mercantile Lane, Suite 280
Largo, MD 20774
(301) 948-4700 Phone
NBallard@RODGERS.com

REQUEST:

An amendment to Detailed Site Plan (DSP-19021), pursuant to Sections 27-289, 27-285 27-274, and 27-546(d) of the prior Zoning Ordinance to: revise the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13, south of Pad Site 21; add the “Giant” logo to the southern building façade on Parcel 12 (Pad Site 22); add monument signage for Chase Bank (Parcel 30/Pad 17), McDonalds’s (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage (Parcel 34/Pads 11A and 11B).

I. DESCRIPTION OF PROPERTY

1. Addresses –
 - a. Parcel 13/Pad 21 – 16201 Commercial Drive

- b. Parcel 12 (Giant)/Pad 22 – 810 Fairmont Drive
 - c. Parcel 30 (Chase)/Pad 17 – 147 SW Robert Crain Highway
 - d. Parcel 31 (McDonald’s)/Pad 16 – 151 SW Robert Crain Highway
 - e. Parcel 32 (Panda Express)/Pad 15 – 155 SW Robert Crain Highway
 - f. Parcel 34/Pads 11A and 11B – 16220 Marketplace Boulevard
2. Location – Northwest quadrant of the intersection of US 301 and Marketplace Boulevard.
 3. Proposed Use – Commercial/Retail Uses.
 4. Applicable Previous Approvals – DSP-19021-01, DSP-19021, 4-04035, CSP-02004.
 5. Record Plat – Plat Book 264 at Plat No. 55 and Plat Book 263 at Plat No. 77.
 6. Councilmanic District – 4.
 7. Planning Area – 74A.
 8. Schools – Pointer Ridge Elementary, Benjamin Tasker Middle School, and Bowie High School.
 9. Police – District II.
 10. Fire/EMS – Bowie Volunteer, Battalion 882, Station 843.
 11. Library – South Bowie Branch Library.
 12. Water/Sewer Category – W3/S3.
 13. Historic Site/Resources – Mt. Nebo A.M.E Church & Cemetery (ID 74B-010 – 0.95 miles from subject property); Goodwood (ID 74B-014 – 0.95 miles from subject property); and Duvall-Hopkins Store (ID 74B-030 – 1.1 miles from subject property).

II. APPLICANT’S PROPOSAL

South Lake Commercial LLC (hereinafter the “Applicant and/or Owner”) intends to pursue a second amendment to Detailed Site Plan (to wit: DSP-19021-02) in order to accommodate certain amendments/modifications to the previously approved DSP-19021 and DSP-19021-01.

South Lake, in its entirety, is a master-planned mixed-use development on a scale not previously attempted in Prince George’s County. During the twenty (or more) years that the

project has been under development, the applicant, The Maryland-National Capital Park and Planning Commission, the City of Bowie, and the County have repeatedly worked together to find innovative solutions to the unique entitlement challenges that the project has faced, revising the development plan in a way that facilitates a vibrant-mixed use community, as originally envisioned, while acquiring and maintaining the necessary approvals that are needed to keep the project “shovel-ready.” While Detailed Site Plan DSP-19021 approved the Phase 1 Commercial development consisting of a sports complex, three hotels, grocery store, and various commercial retail uses, totaling 900,656 square feet of development, it was always envisioned and anticipated that amendments to the DSP would be necessary. Indeed, when the Planning Board approved DSP-19021 on June 24, 2021, in order to accommodate said amendments, it imposed Condition #7, which provides:

Qualifying modifications and/or amendments to the DSP for future commercial tenants may be reviewed and approved by the Planning Director or designee, pursuant to Section 27-289(c).

Currently, South Lake is in various stages of construction, with almost all of the infrastructure in place and many of the first few phases of residential construction either completed or nearing completion, as depicted in the aerial photograph (note, since this aerial photograph was taken, significant development has occurred):



The applicant is now submitting this second amendment to detailed site plan DSP-19021 on a portion of the property for the Phase 1 Commercial development. Specifically, the applicant proposes the following amendments: (i) revise the architecture, footprint, and square footage of the commercial building on Parcel 21; (ii) add details to the previously approved plaza area south of Pad 21; (iii) add the “Giant” logo to the southern building façade on Pad 22; (iv) add monument signage for Pads 15 (Panda Express), 16 (McDonald’s), and 17 (Chase Bank); and (v) add tenant building signage on Parcel 34/Pads 11A and 11B. While the vast majority of these amendments would have qualified for a limited minor amendment pursuant to Section 27-289(c) and Condition #7 of DSP-19021, this second amended triggers a Planning Board hearing solely due the requested additional monument signs for Pads 15, 16, and 17 since the Planning Board (pursuant to Section 27-614(e)) shall determine the design standards for each development at the time of Detailed Site Plan review.

Pursuant to Sections 27-1704 and 24-1704 of the Zoning Ordinance and Subdivision Regulations, this application for DSP-19021-02 is being filed under and will be reviewed against the prior Zoning Ordinance, and will be reviewed for compliance with the requirements for a mixed-use planned community pursuant to the prior E-I-A Zone, which, pursuant to the CB-13-2002 and CB-73-2016 continue to permit the development subject to the use, bulk and density regulations of the M-X-T (Mixed Use-Transportation Oriented) Zone.

Transitional Provisions

Section 27-1704(a) of the Zoning Ordinance provides, “development approvals or permits of any type approved under the prior Zoning Ordinance or prior Subdivision Regulations prior to April 1, 2022 remain valid for the period of time specified in the prior Zoning Ordinance or prior Subdivision Regulations. . . . If the approval is for a CSP . . . , it shall remain valid for twenty years from April 1, 2022 or the date of its approval, whichever is later.” Furthermore, pursuant to Section 24-1704(a) of the Subdivision Regulations, subdivision approvals of any type remain valid for the period of time specified in the Subdivision Regulations under which the subdivision was approved. Since the PPS is vested and plats have no validity period once recorded, the subdivision approval remains valid. Moreover, and again, Section 24-1704(b) of the Subdivision Regulations provides, among other things, that the project may proceed to the next steps in the approval process (including any zoning steps that may be necessary) and continue to be reviewed and decided under the Subdivision Regulations and Zoning Ordinance in effect immediately prior to the effective date of the new Subdivision Regulations and new Zoning Ordinance. In other words, since the PPS is vested and the plats are recorded, an applicant may proceed to the next steps in the process. Consequently, all approvals for South Lake, having been approved prior to April 1, 2022, are “grandfathered.”

Section 27-1704(e) provides, “[s]ubsequent revisions or amendments to development approvals or permits ‘grandfathered’ under the provisions of this Section as authorized herein shall be reviewed and decided under the prior Zoning Ordinance (until April 1, 2032 or April 1, 2042, unless a longer or an indefinite validity is applicable in accordance with Subsection (a), above). . . .” Further, the applicant recognizes that the provisions of the prior Subdivision Regulations and prior Zoning Ordinance have been successfully utilized and implemented for development of the

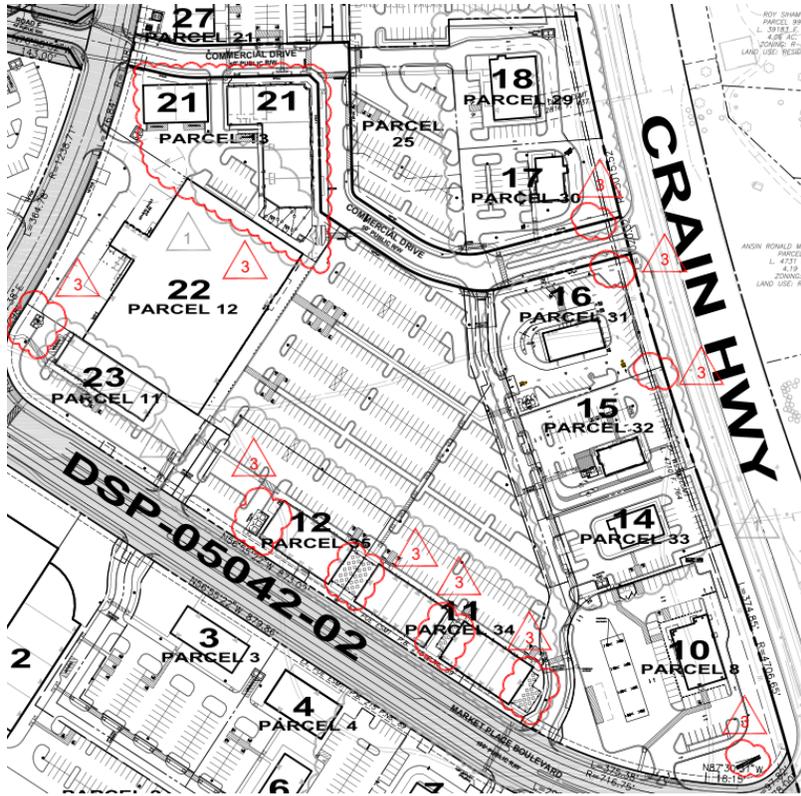
property and all uses are permitted uses under the prior Zoning Ordinance. Therefore, the applicant contends that the prior Zoning Ordinance offers the most efficient, flexible, and established framework for review and approval of the applicant's desired use/development at this time.

III. COMMUNITY & SETTING

The subject property is located in Planning Area 74A within Councilmanic District 4, and is within the municipal limits of the City of Bowie. More specifically, the site is located on the northwest quadrant of the intersection of US 301 and Marketplace Boulevard. As indicated above, the development approvals are grandfathered and will continue to utilize the prior Zoning Ordinance. Consequently, CB-13-2002 and CB-73-2016 continue to permit the development of a Mixed-Use Planned Community on property in the E-I-A Zone, subject to the use, bulk and density regulations of the M-X-T (Mixed Use-Transportation Oriented) Zone.

Because the boundary of DSP-19021-02 is comprised of multiple pad sites within the overall boundary for South Lake, it is difficult to accurately describe the precise boundaries of the DSP. However, below are the addresses of the site improvements:

- Parcel 13/Pad 21 – 16201 Commercial Drive
- Parcel 12 (Giant)/Pad 22 – 810 Fairmont Drive
- Parcel 30 (Chase)/Pad 17 – 147 SW Robert Crain Highway
- Parcel 31 (McDonald's)/Pad 16 – 151 SW Robert Crain Highway
- Parcel 32 (Panda Express)/Pad 15 – 155 SW Robert Crain Highway
- Parcel 34 /Pads 11A and 11B – 16220 Marketplace Boulevard



As depicted with DSP-19021, the general description of uses around the South Lake Phase 1 Commercial development are as follows:

- North:* Gwynn Brook Way and development comprising of multifamily apartments (DSP-21002) in the LCD Zone (formerly the E-I-A Zone). This development is part of the residential component of the South Lake development.
- South:* Market Place Boulevard and vacant land in the LCD Zone (formerly the E-I-A Zone). Beyond are existing industrial uses.
- West:* Fairmont Drive and emerging single-family detached and single-family attached dwelling units (DSP-19023) in the LCD Zone (formerly the E-I-A Zone). This development is part of the residential component of the South Lake development.
- East:* Southbound lanes of Crain Highway, and beyond, a WAWA in the CS Zone (formerly the C-M Zone), and residential and commercial uses in the RE and AR Zones (formerly the R-E and R-A Zones).



(Please note that since this aerial photo was taken, significantly more development and construction has occurred on these parcels).

IV. GENERAL PLAN AND MASTER PLAN

Plan 2035 Approved General Plan

Plan 2035 Growth Policy Map (Map 11, Page 107) provides that the site is within the Established Communities Area located within the growth boundary. The vision for the Established Communities area is most appropriate for context sensitive infill and low- to medium-density development (page 20). The Generalized Future Land Use Map (Map 10, Page 101) shows the property as “Mixed-Use,” which is categorized in Table 14 as follows:

Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e. commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another.

The uses shown in this DSP remain consistent with the recommendations of Plan 2035, and as approved with DSP-19021. The balance of the overall South Lake development includes a wider mix of uses including retail/commercial/office, and a variety of residential uses throughout the development.

Master Plan

The subject property is within the area of the *2022 Approved Bowie-Mitchellville and Vicinity Master Plan*, where the future land use recommendation is Neighborhood Mixed Use. At the time of the previously approved DSP-19021, the subject property was located in the *2006 Bowie and Vicinity Master Plan*. Nevertheless, and regardless of any Master Plan recommendation, on May 21, 2002, the District Council adopted CB-13-2002 to accommodate a mixed-use planned community on the subject property. Subsequently, conceptual site plan CSP-02004, PPS 4-04035, and DSP-05042 were approved with the type of development specified in CB-13-2002. Pursuant to Section 24-121(a)(5) of the prior Subdivision Regulations, the adoption of said bill facilitates a finding that events have occurred rendering the Master Plan recommendations no longer relevant. This determination is further supported by the Planning Board's findings on page 26 of PGCPB 04-247(C/2)(A/2) for 4-04035, which states, "[t]his preliminary subdivision plan does not conform to the Bowie-Collington-Mitchellville & Vicinity Master Plan, which recommends employment land use for the subject property. However, Council Bill CB-13-2002 defined a mixed-use planned community as a permitted use for employment areas classified in the E-I-A Zone. Subsequently, Conceptual Site Plan CSP-02004 approved this type of development for this site." Regardless, and notwithstanding, the applicant contends that the overall South Lake development is consistent with the applicable Master Plan's Neighborhood Mixed Use future land use recommendation.

V. PREVIOUS APPROVALS

South Lake has a long approval history that dates back to the 1970s. In 1975, the Prince George's County District Council approved Zoning Map Amendment A-9248, to rezone the subject site from the Rural Residential Zone to the E-I-A Zone, as part of Collington Center development. In 2002, the Prince George's County Council adopted Council Bill CB-13-2002 that introduced the concept of a mixed-use planned community use and allowed it within the E-I-A Zone for properties meeting specific criteria, including conformance with the regulations of the Mixed Use-Transportation Oriented (M-X-T) Zone. Based on this legislation, Conceptual Site Plan CSP-02004 was approved by the Planning Board on June 12, 2003 (PGCPB Resolution No. 03-135). The District Council affirmed the Planning Board's decision and approved the CSP on January 27, 2004, with 42 conditions. The development concept was for a mixed-use planned community consisting of 463 lots, 86 parcels, 300,000 square feet of commercial and retail space, 700,000 square feet of employment space, 25,000 square feet of space for annexation to Prince George's County Community College, a 300-room hotel, and 1,294 dwelling units.

Preliminary Plan of Subdivision (PPS) 4-04035 was approved by the Planning Board (PGCPB Resolution No. 04-247(C)) in June 2003, and the resolution was subsequently corrected multiple times. On October 27, 2016, the Planning Board approved a waiver of its Rules and granted a request for reconsideration ("First Reconsideration"), the primary purposes of which were to further define the numbers of approved lots and parcels, adjust the proposed mix of uses, and revise the site layout. On February 16, 2017, the Planning Board heard testimony regarding the First Reconsideration, and with the adoption of PGCPB No. 04-247(C/2)(A) approved 800 lots

and 110 parcels for 1,294 dwelling units, along with the associated layout changes. Then, on July 27, 2017, the Planning Board approved a waiver of its Rules and granted a request for reconsideration (“Second Reconsideration”), primarily for revising the overall site layout, eliminating a site access point and revising another access point, and providing for the alternate master plan trail alignment. On January 25, 2018, the Planning Board heard testimony regarding the Second Reconsideration, and with the adoption of PGCPB No. 04-247(C/3)(A/2) adjusted the site access, circulation, and alternate master plan trail alignment. Finally, on January 10, 2019, the Planning Board approved an additional Preliminary Plan of Subdivision (4-17027) with the adoption of PGCPB No. 19-06 to allow for the addition of 66 residential lots and 3 parcels, along with associated adjustments to the proposed site layout, which finally brought the underlying subdivision approvals into line with the current proposed density mix.

On April 16, 2020, the Planning Board approved DSP-19023, which included a mix of 1,035 single-family attached and detached dwelling units and amended the previously approved CSP-02004. The application has been amended one time and was approved by the Planning Director on April 14, 2021, for minor lot line adjustments. On April 16, 2020, the Planning Board approved DSP-19024 Umbrella Architecture for the single-family attached, two-family attached, and the single-family detached dwellings. DSP-21002 included the multifamily development north of the commercial DSP area (DSP-19021), and was approved by the Planning Board on June 24, 2021, and PGCPB No. 2021-78 was adopted on July 1, 2021. On the same dates, DSP-19021 for the Phase 1 commercial portion of South Lake was approved by the Planning Board (June 24, 2021) and PGCPB No. 2021-79 was adopted on July 1, 2021. DSP-19021 approved 900,656 square feet of retail and commercial development to include a sports complex, hotels, grocery store, gas station in combination with a food and beverage store, and various commercial retail uses within the South Lake mixed-use planned community.

On May 2, 2024, the Planning Director approved DSP-19021-01 for the purpose of updating the primary management area per previous approvals; to modify/amend the architecture, building footprint, and square footage for Pad Sites 7, 8, and 9 (Home 2 Suites); to slightly modify/amend the location and layout of three commercial buildings on Parcels 4, 5, 6, 36, and 37 (formerly Parcels 7 and 27); to remove Building 5 on Parcel 4; to adjust the parcel lines for Parcels 28–37; to modify/amend commercial pad sites and include architecture elevations for Pad Sites 11A and 11B (multi-tenant buildings), Pad Site 12 (Carolina Kitchen), Pad Site 14 (modification to building and parking to accommodate expansion to Pad Site 15), Pad Site 15 (Panda Express), Pad Site 16 (McDonald’s), Pad Site 17 (Chase Bank), Pad Site 18 (modification to building and parking to accommodate expansion to Pad Site 17), Pad Site 19 (modification to parking lot), and Pad Site 23 (multi-tenant building), and adjust the number of modified parking spaces approved at 9 feet by 18 feet from 142 spaces to 196 spaces; to reduce the size and stories of Pad Site 21; to create a plaza area next to Pad Site 21; to reduce the overall buildout from 900,656 square feet to 863,672 square feet; and to relocate Sign #2. All applicable approvals are still valid and/or are vested based on significant and on-going construction at South Lake. The applicant now proposes a second amendment to DSP-19021, that, but for the requested additional freestanding signs, would fall under Condition #7 of DSP-19021 and Section 27-289(c).

VI. CRITERIA FOR APPROVAL OF A DETAILED SITE PLAN & DESIGN GUIDELINES

The following Sections of the prior Prince George's County Zoning Ordinance are applicable to this application.

Section 27-289(b). Amendment. Planning Board.

All requirements for the filing and review of an original Detailed Site Plan shall apply to an amendment. The Planning Board shall follow the same procedures and make the same findings.

Section 27-285. Planning Board procedures.

(b) Required findings.

- (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.**

COMMENT: Based on the points and reasons provided herein, in addition to the plans and other evidence filed in conjunction with this application, and/or the previously approved applications as incorporated herein, as needed, the applicant contends that DSP-19021-02 represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses. Moreover, the proposed development is consistent with previously approved CSP-02004 and PPS-4-04035.

The requested second amendment to DSP-19021 requires the review and approval of the Planning Board pursuant to Sections 27-289(a) and (b) of the prior Zoning Ordinance since it includes a request for additional freestanding signs and Section 27-614(e) authorizes the Planning Board to determine the design standards. Consequently, all requirements for the filing and review of an original Detailed Site Plan shall apply to this amendment, and the Planning Board will follow the same procedures and make the same findings.

- (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).**

COMMENT: On July 3, 2003, the Planning Board reviewed and adopted the Conceptual Site Plan CSP-02004 (Corrected Resolution PGCPB No. 03-135(C)) for the subject property. The Planning Board approved the Conceptual Site Plan application with 42 conditions. As provided in more detail below, DSP-19021-02 is in conformance with CSP-02004, and the development standards proposed therein.

- (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.**

COMMENT: Not applicable. DSP-19021-02 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).**

COMMENT: The site has an approved Type I tree conservation plan (TCPI/48/02-02) and Type II tree conservation plan (TCPII/126/05). The site also has an approved Natural Resources Inventory NRI-128-2019 and Approved Rough Grading and Sediment Control Plan No. SC 247-07. Therefore, regulated environmental features will be preserved and restored in a natural state to the fullest extent practicable.

The Primary Management Area limits were first established in 2004 with approval of the TCP1-48-02. This limit, and associated approved impacts, were carried forward with subsequent plan and permit approvals including Preliminary Plan of Subdivision, PPS-4-04035, approved on August 5, 2005, the Detailed Site Plan for rough grading and Infrastructure, DSP-05042, approved in July 2006, and the following Detailed Site Plan, DSP-19021 and TCP2/126/05-05, approved on July 1, 2021. The Site has now been cleared and rough graded to the current approval limits.

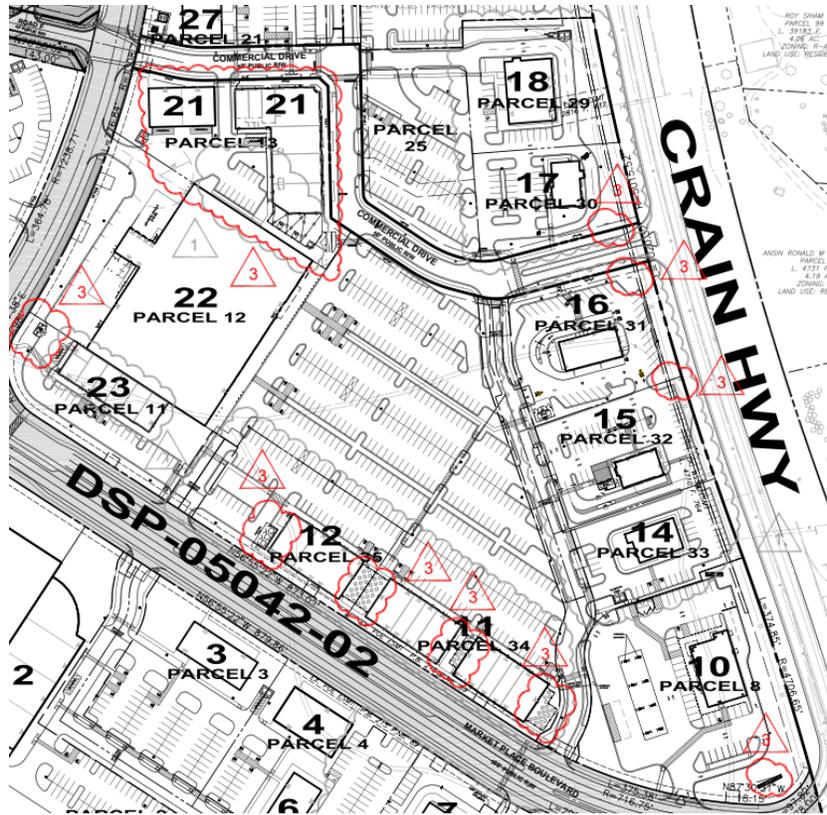
Section 27-274. Design Guidelines

Design guidelines for the overall South Lake development were addressed with CSP-02004 and by reference, the applicant incorporates and adopts those findings herein. Nevertheless, generally, Section 27-274 provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. It is worth noting that every sub-part of Section 27-274(a) uses the word “should” when describing each of the guidelines. Thus, none of the design guidelines are mandatory; instead, they are as they appear, guidelines used to promote the purposes of the zone. Consequently, the Planning Board is authorized to approve a detailed site plan so long as the plan promotes the development in accordance with the principles for the orderly, planned, efficient, and economic development contained in the Sector Plan; and explains the relationship among proposed and existing uses, illustrates approximate locations where buildings and other proposed improvements may be placed, and generally describes recreational facilities, building architecture, and street furniture to be used on the final plan.

With DSP-19021-02, the Applicant intends to pursue certain amendments/modifications to the previously approved DSP-19021 and DSP-19021-01. The previously approved conceptual site plan and detailed site plans were designed in conformance with said guidelines, and has endeavored to satisfy the following design guidelines to the fullest extent practical:

- All parking has been designed to provide safe and efficient vehicular and pedestrian circulation within the site;
- Parking spaces are designed to be located near the use that it serves;
- Parking aisles are oriented and designed to minimize the number of parking lanes crossed by pedestrians;
- Light fixtures are designed to enhance the site's design character;
- Luminosity and location of exterior fixtures enhance user safety and minimize vehicular /pedestrian conflicts;
- Lighting is designed to enhance building entrances and pedestrian pathways;
- The pattern of light pooling is directed to the site;
- The site complies with the Landscape Manual and satisfies the TCC (Tree Canopy Coverage) requirement.
- Public amenities including outdoor seating, bike racks, benches, playground, pavilion, etc. are to be proposed, as necessary; and
- Building architecture and materials will be high quality and visually interesting.

The proposed DSP amendment to revise the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13 (south of Pad Site 21); add the "Giant" logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage for Chase Bank (Parcel 30/Pad 17), McDonald's (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage (Parcel 34/Pads 11A and 11B), all of which will remain in conformance with the previously established design guidelines.



VII. CONFORMANCE WITH THE PRIOR ZONING ORDINANCE

Section 27-500. Uses.

- (c) A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10.

COMMENT: The overall South Lake development plan includes a mix of residential, commercial/retail, hotels, and recreational uses, which satisfies all M-X-T Zone requirements in Part 10. See below and/or the Resolution, adopted July 01, 2021, for DSP-19021 (PGCPB No. 2021-79), incorporated herein by reference, as needed, regarding conformance to the requirements of Part 10.

Section 27-501. Regulations.

- (c) **Mixed-Use Planned Community regulations.**
 - (1) A Mixed-Use Planned Community shall meet all purposes and requirements applicable to the M-X-T Zone, as provided in Part 10, and shall be approved under the processes in Part 10.

COMMENT: South Lake meets all M-X-T Zone requirements in Part 10. See below and/or the Resolution, adopted on July 1, 2021, for DSP-19021 (PGCPB No. 2021-79), incorporated herein by reference, as needed, regarding conformance to the requirements of Part 10.

- (2) **Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.**

COMMENT: DSP-19021-02, continues to comply with this standard.

Section 27-544. - Regulations.

- (e) **Mixed-Use Planned Community regulations.**
 - (1) **A Mixed Use Planned Community shall conform to the purposes, regulations, and required findings and review process set forth in Division 2 of this Part, for the M-X-T Zone, however, for property that is located in the E-I-A (Employment and Institutional Area) Zone and is subject to Sections 27-276, 27-500, and 27-501 of this Subtitle, the following regulations shall be advisory only.**

COMMENT: The proposed Mixed-Use Planned Community conforms to the purposes, regulations and required findings, and review process set forth for the M-X-T Zone.

- (2) **It shall include retail, residential and office/employment uses. The use mixture shall consist of the following, based on the total gross floor area for residential, retail and office combined:**

TOTAL GROSS FLOOR AREA	MIN.	MAX.
Residential (at least two different types)	50%	90%
Retail	10%	20%
Office/Employment	0%	40%

COMMENT: The requested amendment to the detailed site plan to revise the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13 (south of Pad Site 21); add the “Giant” logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage for Chase Bank (Parcel 30/Pad 17), McDonald’s (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage, all of which remains consistent with this provision.

For the entire South Lake project, the applicant proposes a total Gross Floor Area (GFA) of 4,010,853 square feet, which equals a total FAR of 0.30. Of that, 79% is residential (3,169,557 square feet), 10.7% is retail (430,573 square feet), and 4.3% is office/employment (171,139 square

feet). There is some additional GFA that is not allocated into any of those categories (i.e., Hotels = 239,584 square feet), which is included in the total FAR.

- (3) It may include hotel uses. Hotel use is not included in the residential, retail or office/employment categories for purposes of calculating gross floor area for percentages of use. There is no percentage restriction applied to the hotel uses.**

COMMENT: DSP-19021 for South Lake Commercial – Phase 1, included 900,656 square feet of retail and commercial development to include a sports complex, hotels, grocery store, gas station in combination with a food and beverage store, and various commercial retail uses within the South Lake mixed-use planned community. DSP-19021-02 does not propose any additional hotel uses.

- (4) It may provide at least one institutional or civic use, may have an integrated network of streets, sidewalks, and open space, public or private, and should give priority to public space and appropriate placement of institutional and civic uses.**

COMMENT: The proposed development includes an integrated network of streets, sidewalks, and open space and prioritizes public space. The development is designed around a two-tier central lake area and surrounding public spaces for active and passive recreation. Full details of proposed integrated recreational amenities were submitted with the residential detailed site plan, DSP-19023. A trailhead is proposed on Parcel 21, along the Master Planned trail route and across from the intersection with the northern residential community. The trailhead will include a gazebo with two 8-foot picnic tables, four bicycle racks, two benches, trash can, and a kiosk – details of which were approved with DSP-19021, and this amendment does not include any modifications to these details.

- (5) Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.**

COMMENT: Acknowledged.

- (6) The community should be focused on a central public space that is surrounded by a combination of commercial, civic, cultural or recreational facilities.**
 - (A) The space should be a minimum of twenty-five (25) acres, and may include a lake.**
 - (B) It should be designed with adequate amenities to function as a fully shared space for the entire community.**
- (7) The community should contain additional, linked open space in the form of squares, greens and parks that are accessible, visible, safe and comfortable.**
 - (A) The open spaces should provide a variety of visual and physical experiences.**

- (B) Some of these open spaces should be bordered by buildings and be visible from streets and buildings.**

COMMENT: Full details for overall conformance to the above design standards were approved with DSP-19023. Portions of the previously approved DSP-19021 are adjacent to the central lake, specifically Parcels 22-24 (Buildings 24-26). The development proposed on these adjacent parcels utilize the central lake as an amenity and are envisioned to integrate the lake with their use. DSP-19021-02 remains in conformance with this standard.

- (8) The retail uses may be designed to:**
 - (A) Create a sense of place by creating a design that provides amenities such as plazas, parks, recreational opportunities, entertainment and cultural activities, public services and dining; and provides attractive project gateways and public spaces.**
 - (B) Create outdoor amenities, such as brick pavers, tree grates, decorative lighting, signs, banners, high quality street furniture and extensive landscaping, including mature trees.**
 - (C) Create attractive architecture by: using high quality building materials such as stone, brick or split-face block, and providing architectural elements such as façade articulation in fifty (50) foot to seventy-five (75) foot increments, second floor levels, dormer windows, canopies, arcades, varied roofscapes and customized shopfronts to create a street-like rhythm.**
 - (D) Promote attractiveness by designing attractive, quality façades of all commercial buildings where the façade is visible from public space; and completely screening loading, service, trash, HVAC and other unsightly functions.**

COMMENT: Given the nature of the large-scale commercial development, DSP-19021 was approved with the overall vision for the retail development, with generalized layout and architectural elevations and materials. It was anticipated and expected that as specific tenants are selected, future DSP amendments would be requested. To that end, and as anticipated by the Planning Board when it imposed Condition #7 (PGCPB No. 2021-79), DSP-19021-02 is the second requested amendment to the detailed site plan to modify/amend the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13, south of Pad Site 21; add the “Giant” logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage for Chase Bank (Parcel 30/Pad 17), McDonalds’s (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage (Parcel 34/Pads 11A and 11B), all of which remains consistent with this provision.

The proposed architecture for the Pad 21 commercial building are depicted below and further detailed in the submittal package.



Pad 21 – North Elevation



Pad 21 – East Elevation

- (E) **Creating a retail area where, if the front of a retail store fronts a street: pedestrians may travel with ease, with attractive walkways and continuous street front experiences to maximize the quality of the pedestrian environment; crosswalks may run through and across the parking lots and drive aisles to connect all buildings and uses; sidewalks may be wide, appealing, shaded and configured for safe and comfortable travel; pedestrian walkways may be separated from vehicular circulation by planting beds, raised planters, seating walls, on-street parallel parking and/or structures; walking distances through parking lots may be minimized and located to form logical and safe pedestrian crossings, and walkways may be made more pedestrian-friendly through the use of arcades, canopies, street trees, benches and tables and chairs.**

COMMENT: Marketplace Boulevard, Commercial Drive, Fairmont Drive, and Brook Way (among others) are platted and constructed. Roads, as required by prior approvals, include sidewalks along both sides. Walkways and crosswalks are designed to traverse the pedestrians safely through the commercial/retail center. The requested amendment to the detailed site plan is

to modify/amend the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13, south of Pad Site 21; add the “Giant” logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage for Chase Bank (Parcel 30/Pad 17), McDonalds’s (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage (Parcel 34/Pads 11A and 11B), all of which remains consistent with this provision.

- (F) Shield and enhance the surrounding view through techniques such as screening views of parking lots along the main frontal streets with green bermed and landscaped strips, or a low brick (or other quality material) wall, in order to screen parking from the public frontage streets, and ensuring that attractive buildings are to be visible from the public frontage streets.**
- (G) Minimize expanse of parking lots through the use of landscape islands or the location of buildings and streets.**

COMMENT: The surrounding streets are US 301 and Marketplace Boulevard. Along the frontage of US 301, in general the buildings front the highway, screening the parking from US 301. Along the frontage on Market Place Boulevard, the parking lots will be screened with sufficient landscape treatments in compliance with the Landscape Manual. The use of adjustment parking spaces and parking islands also helps to reduce the expanse of parking lots. The requested amendment to the detailed site plan is to modify/amend the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13, south of Pad Site 21; add the “Giant” logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage for Chase Bank (Parcel 30/Pad 17), McDonalds’s (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage (Parcel 34/Pads 11A and 11B), all of which remains consistent with this provision.

- (H) Provide a hierarchy of pedestrian-scaled, direct and indirect, high quality, energy efficient lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses.**

COMMENT: Given the nature of the large-scale commercial development, DSP-19021 was approved with the overall vision for the retail development. LED lighting will be utilized throughout the commercial/retail development. Walkways have been designed to connect the various commercial uses and buildings to create a synergetic atmosphere and place making. Sidewalk connections are provided throughout the commercial/retail area that provide additional connections to the master plan trail along Fairmont Drive (the main spine road). The previously approved and proposed architecture creates a modern aesthetically pleasing environment of high-quality design and materials. The requested amendment to the detailed site plan is to modify/amend the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13, south of Pad Site 21; add the “Giant” logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage

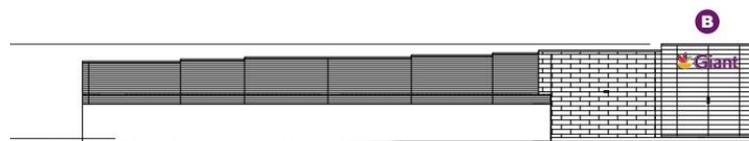
for Chase Bank (Parcel 30/Pad 17), McDonald's (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage (Parcel 34/Pads 11A and 11B), all of which remains consistent with this provision.

- (I) **Create a signage package for high quality signs and sign standards and requirements for all retail and office tenants and owners, which shall address size, location, square footage, materials, logos, colors and lighting. For office and retail uses, a Conceptual Site Plan for Signage shall be approved prior to release of any sign permits. All sign permits shall conform to the approved Conceptual Site Plan for Signage.**

COMMENT: Signage was previously approved with DSP-19021. Condition #6 (PGCPB No. 2021-79) provided that a comprehensive signage package for South Lake Commercial for future tenants may be approved by the Planning Director. Consequently, the previously approved limited minor detailed site plan amendment DSP-19021-01 included a Comprehensive Signage Plan for the commercial development. This detailed site plan amendment proposes to add the "Giant" logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage for Chase Bank (Parcel 30/Pad 17), McDonald's (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage (Parcel 34/Pads 11A and 11B). A signage package is included in the submittal.



1 **PROPOSED FRONT VIEW**
SCALE: 1/32" = 1'-0"



2 **LEFT SIDE VIEW**
SCALE: 1/32" = 1'-0"

PROPOSED SQUARE FOOTAGE			
SIGN	SIGN TYPE	SIZE	SQ. FT.
A	GIANT (FRONT & SIDE)	81" x 309.75"	178.23
B	GIANT (LEFT SIDE)	61.75" x 234.42"	100.45
C	PICKUP	19.875" x 120"	16.56
D	PHARMACY	19.875" x 178.25"	24.60
E	STARBUCKS	12" x 116"	9.66
TOTALS			507.73



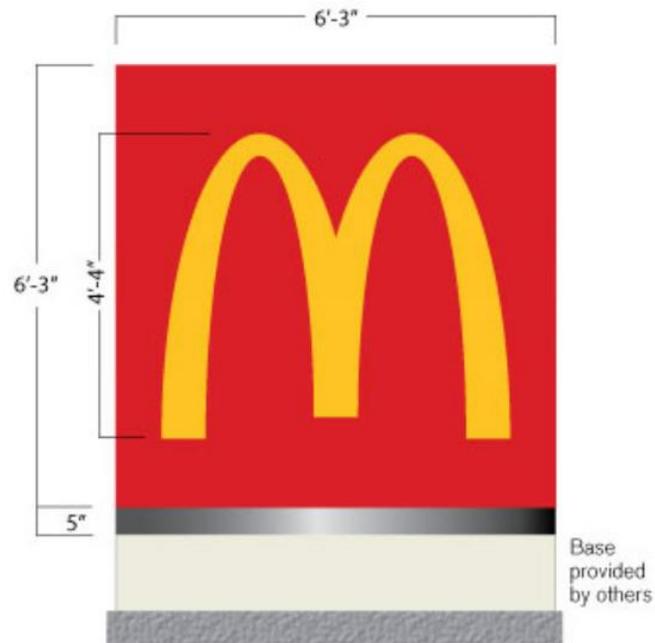
3 **PROPOSED REAR VIEW**
SCALE: 1/32" = 1'-0"

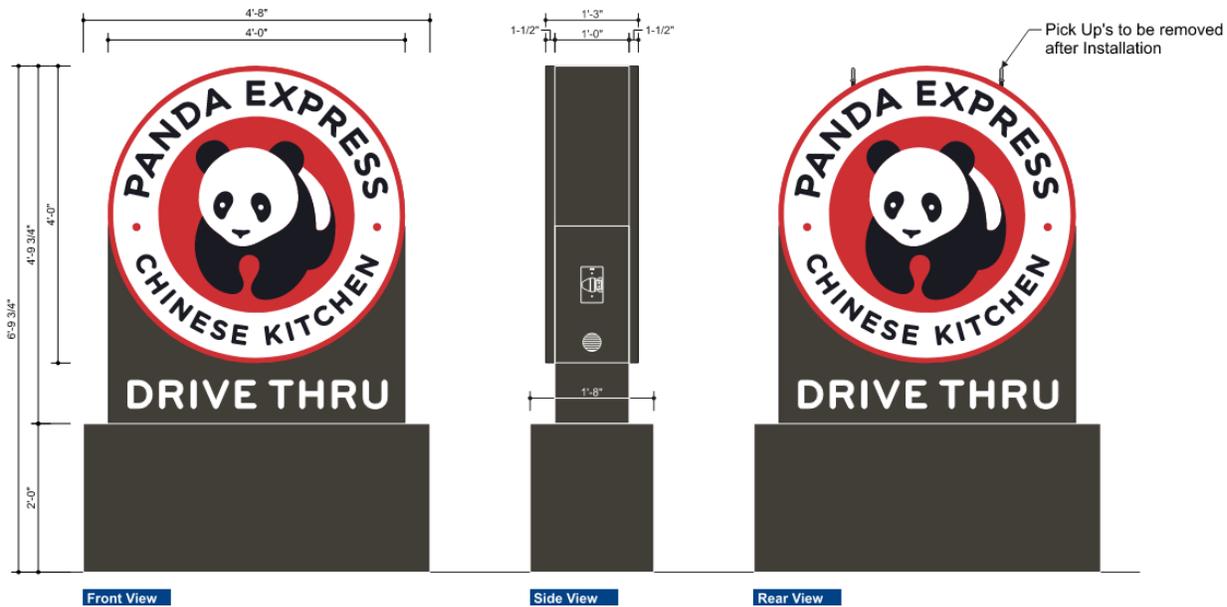
Exterior Signage



NOTE: Stone base to match building.

G01		
M-12-RE	Double-Faced Illuminated Monument	13.9 SF







- (J) Enhance retail pad sites designs to be compatible with the main retail component. If the retail pad sites are located along the public frontage streets, parking should be located to the rear and sides of the pad sites.
- (K) Green areas should be provided between pad sites.
- (L) Restaurants adjacent to the central public space/lake should have attractive outdoor seating areas.

COMMENT: These requirements are met. All retail pads along US 301 have been located at the perimeter of the property (both US 301 and Marketplace Boulevard), and parking has been located to the rear of the retail pads along US 301. Green area is provided pursuant to the Landscape Manual, and the uses adjacent to the lake will have outdoor seating. The requested amendment to the detailed site plan remains consistent with this provision.

- (9) Residential uses should meet the following design standards:
 - (A) Single family detached.
 - (i) There should be a range of lot sizes, with a minimum square footage on any lot of two thousand, two hundred (2,200) square feet of finished living space, except as modified herein below.
 - (ii) At least twenty percent (20%) of the houses should be a minimum of two thousand, six hundred (2,600) square feet of finished living space and a maximum of 20% of the houses may be less than two thousand, two hundred (2,200) square feet of finished living space.

- (iii) **All streets, whether public or private, should have sidewalks.**

COMMENT: Full details and overall conformance to the above residential design standards were approved with the residential detailed site plan application, DSP-19023.

- (B) **Multifamily.**
 - (i) **Building materials should be high quality, enduring and distinctive.**
 - (ii) **Use of siding should be limited.**
 - (iii) **Amenities such as are typically provided for luxury rental and condo projects should be provided.**

COMMENT: Not applicable. The multifamily development to the north of the commercial development was previously approved and is nearing completion.

- (f) **Regional Urban Community Regulations.**

COMMENT: DSP-19021 is not a Regional Community, these regulations do not apply.

Section 27-548. - M-X-T Zone.

- (a) **Maximum floor area ratio (FAR):**
 - (1) **Without the use of the optional method of development — 0.40 FAR; and**
 - (2) **With the use of the optional method of development — 8.00 FAR.**

COMMENT: The total FAR for South Lake is 0.30. The maximum allowed FAR would be 1.4 with the utilization of optional method of development given the mix of residential and commercial development.

- (b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

COMMENT: All prior DSP approvals for the South Lake M-X-T Zoned mixed-use development where deemed to be in substantial conformance with Preliminary Plan of Subdivisions 4-04035 and 4-17027, and Conceptual Site Plan CSP-02004. Development within the commercial portion continues to be in more than one building and on more than one lot, as allowed by the M-X-T regulations. With approvals for a mixture of single family detached, townhouse, attached condominium residential uses (i.e., DPS-19023), multifamily apartment buildings (i.e., DSP-21002), commercial-retail uses (i.e., DSP-19021 and DSP-05042-02), and office uses (i.e., DSP-19022), the applicant contends that the overall South Lake plan embodies an attractive multiuse design in conformance with M-X-T Zone design standards. Moreover, DSP-19021-02 advances these design standards as it seeks to modify/amend the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13, south of Pad Site 21; add the “Giant” logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage for Chase Bank (Parcel 30/Pad 17),

McDonalds's (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage (Parcel 34/Pads 11A and 11B), all of which remains consistent with this provision.

- (c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

COMMENT: Acknowledged.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

COMMENT: The requested detailed site plan amendment remains in conformance with the applicable Landscape Manual.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

COMMENT: As discussed above, the total FAR for South Lake is 0.30, which meets this requirement in accordance with the above methodology.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

COMMENT: The improvements for DSP-19021-02 do not interfere with either the air space above or the below-ground public rights-of-way.

- (g) **Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

COMMENT: DSP-19021-02 complies with this regulation. The majority of the parcels have frontage on and direct access to proposed public roads. The interior parcels are authorized to utilize private easements in accordance with Subtitle 24-128(b)(9) of the Subdivision Regulations.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet**

from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

COMMENT: Townhouses were not proposed within DSP-19021 nor are they included with DSP-19021-02. Full details for residential townhouse conformance to the above design standards were approved with DSP-19023.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

COMMENT: Not applicable. Multifamily was not proposed within DSP-19021 nor are they included with DSP-19021-02. Further north, multifamily apartment buildings were approved with DSP-21002, and are nearing completion.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

COMMENT: A comprehensive land use planning study was not conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans; therefore, the above standard does not apply to this DSP application.

Section 27-546. Site plans.

(c) In addition to the information required by Part 3, Division 9, for Detailed Site Plans, the following information shall be included on Plans in the M-X-T Zone:

(1) The proposed drainage system;

COMMENT: Details addressing the proposed drainage system are included with the Stormwater Concept Plan. The site has an approved Stormwater Concept Plan #26947-2002-05, which is valid until May 8, 2026.

(2) All improvements and uses proposed on the property;

COMMENT: DSP-19021-02 clearly defines all the required information.

(3) The proposed floor area ratio of the project, and detailed description of any bonus incentives to be used; and

COMMENT: As discussed above, the total maximum floor area ratio (FAR) for this project is 0.30, which meets this requirement, without utilizing the optional method of development.

(4) Supporting evidence which shows that the proposed development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program or within the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in a specific public facilities financing and implementation program, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plan approval, whichever occurred last.

COMMENT: This portion of the South Lake development is within the original preliminary plan of subdivision area 4-04035. Adequacy was tested with this preliminary plan, more recently with the reconsideration request. On January 25, 2018, the Planning Board heard testimony regarding the Second Reconsideration, and adopted PGCPB No. 04-247(C/3)(A/2). Please refer to this resolution for adequacy findings and conditions of approval. DSP-19021-02 satisfies the adequate public facility requirements, and PPS 4-04035 is vested as the property is platted. Indeed, DSP-19021, among other things, adjusts the parcel lines for Parcels 28 – 35 for consistency with all plats (and re-plats recently recorded).

- (d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**
- (1) **The proposed development is in conformance with the purposes and other provisions of this Division;**

COMMENT: DSP-19021-02 remains in conformance with CSP-02004 (as amended by DSP-19023), and both cases are in conformance with the requirements of Part 10, Division 2, of the Zoning Ordinance.

- (2) **For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

COMMENT: Not applicable. DSP-19021-02 is zoned E-I-A. As discussed above, the Property is in the prior E-I-A Zone (Employment and Institutional Area) Zone. Per Section 27-500 (c) Uses of the Zoning Ordinance, *“A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10. The development shall meet all M-X-T Zone requirements in Part 10.”* The prior E-I-A Zone, as it remains applicable based on the grandfathered entitlements, may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks; therefore, this standard does not apply to this application. The proposed mixed-use development is consistent with the E-I-A Zone design standards.

- (3) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**
- (4) **The proposed development is compatible with existing and proposed development in the vicinity;**

COMMENT: Uses for the commercial phase of the overall South Lake development have been located to promote compatibility by proposing hotels and restaurants with commercial/ retail/ hotel uses. Safeguards are included to preclude large commercial transport truck servicing the adjacent Collington Business Park to the south from utilizing the South Lake road network. The proposed mixed-use development will provide a strong pedestrian-friendly environment throughout the South Lake and overall Collington community. The design quality brought by the proposed development is designed with significant natural woodland buffer will be consistent with the projects in the vicinity.

- (5) **The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

COMMENT: Regarding the overall South Lake development, the mix of uses, including single-family detached, townhouse, two-family attached, and multifamily residential, commercial/retail, restaurant, and hotel(s), along with the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuous quality and stability as this purpose intends, while at the same time providing key elements to ensure that each building complex is successful. The design of numerous facades is in accordance with M-X-T Zone standards to create an active environment for residents. Additional sidewalks are also provided along both sides of all streets. The requested amendment to the detailed site plan remains consistent with this provision.

- (6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

COMMENT: Given the nature of the large-scale commercial development, DSP-19021 was approved with the overall vision for the retail development, with generalized layout. The development approved with DSP-19021 was always intended to be phased. Now that specific tenants are selected, DSP-19021-02 advances the design standards as it seeks to modify/amend the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13, south of Pad Site 21; add the “Giant” logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage for Chase Bank (Parcel 30/Pad 17), McDonald’s (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage (Parcel 34/Pads 11A and 11B), all of which remains consistent with this provision.

- (7) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

COMMENT: The pedestrian system for the project consists of sidewalks along both sides of all internal streets. The sidewalk system of this project links directly to the County’s Master Planned Trail system extending to both the north and south of the South Lake development, as well as connects with the project’s internal recreational trail system. The interconnectivity of DSP-19021 with sidewalks along both the public and private roads, sidewalk connections through the commercial shopping area, and to the residential areas and recreational facilities will significantly benefit this community. The requested amendments in DSP-19021-02 maintain this design feature.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people,**

adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

COMMENT: Given the nature of the large-scale commercial development, DSP-19021 was approved with the overall vision for the retail development, with generalized layout. The development approved with DSP-19021 was always intended to be phased. Now that specific tenants are selected, DSP-19021-02 advances the design standards as it seeks to modify/amend the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13, south of Pad Site 21; add the “Giant” logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage for Chase Bank (Parcel 30/Pad 17), McDonalds’s (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15), and add tenant building signage (Parcel 34/Pads 11A and 11B), all of which remains consistent with this provision.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

COMMENT: Not applicable. DSP-19021-02 is subject to the prior E-I-A Zone, and the subject application is for approval of a detailed site plan.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

COMMENT: Not applicable. A finding of adequacy was made at the time of reconsideration of the Preliminary Plan of Subdivision in February 2017, and the PPS is vested.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

COMMENT: As discussed above, the entire South Lake property consists of approximately 381.52 acres of land in the prior E-I-A Zone. In its entirety, the South Lake development program is to be divided into the following use categories:

Use Type	DSP #	Square Footage	Acreage
Infrastructure Only (Roads)	DSP-05042-02	564,171.30	12.95159093
Apartments	DSP-21002	691,252.36	15.8689707
*Commercial Ph1	DSP-19021	2,606,237.92	59.83098986
Commercial Ph2	DSP-19022	431,566.79	9.907410172
Residential	DSP-19023	2,326,043.13	282.9670141
Total Site Area		16,619,271.50	381.5259758

*The DSP-19021 Phase 1 Commercial portion of the development is approximately 59.83 acres of land area.

27-547(d)

At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

COMMENT: DSP-19021-02 remains in conformance with CSP-02004 (as amended by DSP-19023) for a planned mixed use community, and both cases are in conformance with the requirements of providing a mix of uses (*see also supra*).

VIII. PRIOR CONDITIONS

As stated above, the nature of the review of DSP-19021-02 is limited to a specific area previously reviewed as part of A-9284-C, CSP-02004, 4-04035, DSP-05042, 4-17027 and DSP-19021. Any prior condition of approval regarding this area are addressed below.

Conceptual Site Plan CSP-02004

CSP-02004 was approved by the District Council in January 2004 for a mixed-use planned community consisting of 463 lots, 86 parcels, 300,000 square feet of commercial and retail space, 700,000 square feet of employment space, 25,000 square feet of space for annexation to Prince George's County Community College, a 300-room hotel, and 1,294 dwelling units. Dwellings consisted of 170 detached units, 272 attached units, 600 multifamily rental units, 112 condominium units, 120 high-rise units, and 20 live-work units.

The applicant amended CSP-02004, with the previously approved DSP-19023, contained in PGCPB Resolution No. 03-135(C)(A). Revisions to the CSP included changes to the site's roadway and infrastructure layout, lot and parcel arrangement, roadway sections, master-planned trail alignment, and phasing program. Conformance with the applicable conditions of the amended CSP-02004 are as follows:

- 3. At the time of preliminary plan approval, right-of-way requirements shall be determined along the following facilities:**
 - a. US 301 southbound**
 - b. MD 214**
 - c. The MD 214/Hall Road intersection.**

COMMENT: This condition has been satisfied previously.

- 4. MD 214 at Church Road: Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
 - a. The addition of a northbound left-turn lane along Church Road.**
 - b. The addition of an eastbound left-turn lane along MD 214.**
 - c. The addition of a westbound left-turn lane along MD 214.**
 - d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.**

COMMENT: The improvements above have been completed.

5. **MD 214 at Hall Road/site access: Prior to the approval of the first Detailed Site Plan for the subject property other than a Detailed Site Plan for infrastructure only, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for a possible signal at the intersection of MD 214 and Hall Road/site access.**

COMMENT: Access directly to MD 214 has been removed from the proposed development design; thus, CSP-02004 condition 5 is no longer valid nor applicable to South Lake.

6. **Prior to the approval of the first detailed site plan for the subject property other than a detailed site plan for infrastructure only, the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA.**

COMMENT: These studies have been completed and it was determined that signalization is not warranted or approved by SHA.

7. **US 301 at site entrance/median crossover: Prior to the approval of the first detailed site plan for the subject property other than a detailed site plan for infrastructure only, the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and the site entrance/existing median crossing. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA. Also, prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
 - a. **The construction of the eastbound approach to include two left-turn lanes and a right-turn lane.**
 - b. **The widening of the median crossing to provide to eastbound lanes, turning left (northbound) onto US 301.**
 - c. **The construction of a northbound left-turn lane approaching the median crossing.**
 - d. **The construction of a southbound right-turn lane along the southbound US 301 approach.**

COMMENT: These improvements are currently in permitting and/or in various phases of construction/completion.

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA provided that alternative improvements provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

- 8. Merge of ramp from eastbound MD 214 onto US 301: Prior to the issuance of any building permits within Phase II, as defined in Condition 10, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency for the extension of the northbound merge lane to a length of no less than 400 feet subject to available right-of-way or in the alternative the elimination of said ramp by utilization of other acceptable improvement.**

COMMENT: Compliance with the above CSP condition is set to trigger at the time of issuance of any building permit within Phase II, as defined in Condition 10, this condition does not apply to this limited minor DSP amendment application. However, it should be noted that this condition has already been satisfied. The northbound acceleration lane from eastbound MD 214 to northbound US 301 was lengthened in 2005 to 2006 to include an acceleration lane that is approximately 700-800 feet long with a taper of 200-300 feet.

9. US 301 widening:

- a. Prior to the issuance of any building permits within Phase I (other than construction buildings or model homes), as defined in Condition 11, the following road improvement shall (1) have full financial assurances, (2) have been permitted for construction through the operating agency's permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency for the addition of a new MD 301 southbound lane to extend from the southbound ramp of MD 214 approximately 6,800 linear feet toward Trade Zone Avenue.**

COMMENT: Compliance with the above CSP condition is set to trigger at the time of issuance of any building permit within Phase I, as defined in Condition 10, this condition does not apply to this DSP amendment application. It should also be noted that this condition was revised in PPS Resolution 04-247(C-3)(A-2) to begin 1,000 feet north of the signal at the US 301 median crossover at the main site access and continue to tie into the existing third southbound lane prior to Queen Anne Road. These improvements are currently in permitting and/or in various phases of construction/completion.

- b. Prior to the issuance of any building permits within Phase II, as defined in Condition 11, the following road improvement shall (1) have full financial assurances, (2) have been permitted for construction through the operating**

agency's permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency for the addition of new acceleration/ deceleration lanes from northbound US 301 at the site entrance.

COMMENT: Compliance with the above CSP condition is set to trigger at the time of issuance of any building permit within Phase II, as defined in Condition 10, this condition does not apply to this DSP amendment application.

- c. The proposed widenings are subject to available right-of-way. In the event that the necessary right-of-way is not available by the time the applicant is prepared to start construction at the respective Phases, the applicant shall pay to Prince George's County a sum calculated as $\$725,094.25 \times (\text{FHWA Construction Cost Index at time of payment})/(\text{FHWA Construction Cost Index for 2nd quarter, 1989})$. This fee may be assessed on a pro rata basis, with a pro rata schedule to be determined at the time of preliminary plan. In lieu of said payment, applicant may elect to install the improvements referenced in Conditions 6, 8 and 9A, along with other improvements deemed necessary for adequacy along US 301, with the applicant receiving credit against said fee for the cost of said improvements. The scope of the improvements shall be determined at the time of preliminary plan.**

COMMENT: The Applicant acknowledges this condition.

- 10. All off-site traffic improvements may be altered or modified at preliminary plan dependent upon phasing schedules.**

COMMENT: This portion of the South Lake development is within the original preliminary plan of subdivision area 4-04035. Off-site traffic improvements were conditioned with this preliminary plan, most recently with the reconsideration request. On January 25, 2018, the Planning Board heard testimony regarding the Second Reconsideration, and adopted PGCPB No. 04-247(C/3)(A/2). Please refer to the preliminary plan resolution for off-site traffic improvements findings and conditions of approval.

- 12. At the time of preliminary plan review, all proposed "Street Sections" will be further reviewed with regard to specific development proposals of adjacent properties. All typical sections along public streets must conform to the requirements of the appropriate operating agency, and any deviations from the typical section of a public street must have the approval of that agency.**

COMMENT: All proposed street sections are consistent with previous approvals, and were included with the review and approval of DSP-19023 for the residential development and DSP-05042-02 for Infrastructure.

14. **Prior to preliminary plan signature approval, the applicant, his successors and/or assigns shall provide additional documentary evidence that the subject property is (or will be) served by public transportation through local (County Department of Public Works and Transportation) or regional (Washington Metropolitan Area Transit Authority) bus system routes and stops that are located within and in proximity to the development. This provision shall be in keeping with the requirement of the fifth criterion, establishing geographic applicability of mitigation, in the Guidelines for Mitigation Action (as established by CR-29-1994). This requirement may also be satisfied through the provision of privately funded shuttle bus service to supplement available public transportation service, in order to achieve the headway and walking distance requirement stipulated as a requirement for the use of mitigation. At the time of detailed site plan, transportation planning and DPW&T staff shall review bus routing plans.**

COMMENT: PPS 4-04035 has previously been certified satisfying this condition and is not required nor should be carried forward

17. **The Woodland Conservation threshold portion of the requirement (47.52 acres) shall be satisfied as on-site preservation. The balance of the requirements may be satisfied by additional on-site preservation, on-site reforestation, or at an approved off-site mitigation bank.**
18. **The revised TCPI submitted with the Preliminary Plan of Subdivision shall include the following:**
 - a. **Show conceptual grading, structure locations, and the limit of disturbance.**
 - b. **An attempt shall be made to eliminate isolated Woodland Conservation Areas by adjusting the layout and providing larger contiguous forest areas in the vicinity of the PMA and thus further minimizing proposed PMA impacts.**
 - c. **Show the location of all anticipated stormdrain, sewer and water outfalls including those connecting to existing facilities located outside the limits of this application.**
 - d. **Any clearing for off-site infrastructure connections shall be mitigated at a 1:1 ratio for all woodlands cleared as part of TCPI/48/02.**
19. **At the time of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan shall be revised at a scale of no less than 1"=100'. Those plans shall clearly identify each component of the PMA and the ultimate limit of the PMA.**
20. **The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be submitted with the Preliminary Plan application. It shall include a description and justification of each proposed area of impact. The impacts to each feature of the PMA shall be quantified and shown on 8 1/2- x 11-inch sheets.**

22. **The proposed PMA impacts shall be further evaluated with each subsequent plan review.**
23. **The submittal of the Preliminary Plan of Subdivision shall include a Marlboro Clay Geotechnical Report prepared in accordance with the Prince George's County "Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments."**
25. **The projected 65 dBA Ldn noise contours for MD 214 and US 301 shall be shown on the Preliminary Plan of Subdivision and the detailed site plans for this site at 311 feet and 409 feet from the centerline, respectively. In the event the Environmental Planning Section noise projections are not used, a Phase I Noise Report shall be prepared and submitted with the Preliminary Plan of Subdivision. If residential lots are located within the limits of the 65 dBA Ldn noise contour appropriate mitigation measures shall be identified by a Phase II Noise Study at the time of detailed site plan.**
43. **After approval of the Preliminary Plan of Subdivision and the detailed site plans and concurrent with the first residential grading permit, the developer shall:
 - a. **Contribute \$250,000 to a tax exempt 501 (c) (3) organization to be determined and to be restricted for release to a school facility used to reduce overcrowding for Bowie area schools.**
 - b. **Use its best efforts to locate alternative commercial or other useable space for the transitional school to permanently replace the Belair School Building. Developer services will be provided at no cost to the Board of Education of Prince George's County.**
 - c. **Serve on construction committee for new middle school to be located in the South Bowie area.****
44. **No individual retail user shall exceed 125,000 square feet other than a grocery store(s).**
45. **The plan shall be revised to reduce the number of luxury residential rental units to a maximum of 490, excluding age-restricted senior units and live/work units.**
46. **The plan shall be revised to authorize an increase in residential condominium units to a minimum of 210 units.**

COMMENT: The Preliminary Plan of Subdivision was either in conformance with these prior conditions or the conditions have been deemed inapplicable.

PPS 4-04035

PPS 4-04035 was approved by the Planning Board (PGCPB Resolution No. 04-247(C)) in June 2003 and was subject to multiple corrections and reconsiderations. The governing version of this PPS was reconsidered by the Planning Board on January 25, 2018 (PGCPB Resolution No.

04-247(C/3)(A/2)). The conditions that are pertinent to the review of this DSP amendment are discussed, as follows:

- 4. The detailed site plan for the area that includes proposed Street ‘K’ shall address the further minimization of the proposed PMA impacts associated with that road layout and construction.**

COMMENT: Not applicable. Street ‘K’ is not located within the boundaries of DSP-19021-02.

- 5. The detailed site plan submittal which includes Lots 210 – 246 shall include an analysis by a geotechnical engineer addressing the proposed site grading reflected on the detailed site plan including the location of the mitigated 1.5 safety factor line based on the proposed site grading.**

COMMENT: Not applicable. Lots 210-246 are not located within the boundaries of DSP-19021-02.

- 6. Prior to approval of the first detailed site plan for the Karington Subdivision, the September 20, 2004, geotechnical report referenced by IC&E file number 40-04065-8 shall be revised to eliminate assumptions and be based on factual data and the comprehensive slope stability analysis shall be revised for the entire site to reflect the new information in accordance with the guidelines established by the Department of Environmental Resources, Permits and Review Division.**

- 7. Prior to approval of the detailed site plan and the Type II tree conservation plan shall show a minimum 50-foot building restriction setback (unless a lesser restriction is approved by DER) from the final mitigated 1.5 slope safety factor line as determined by the slope stability analysis as approved by the Department of Environmental Resources, Permits and Review Division.**

COMMENT: The site has an approved Natural Resources Inventory and Approved Rough Grading and Sediment Control Plan No. SC 247-07. Therefore, regulated environmental features will be preserved and restored in a natural state to the fullest extent practicable. The Primary Management Area limits were first established in 2004 with approval of TCP1-48-02. This limit, and associated approved impacts, were carried forward with subsequent plan and permit approvals including Preliminary Plan of Subdivision, PPS-4-04035, approved on August 5, 2005, the Detailed Site Plan for rough grading and Infrastructure, DSP-05042, approved in July 2006, and the following Detailed Site Plan, DSP-19021 and TCP2/126/05-05, approved on July 1, 2021. The Site has now been cleared and rough graded to the current approval limits under the Detailed Site Plan for rough grading and Infrastructure DSP-05042. In 2022, a new PMA under NRI-083-2021 was delineated and approved along the southern boundary along parcels 26, 1, 2 and 27. The limits of disturbance from DSP-05042 and 19021 are being maintained.

- 9. The Type II tree conservation plan shall provide a detailed list of all required off-site road improvements and an analysis to determine if each improvement will be subject**

to the requirements of the Prince George's County Woodland Conservation Ordinance. The list shall indicate an approximate time frame for initiation of the proposed road improvements including responsibility for Type II tree conservation plan approvals. Any road improvement projects that are the responsibility of the applicant for this case shall mitigate the woodland clearing associated with those projects on an acre for acre basis.

COMMENT: The TCP II that accompanies this application depicts all off-site road improvements associated with this project. Those improvements and the associated TCP II impacts are the responsibility of the applicant and will be constructed consistent with the plans and timetable associated with SHA approvals #18-AP-PG-016-19 Phase 1, 18APPG01720 Phase 2, 18APPGO1820 Phase 3.

14. **Prior to submission of the first detailed site plan for residential development, other than for multifamily development for the first 400 units, the applicant, his heirs, successors and/or assignees shall confer with DPR concerning the exact realignment of the alternate 10-foot-wide master plan trail from MD 214/Old Central Avenue through the project to the southern property line, as further depicted in Applicant's Exhibit A. The alternate alignment shall be approved by DPR consistent with the master plan. If the alternate master plan trail is located within a private right-of-way or any privately owned land, the applicant, prior to the approval of the applicable record plat, shall provide M-NCPPC with a public access easement to ensure public access to the alternate master plan trail located within the private right-of-way or privately owned land.**
15. **The applicant, his successors, and/or assignees shall construct the alternate 10-foot-wide master plan trail from MD 214/Old Central Avenue to the southern property line in phase with road construction with the exception of the southern connection of private Street W in accordance with Condition 39. Private Street W shall be platted in phase with development, at which time the applicant, his successors, and/or assigns shall provide an easement for the alternate 10 foot wide master plan trail to ensure ultimate connectivity to the southern property line.**
16. **Prior to certificate approval of the detailed site plan for infrastructure (or an amendment thereto) that includes a portion of the proposed alternate master plan trail, the applicant shall submit detailed construction drawings for the relevant portion of the alternate master-planned trail to DPR for review and approval. The trail within the public or private right-of- way shall be designed in accordance with Applicant's Exhibit A.**
17. **The 10-foot-wide alternate master-planned trail shall be constructed to assure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed by DPR.**

18. **In-road bicycle facilities and/or trail facilities designed in accordance with Applicant's Exhibit A shall be considered along with the DSP for infrastructure (or any amendment thereto) along public roads entering the site from MD 214/Old Central Avenue and US 301 at the main site entrance, as well as along the main loop road (two-way street) through the subject site in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities. Wider outside curb lanes or parking lanes may be recommended at the time of detailed site plan to more adequately accommodate bicycle traffic along the designated bicycle routes, per the concurrence of DPW&T.**

COMMENT: Details on the master planned trail located within the right-of-way were reviewed and approved with the detailed site plan for infrastructure, DSP-05042-02, and/or DSP-19021. This detailed site plan amendment DSP-19021-02 does not impact these improvements/details.

23. **Old Central Avenue at Site Access: Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage or model homes), the applicant shall submit an acceptable traffic signal warrant study to SHA for a possible signal at the intersection of Old Central Avenue at the site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency.**
24. **US 301 at Old Central Avenue: Prior to the approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA. In addition, the applicant shall add, to the northbound approach of Old Central Avenue, an additional exclusive left-turn lane, unless modified by SHA.**
25. **US 301 at site entrance/median crossover: Prior to the approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and the site entrance/existing median crossing. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits, †other than for infrastructure, model homes, or signage, within the subject property and install it at a time when directed by SHA. Also, prior to the issuance of any building permits, †other than for infrastructure, model homes or signage, within the subject property, the following**

road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- a. The construction of the eastbound approach to include two left-turn lanes and a right-turn lane.
- b. The widening of the median crossing to provide two eastbound lanes, turning left (northbound) onto US 301
- c. The construction of a northbound left-turn lane approaching the median crossing.
- d. The construction of a southbound right-turn lane along the southbound US 301 approach.
- e. Construction of a second westbound lane in the median at the WAWA crossover to provide a two-lane approach to southbound US 301 (one left and one through).

COMMENT: This signal warrant study was submitted and approved by SHA.

27. **MD 214 at Old Central Avenue:** Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage or model homes), the applicant shall submit an acceptable traffic signal warrant study to SHA for a possible signal at the intersection of Central Avenue (MD 214) and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency.

COMMENT: This signal warrant study was submitted and approved by SHA. This improvement is completed.

28. **Total development within the subject property shall be limited to uses which generate no more than 1,313 AM and 1,925 PM peak-hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I shall be identified as any development that generates up to 1,047 AM and 1,421 PM net off-site peak-hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II shall be identified as any development which generates more than 1,047 AM and 1,421 PM net off-site peak-hour trips. Rates of internal trip satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree**

of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.

COMMENT: A trip generation analysis was conducted by Lenhart Traffic Consulting to evaluate the number of trips generated by the approved DSP's (19023, 21002, and 19021) to confirm the trip cap was not exceeded. The analysis also includes a shared parking analysis that found that the peak parking demand is 1,790 spaces (The Base Parking Requirement). The preliminary plans of subdivision 4-04035 (1,313 AM & 1,925 PM trips) and 4-17027 (48 AM & 56 PM trips) have a combined trip cap of 1,361 AM and 1,981 PM trips. DSP-19023 utilized all 48 AM and 56 PM trips from 4-17027 and utilized 660 AM and 660 PM trips of the trip cap from 4-04035 which left a remainder of 653 AM and 1,270 PM trips for the balance of 4-04035. DSP-21002 utilized 162 AM and 161 PM trips. It should be noted that DSP-19023, DSP-19021-02, and DSP-21002 combined generates a total of 1,219 AM and 1,705 PM trips located solely within the area of 4-04035, which fits within the trip cap.

- 29. Prior to detailed site plan approval which includes these streets, the proposed typical sections for street types B, C, E, F, and I must have written approval by the county Department of Public Works and Transportation (or the appropriate operating agency). If such written approval is not received, street types B, C, E, and I must be revised to conform to a standard 70-foot right-of-way, and street type F must be reworked to function as street type A.**

COMMENT: All street sections have been approved by DSP-05042-02 and DSP-19023; therefore, this condition does not apply to this application.

- 34. At a time to be determined at detailed site plan, the applicant shall construct a publicly accessible trailhead in the location generally shown on Applicant's Exhibit A, or in an alternate location mutually agreeable to the applicant and DPR. Trailhead facilities may include a parking lot and a shelter. The timing of construction and the trailhead facilities shall be determined at the time of any detailed site plan that includes the trailhead location.**

COMMENT: A trailhead is proposed on Parcel 21, along the Master Planned trail route and across from the intersection with the northern residential community. The trailhead will include a gazebo with two 8-foot picnic tables, four bicycle racks, two benches, trash can, and a kiosk, details of which were previously approved.

- 35. Proposed PMA impacts #5 and #6 shall be further evaluated during the review of the first Detailed Site Plan proposing these specific PMA impacts in order to further minimize and/or avoid the impacts once more detailed topographic, Geotechnical and grading information becomes available. If proposed PMA impact #5 cannot be sufficiently minimized the proposed pool and clubhouse shall be relocated and Parcel 79 shall be eliminated.**

COMMENT: Not applicable. PMA Impacts #5 and #6 are not located within the boundaries of DSP-19021-02.

- 39. Notwithstanding any condition related to the ultimate connection of the proposed alternate Master Plan trail to the southern property line, the applicant will not be required to bond, permit, or actually construct the ultimate connection to the southern property line along Street W until Street W and Prince George's Boulevard are graded and actually connected. If private Street W is not ultimately constructed, an easement for the master plan trail connection to the southern property line of the site shall still be provided in accordance with Condition 14.**

COMMENT: Acknowledged, this is a construction timing issue and not applicable to this DSP amendment.

- 46. At the time of detailed site plan, appropriate transitions from in-road bicycle facilities to the master plan hiker/biker trail shall be shown.**

COMMENT: The transition from in-road bicycle facilities to master plan hiker/biker were approved with the DSP-05042-02 application and, therefore, do not apply to this application.

- 47. At the time of detailed site plan, which includes the access at Old Central Avenue, the Type 2 tree conservation plan shall account for the off-site woodland clearing associated with the proposed traffic circle graphically on the plan, in updates to the off-site clearing table, and in the woodland conservation worksheet, unless the traffic circle is no longer required.**

COMMENT: This application does not include the access at Old Central Avenue.

Preliminary Plan of Subdivision 4-17027

PPS 4-17027 was approved by the Planning Board (PGCPB Resolution No. 19-06) on January 10, 2019, for 66 lots and 3 parcels. The geographic area of preliminary plan 4-17027 is not included in the area of the subject case, DSP-19021-02. The conditions of 4-17027 are not applicable to this review.

Detailed Site Plan for Infrastructure DSP-05042

A DSP for infrastructure, DSP-05042, was approved by the Planning Board (PGCPB Resolution No. 05-258) on December 8, 2005 for site grading, infrastructure development, and construction of a central lake. The conditions of approval for DSP-05042 consisted of requested plan revisions and requirements prior to grading permits. The conditions included with DSP-05042 are not applicable to this review.

Detailed Site Plan DSP-19021

DSP-19021 for the Phase 1 commercial portion of South Lake was approved by the Planning Board (June 24, 2021) and PGCPB No. 2021-79 was adopted on July 1, 2021. The conditions that are pertinent to the review of this DSP amendment are discussed, as follows:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:

- a. **Provide the permitted and proposed floor area ratio, to include the development from DSP-19023, DSP-21002, and DSP-19021 relative to the area of CSP-02004.**
- b. **Revise the Sheetz freestanding sign to include a masonry base that complements the building architecture and the other proposed freestanding signs.**
- c. **Provide shade trees with a minimum 3- to 3.5-inch caliper in Parking Lot 7. The applicant shall revise the landscape plan, the plant schedule, and the Section 4.3 Landscape Schedule accordingly to reflect these changes.**
- d. **Resolve the discrepancy in the number of parking spaces shown on the DSP for Pad Site 10, the architectural plan, and the parking tabulation.**
- e. **Show proposed shade trees in the islands at the northwestern and southwestern corners of the Sheetz building.**
- f. **Provide “Do Not Enter” signs from the parking area south of the Sheetz building into the drive-through lane.**
- g. **Revise the photometric plan to include all on-site lighting and add pole- or building-mounted light fixtures, if needed, to eliminate the following unlit areas:**
 - (1) **At the trailhead,**
 - (2) **Between Pad Sites 20 and 27,**
 - (3) **Between Pad Sites 24, 25, and 26,**
 - (4) **In the trash area between Pad Sites 11 and 12,**
 - (5) **Between Pad Sites 14 and 15,**
 - (6) **In the southeastern area of Pad Site 16, and**
 - (7) **In the area northeast and south of Pad Site 1.**
- h. **Revise the plans to provide 5-foot-wide pedestrian paths, composed of sidewalks, crosswalks, and curb ramps that meet ADA requirements at the following locations:**
 - (1) **East side of Marketplace Boulevard to the proposed Pad Site 10 building entrance,**
 - (2) **East side of parcel M through proposed Parcel S, connecting to sidewalks shown along proposed Pad Site 14,**

- (3) East side of Marketplace Boulevard to proposed Pad Site 23, subject to grading limitations,**
 - (4) Proposed entrance of Pad Site 2 along the drive aisle to the entrance of Pad Site 9,**
 - (5) Proposed entrance of Pad Site 11 along the drive aisle to the entrance of Pad Site 17,**
 - (6) Proposed entrance of Pad Site 17 along drive aisles and through Parcel X parking lot to Pad Site 19, and**
 - (7) Proposed entrance of Pad Site 22 through the parking lot to the entrance of Pad Site 14.**
- i. Revise the plans to provide continental-style crosswalks at the following locations:**
- (1) Crossing Eastern Avenue from the northeast corner of Pad Site 20, unless modified by the City of Bowie, with written correspondence.**
 - (2) Crossing Fairmont Drive from the southwest corner of Pad Site 27, unless modified by the City of Bowie, with written correspondence.**
 - (3) Crossing Fairmont Drive from the northwest corner of Pad Site 21, unless modified by the City of Bowie, with written correspondence.**
 - (4) Crossing the drive aisle between Pad Site 16 and Pad Site 17, providing a link between sidewalks.**
 - (5) Crossing both vehicular entrances to proposed Pad Site 10.**
 - (6) Crossing Marketplace Drive connecting sidewalks along the frontage of Pad Site 11 and Pad Site 7, unless modified by the City of Bowie, with written correspondence.**
- j. Provide the alignment and cross section of an access easement to serve the parcels adjacent to US 301 (Robert Crain Highway), and parcels which front on but do not have individual access from internal public streets. The cross section shall be designed to be visually and functionally distinguishable from interior parking lot drive aisles and include details for landscaping, lighting, and pedestrian and vehicular facilities to serve each parcel, as described by the findings contained herein.**
- k. Remove the driveway access located on Parcels U and V to US 301 (Robert Crain Highway), or, if acceptable to the City of Bowie, redesign the access as a public street, including use of a public street standard and providing a continuous connection from US 301 to a public right-of-way internal to the site.**
- l. Delete land-locked Parcels D, E, H, and W and incorporate their areas into adjoining parcels, or modify the configuration of these parcels to provide frontage onto a public street, in accordance with Section 24-128(a) of the Prince George's County Subdivision Regulations.**
- m. Correct General Note 2 on sheet 1 of the DSP to list Outparcels D, E, and F, recorded in Plat Book ME 254 page 65, as the subject property.**

- n. Revise General Note 16 on sheet 1 of the DSP to reflect the variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, which was approved pursuant to Final Plat of Subdivision 5-19182 (PGCPB Resolution No. 2020-108) for location of public utility easements along US 301 (Robert Crain Highway).**
- o. Delineate proposed parcel property lines using a thicker property line symbol and correct the plans to provide all property line bearings and distances, removing all instances of overlapping text and ensuring all text is legible.**
- p. Revise the parcel designations so that development parcels are provided numeric designations and open space parcels are provide alpha designations in sequential order.**
- q. Provide a table for the proposed parcels, giving their acreage, ownership, and use.**
- r. Extend 10-foot public utility easements across all private driveways to ensure continuity.**
- s. Provide a development tracking chart to tabulate total number of lots and parcels approved under various DSP applications for the overall South Lake development.**
- t. Provide a slope stability analysis demonstrating the location of the mitigated 1.5 safety factor line, based on the revised grading plan.**
- u. Include the safety factor line and the required building setback line on the DSP and Type II tree conservation plan and legend, as applicable, and include a note to identify whether the plan sheet includes or does not include a 1.5 mitigated safety factor line, as determined by the Prince George's County Department of Permitting, Inspections and Enforcement. A note shall be added if there is no 1.5 mitigated safety factor line on the plan sheet.**
- v. Revise the DSP and Type II tree conservation plan, as applicable, to show the delineation of the 100-year floodplain based on a required 100-year floodplain study approved by the Prince George's County Department of Permitting, Inspections and Enforcement.**
- w. Revise the Type II tree conservation plan (TCPII), as follows:**
 - (1) Use the standard symbols and labeling provided in the Environmental Technical Manual in the legend and on the plan set.**
 - (2) Provide a complete legend of all graphic elements represented on the plan set and place it on all plans included in the plan set.**
 - (3) Tree protection signs should be identified as temporary or permanent. Add a detail of a temporary tree protection sign suitable for use during construction**

- to the plan set, and show how the signage is attached to the temporary tree protection fence. Temporary tree protection signs shall be spaced 50 feet apart.
- (4) Provide a detail for the installation of permanent tree protection signs after the removal of temporary devices. Add a post-type of permanent tree protection detail to the plan and provide notes for implementation. Permanent tree protection signage should be spaced 50 feet apart.
 - (5) Add a graphic for the 1.5 safety factor line to the legend.
 - (6) Add the prior approval dates and signatures in typeface to the approval block.
 - (7) Add the standard non-native invasive species management notes to the detail sheet.
 - (8) Add all current and applicable standard Type 2 Tree Conservation Notes to the plan as found in the Environmental Technical Manual and address all woodland conservation methodologies applied on-site.
 - (9) Label all stormwater management (SWM) features on the site by type and identifier on the final technical SWM plan.
 - (10) Where retaining walls are proposed, woodland conservation shall be set back a minimum of 10 feet from the top and bottom of the walls to allow for a work and maintenance zone.
 - (11) Add all metes and bounds on property lines that are external to the development.
 - (12) Reconcile the amount of woodland preservation provided in the woodland conservation summary table, the woodland preservation provided on the net tract, and demonstrate how the woodland conservation requirement for the site will be fully met.
 - (13) Revise the TCPII, as necessary to address all other conditions of approval.
 - (14) Adjust and reconcile all worksheets and tables to reflect any revisions to the TCPII.
 - (15) Have the revised plan signed and dated by the qualified professional that prepared the plan.

COMMENT: DSP-19021 was certified on March 17, 2023, accordingly, this condition has been satisfied.

2. **Prior to approval of a final plat, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that a business owner or other appropriate community association has been established for the retention and maintenance of open space parcels with the subject detailed site plan. The draft covenants shall be submitted to the Subdivision Section to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.**

COMMENT: Plats for South Lake Commercial Phase 1 have been recorded. This condition was deemed satisfied with the creation and recordation of the DOC recorded in Book 45026 at Page 3 and Book 47891 at Page 581.

3. **Prior to approval of the final plat for Parcel Y, provide a covenant, or other appropriate mechanism, assuring public accessibility to the proposed trailhead facility.**

COMMENT: Plat for Parcel 21 is recorded on South Lake Plat 32. A Public Recreational Facilities Agreement is also recorded in Book 48701 at Page 7.

4. **Prior to approval of building permits, the applicant, and the applicant's heirs, successors, and/or assignees shall convey to the business owners or community association land, as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:**
 - a. **A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division.**
 - b. **All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.**
 - c. **The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.**
 - d. **Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.**
 - e. **Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division.**
 - f. **The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.**

COMMENT: Acknowledged.

5. **The applicant, and the applicant's heirs, successors, and/or assignees shall construct the proposed trailhead in phase with development. However, no later than prior to approval of the 600th residential building permit within DSP-19023, the trailhead construction shall be completed.**

COMMENT: Acknowledged.

6. **Prior to approval of any building-mounted sign permits, except for those on proposed Parcel L for the Sheetz building, obtain approval from the Prince George's County**

Planning Board, or its designee, of a comprehensive building-mounted signage plan for all Phase 1 commercial tenants.

COMMENT: DSP-19021-02 is submitted in accordance with this condition. DSP-19021-02 seeks to revise the architecture, footprint, and square footage of the commercial building on Parcel 13 (Pad Site 21); add details to the previously approved plaza area on Parcel 13 (south of Pad Site 21); add the “Giant” logo to the southern building façade on Parcel 12 (Pad Site 22); and add monument signage for Chase Bank (Parcel 30/Pad 17), McDonalds’s (Parcel 31/Pad 16), Panda Express (Parcel 32/Pad 15, and add tenant building signage (Parcel 34/Pads 11A and 11B).

IX. CONCLUSION

Based on the foregoing, as well as all of the plans and materials filed in conjunction with this amendment application, the applicant respectfully requests the approval of DSP-19021-02.

Respectfully submitted,

MCNAMEE HOSEA, P.A.

By: 

Matthew C. Tedesco
Attorney for the Applicant

By: 

Dominique A. Lockhart
Senior Land Use Planner

Date: April 21, 2025
(Second Submittal)

DETAILED SITE PLAN #19021-02

SOUTH LAKE - COMMERCIAL PHASE I

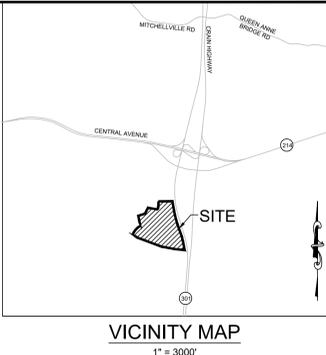
7th ELECTION DISTRICT - QUEEN ANNE
PRINCE GEORGE'S COUNTY, MARYLAND

DSP-21002

REVISION KEY
Limited minor amendment to detailed site plan (DSP-19021) on a portion of the property for the Phase 1 Commercial development to update PMA per previous approvals, modify the architecture, building footprint, and square footage for Pads Sites 7, 8 and 9 (Home 2 Suites); slightly modify the location and layout of three commercial buildings on Parcels 4, 5, 6, 7 and 27; remove Building 5 on Parcel 4; adjust the parcel lines for Parcels 28 - 35; modify/amend commercial pad sites and include architecture elevations for Pad Sites 11A & 11B (multi-tenant buildings), 12 (Carolina Kitchen), 14 (modification to building and parking to accommodate expansion to Pad Site 15), 15 (Panda Express), 16 (McDonald's), 17 (Chase Bank), 18 (modification to building and parking to accommodate expansion to Pad Site 17), 19 (modification to parking lot), and 23 (multi-tenant building); and adjust the number of modified parking spaces approved at 9' x 18' from 142 spaces to 196 spaces; reduce the size and stories of Pad Site 21; build a plaza next to Pad Site 21; reduce the overall buildout from 900,656 square feet to 867,869 square feet; relocate Sign #2.

REVISION KEY
Limited minor amendment to detailed site plan (DSP-19021) on a portion of the property for the Phase 1 Commercial development to add directional signage not subject to signage calculations or restrictions for parcel 31 (see sheet 25).

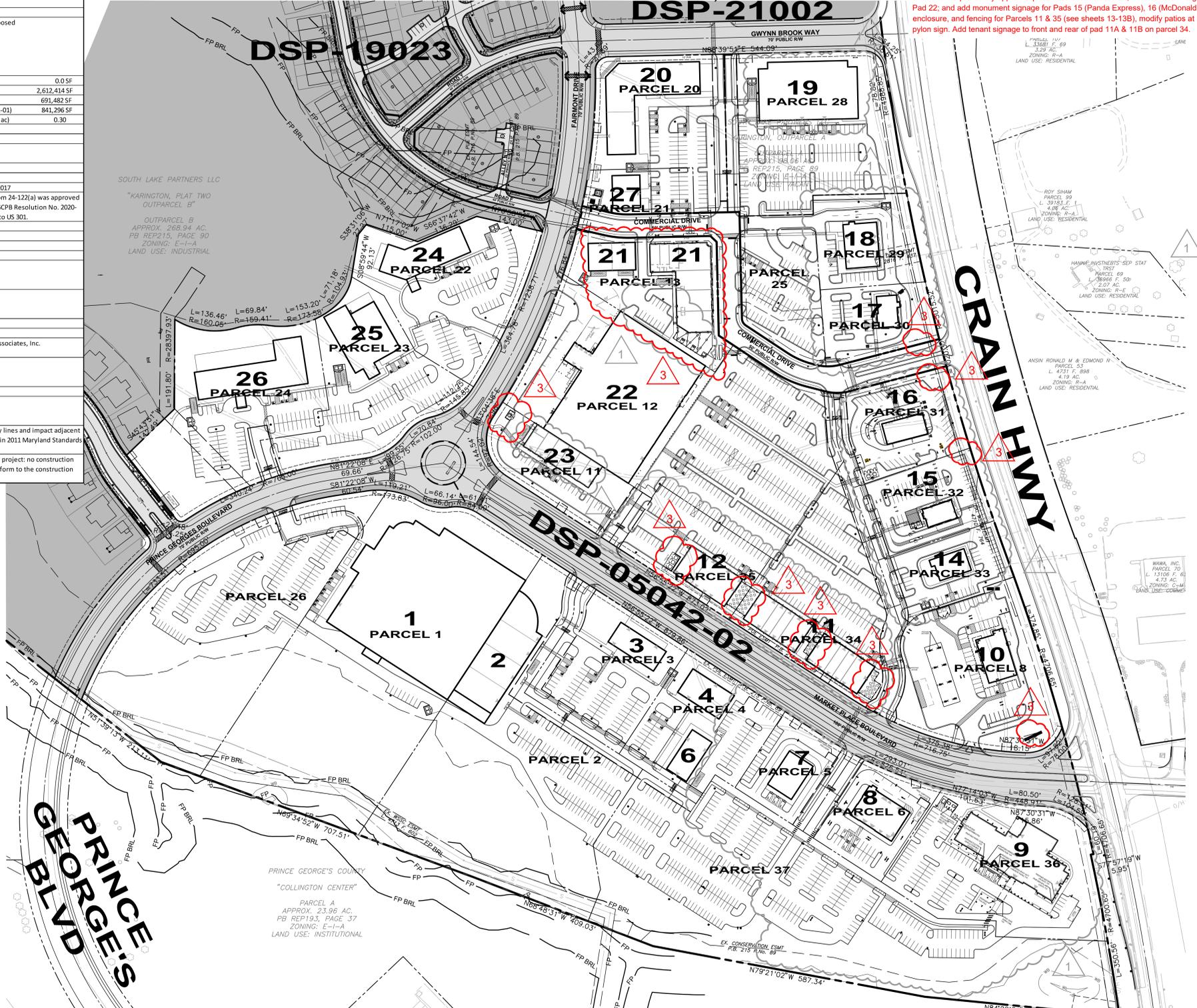
REVISION KEY
Limited minor amendment to detailed site plan (DSP-19021) on a portion of the property for the Phase 1 Commercial development to revise the architecture, footprint, and square footage of the commercial building on Pad 21; add details to the previously approved plaza area south of Pad 21; add the "Giant" logo to the northern building facade on Pad 22; and add monument signage for Pads 15 (Panda Express), 16 (McDonald's), and 17 (Chase Bank), edit trash enclosure, and fencing for Parcels 11 & 35 (see sheets 13-13B), modify patios at Pads 11 & 12. Modify material of pylon sign. Add tenant signage to front and rear of pad 11A & 11B on parcel 34.



Sheet Number	Sheet Title
1	COVER SHEET
2	APPROVALS
3	NOTES AND TABULATIONS
4	EXISTING CONDITIONS
5-11	DETAILED SITE PLAN
12-13B	SITE DETAILS
14	SIGNAGE LOCATIONS
15-17	SIGNAGE DETAILS
18-30	COMPREHENSIVE SIGN PLANS

PLAN SHEETS 1-3, 5-7, 9-14, 18-30 ARE SUBJECT TO -01 REVISION. ARCHITECTURAL ELEVATIONS ARE INCLUDED ON SHEETS 18-30.

LEGEND:	
	EX. BOUNDARY LINE
	EX. LOT LINE
	EX. ESMT
	EX. BLDG
	EX. SIDEWALK
	EX. PARKING STRIPING
	EX. 10' CONTOUR LINE
	EX. 2' CONTOUR LINE
	EX. TREES
	EX. WATER
	EX. SEWER
	EX. STORM DRAIN
	EX. WETLAND
	EX. WETLAND BUFFER
	EX. PRIMARY MGMT AREA/STREAM BUFFER
	EX. STREAM BUFFER
	EX. STREAM
	EX. FLOODPLAIN
	EX. PRIMARY MGMT AREA/FLOODPLAIN
	EX. FLOODPLAIN BRL
	EX. POND
	EX. UNMITIGATED 65 DB LINE
	PR. R.O.W.
	PR. LOT LINE
	PR. BLDG
	PR. SIDEWALK
	PR. PARKING STRIPING
	PR. FACE OF CURB
	PR. BACK OF CURB
	PR. ROAD PAVEMENT
	PR. SEWER
	PR. WATER
	PR. STORM DRAIN
	PR. PUE
	PR. EASEMENT
	PR. WOOD FENCE
	PR. ORNAMENTAL FENCE
	REQUIRED LOT DEPTH
	WETLAND
	SPECIMEN TREE TO BE REMOVED



GENERAL NOTES	
1 The proposed project is named:	South Lake - Commercial Phase 1
2 The subject property consists of the following:	Parcels 1-8, 11-13, 20-35-Plat Book ME 263 P.No 76-78, ME 264 P. No. 55
3 The prior approvals are as listed:	CDP-9006-01; CSP-02004; DSP-05042; DSP-05042-02 (Pending); 4-04035; DSP-19021
4 The subject property proposes:	*59.83 AC *DSP-19021 is a portion of the overall 381.52 AC property. The breakdown of application coverage is below: Infrastructure Only DSP-05042-02: 12.95 AC Apartments DSP-21002: 15.87 AC Commercial Phase 1: 59.83 AC Commercial Phase 2: 9.91 AC Residential DSP-19023: 282.98 AC Total Site Area: 381.52 AC
5 The subject property is currently zoned:	E-1-A, Employment and Institutional Area
6 The proposed use of this property is:	To Be Developed Under MXT Zoning per CB-73-2016
7 This subdivision proposes:	Commercial
8 Breakdown of proposed dwelling units by type:	27 Parcels No residential dwellings are proposed
9 Gross floor area of existing and proposed:	Existing Gross Floor Area 0.0 SF Residential (DSP-19023) 2,612,414 SF Residential (DSP-21002) 691,482 SF Commercial Phase 1 (DSP-19021-01) 841,296 SF Floor Area Ratio (95.16 ac/316.80 ac) 0.30
10 200 foot map reference number:	201NE14
11 Tax map number and grid:	Tax Map 70 Grid D3 & D4
12 Aviation Policy Area:	None
13 Existing Water/Sewer Designation:	W-3 / S-3
14 Proposed Water/Sewer Designation:	W-3 / S-3
15 Stormwater Management concept plan number:	26947-2002-03, Approved 05/08/2017
16 10-foot public utility easement along all rights-of-way:	Public - YES (Note: A Variation from 24-122(a) was approved pursuant to Final Plat 5-19182 (PGCPB Resolution No. 2020-108) for location of PUE adjacent to US 301.
17 Mandatory park dedication:	n/a
18 Cemeteries or contiguous to the property:	None
19 Historic sites in or on the vicinity of the property:	None
20 Type Two Conservation Plan:	TCP2-126-05
21 Wetlands:	Yes
22 Streams:	Yes
23 100-year floodplain:	Yes
24 Within Chesapeake Critical Bay Area (CBCA):	No
25 Source of topography:	Aerial Topography by Ben Dyer Associates, Inc.
26 Applicant:	South Lake Partners LLC 10100 Business Parkway Lanham, MD 20706
27 The 65dBA falls within the limits of this application	Yes
28 In or adjacent to an easement held by the Maryland Environmental Trust, The Maryland Agricultural Land Preservation Foundation, or any land trust organization	No
29 During demolition/contruction phases of the project, no dust shall be allowed to cross over property lines and impact adjacent properties. The applicant shall conform to construction activity dust control requirements specified in 2011 Maryland Standards and Specifications for soil erosion and sediment control.	
30 The following noise control procedures are to be implemented during the construction phase of the project: no construction noise shall be allowed to adversely impact activities on adjacent properties. The Applicant shall conform to the construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County code.	

TRIP GENERATION CHART		
	AM	PM
TOTAL PEAK HOUR TRIPS APPROVED BY 4-04035	1,313	1,925
TOTAL PEAK HOUR TRIPS APPROVED BY 4-17027	48	56
TOTAL PEAK HOUR TRIPS APPROVED FOR THIS PROJECT	1,361	1,981
TOTAL TRIPS ALLOCATED FROM DSP-19023	708	716
TOTAL TRIPS ALLOCATED FROM DSP-19022	64	68
TOTAL TRIPS ALLOCATED FROM DSP-21002	162	161
TOTAL TRIPS PROPOSED WITH THIS APPLICATION	397	884
TOTAL APPROVED TRIPS REMAINING	30	152

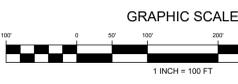
PARKING TABULATION	
Spaces Required by 27-568:	
Commercial Retail (430,570 sf)	= 1,225 Spaces
Office (171,139 sf)	= 490 Spaces
Hotel (239,584 sf or 375 rooms)	= 188 Spaces
Total Required	= 1,903 Spaces
Accessible = 81 Spaces (p/o Total Required)	
Per Parking Analysis in accordance with 27-574	
Base Peak Demand	= 1,790 Spaces
Spaces Provided:	
Standard (9.5'x19')	= 1,536 Spaces
*Modified (9'x18')	= 201 Spaces
Compact (8'x16.5')	= 148 Spaces
Accessible (9.5'x19')	= 97 Spaces
Total	= 1,980 Spaces

LOADING TABULATION	
Spaces Required by 27-582:	
Commercial Retail (430,570 sf) = 27	
Office (171,139 sf) = 5	
Hotel (239,584 sf or 375 rooms) = 3	
Total Required = 35	
Loading Spaces Provided:	
33 Loading Spaces	

*Loading spaces provided have been determined by normal requirements of Sec. 27-582 and then adjusted to take into account shared space locations as allowed by Sec. 27-583 (Number of spaces required in M-X-T).

NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start of Construction



DSP-19021 CONTAINS SPECIFIC ARCHITECTURE FOR A SHEETZ C-STORE (PAD SITE 10). ADDITIONAL ARCHITECTURE IS INCLUDED WITH THIS APPLICATION TO ESTABLISH A BENCHMARK FOR FUTURE TENANTS. A DETAILED SITE PLAN REVISION SHALL BE SUBMITTED FOR ALL OTHER PAD SITES TO ADDRESS ARCHITECTURE, SIGNAGE, LANDSCAPING, AND SERVICE AREAS. A DETAILED SITE PLAN APPLICATION FOR INFRASTRUCTURE (DSP-05042-02) HAS BEEN APPROVED FOR THIS PROJECT.

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #7, 8, 10, 14-18, 27. Update PMA per previous approvals. Relocate monument sign #2, reduce building 21 size, increase building 19 size.	10/05/23				
2. Add directional signage to parcel 31.	2/27/25				
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, patios at Pads 11 & 12.	12/23/24				

Applicant:
South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL PHASE I
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT NO. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

DETAILED SITE PLAN # 19021-02 COVER SHEET

SCALE: 1" = 100'

JOB NO: 1283C

DATE: JAN 2021

SHEET NO: 1 of 30

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

APPROVED: [Signature]

CERTIFICATE OF APPROVAL
SOUTH LAKE COMMERCIAL - PHASE 1
 DSP-19021

The resolution for this Detailed Site Plan was approved on July 1, 2021, in conjunction with Alternative Compliance AC-211010 by the Prince George's County Planning Board, in accordance with Schedule 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2021-79, which contains the conditions listed below:

- Prior to construction of this detailed site plan (DSP), the following revisions shall be made, or information provided:
 - Provide the permitted and proposed floor area ratio, to include the development from DSP-19023, DSP-21002, and DSP-19021 relative to the area of CSP-0204.
 - Revise the Sheets fronting signs to include a masonry base that complements the building architecture and the other proposed front-facing signs.
 - Provide shade trees with a minimum 3- to 5.5-inch caliper in Parking Lot 7. The applicant shall revise the landscape plan, the plant schedule, and the Section 4.3 Landscape Schedule accordingly to reflect these changes.
 - Revise the discrepancy in the number of parking spaces shown on the DSP for Pad Site 10, the architectural plan, and the parking table.
 - Show proposed shade trees in the islands at the northwestern and southwestern corners of the Sheet building.
 - Provide "Do Not Enter" signs from the parking area south of the Sheet building into the drive-through lane.
 - At the trailhead.
 - Between Pad Sites 20 and 27.
 - Between Pad Sites 24, 25, and 26.
 - In the trash area between Pad Sites 11 and 12.
 - Between Pad Sites 14 and 15.
 - In the southwestern area of Pad Site 16, and
 - In the area northeast and south of Pad Site 1.
- Revise the plans to provide 5-foot-wide pedestrian paths, composed of sidewalks, crosswalks, and curb ramps that meet ADA requirements at the following locations:
 - East side of Marketplace Boulevard to the proposed Pad Site 10 building entrance.
 - East side of parcel M through proposed Parcel 5, connecting to sidewalks shown along proposed Pad Site 14.
 - East side of Marketplace Boulevard to proposed Pad Site 23, subject to grading limitations.
- Proposed entrance of Pad Site 9 along the drive aisle to the entrance of Pad Site 9.
- Proposed entrance of Pad Site 11 along the drive aisle to the entrance of Pad Site 17.
- Proposed entrance of Pad Site 17 along drive aisles and through Parcel X parking lot to Pad Site 19, and
- Proposed entrance of Pad Site 22 through the parking lot to the entrance of Pad Site 14.

- Revise the plans to provide continental-style crosswalks at the following locations:
 - Crossing Eastern Avenue from the northeast corner of Pad Site 20, unless modified by the City of Bowie, with written correspondence.
 - Crossing Farnsworth Drive from the southwest corner of Pad Site 27, unless modified by the City of Bowie, with written correspondence.
 - Crossing Farnsworth Drive from the northwest corner of Pad Site 21, unless modified by the City of Bowie, with written correspondence.
 - Crossing the drive aisle between Pad Site 16 and Pad Site 17, providing a link between sidewalks.
 - Crossing both vehicular entrances to proposed Pad Site 10.
 - Crossing Marketplace Drive connecting sidewalks along the footings of Pad Site 11 and Pad Site 7, unless modified by the City of Bowie, with written correspondence.
- Provide the alignment and cross section of an access easement to serve the parcels adjacent to US 301 (Robert Crain Highway), and parcels front on but do not have individual access from internal public street. The cross section shall be designed to be visually and functionally distinguishable from on-street parking lot drive aisles and include details for landscaping, lighting, and pedestrian and vehicular facilities to serve each parcel, as described by the findings contained below.
- Remove the driveway access located on Parcels U and V to US 301 (Robert Crain Highway), or, if applicable to the City of Bowie, redesign the access as a public street, including use of a public street standard and providing a continuous connection from US 301 to a public right-of-way internal to the site.
- Delimit land-locked Parcels D, E, H, and W and incorporate their access into adjoining parcels, or modify the configurations of these parcels to provide frontage onto a public street, in accordance with Section 24-128(a) of the Prince George's County Subdivision Regulations.
- Correct General Note 2 on sheet 1 of the DSP to list Outparcels D, E, and F, recorded in Plat Book ME 24 page 61, as the subject property.
- Revise General Note 16 on sheet 1 of the DSP to reflect the variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, which was approved pursuant to Final Plat of Subdivision 5-19182 (POC/PB Resolution No. 2020-100) for location of public utility easement along US 301 (Robert Crain Highway).
- Delimitate proposed parcel property lines using a thicker property line symbol and connect the plans to provide all property line bearings and distances, removing all instances of overlapping text and ensuring all text is legible.
- Revise the parcel designations so that development parcels are provided numeric designations and open space parcels are provided alpha designations in sequential order.
- Provide a table for the proposed parcels, giving their acreage, ownership, and use.
- Extend 10-foot public utility easement across all private driveways to ensure continuity.
- Provide a development tracking chart to tabulate total number of lots and parcels approved under various DSP applications for the overall South Lake development.
- Provide a slope stability analysis demonstrating the location of the mitigated 1.5 safety factor line based on the revised grading plan.
- Include the safety factor line and the required building setback line on the DSP and Type II tree conservation plan and legend, as applicable, and include a note to identify whether the plan sheet includes or does not include a 1.5 mitigated safety factor line, as determined by the Prince George's County Department of Permitting, Inspection, and Enforcement. A note shall be added if there is no 1.5 mitigated safety factor line on the plan sheet.
- Revise the DSP and Type II tree conservation plan, as applicable, to show the delineation of the 100-year floodplain based on a required 100-year floodplain study approved by the Prince George's County Department of Permitting, Inspection, and Enforcement.
- Revise the Type II tree conservation plan (TCPH), as follows:
 - Use the standard symbols and labeling provided in the Environmental Technical Manual in the legend and on the plan set.

- Provide a complete legend of all graphic elements represented on the plan set and place it on all plans included in the plan set.
- Tree protection signs should be identified as temporary or permanent. Add a detail of a temporary tree protection sign suitable for use during construction to the plan set, and show how the signage is attached to the temporary tree protection fence. Temporary tree protection signs shall be spaced 50 feet apart.
- Provide a detail for the installation of permanent tree protection signs after the removal of temporary devices. Add a post-type permanent tree protection detail to the plan and provide notes for implementation. Permanent tree protection signage should be spaced 50 feet apart.
- Add a graphic for the 1.5 safety factor line to the legend.
- Add the prior approval dates and signatures in typewrite to the approval block.
- Add the standard non-invasive species management notes to the detail sheet.
- Add all current and applicable standard Type 2 Tree Conservation Notes to the plan as found in the Environmental Technical Manual and address all woodland conservation methodologies applied on-site.
- Label all stormwater management (SWM) features on the site by type and identifier on the final technical SWM plan.
- Where retaining walls are proposed, woodland conservation shall be set back a minimum of 10 feet from the top and bottom of the walls to allow for a work and maintenance zone.
- Add all notes and bounds on property lines that are external to the development.
- Reconcile the amount of woodland preservation provided in the woodland conservation summary table, the woodland preservation provided on the site tract, and demonstrate how the woodland conservation requirement for the site will be fully met.
- Revise the TCPH, as necessary to address all other conditions of approval.
- Adjust and reconcile all worksheets and tables to reflect any revisions to the TCPH.
- Have the revised plan signed and dated by the qualified professional that prepared the plan.

Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and assigns shall demonstrate that a business owner or other appropriate community association has been established for the retention and maintenance of open space parcels with the subject detailed site plan. The draft covenant shall be submitted to the Subdivision Section to ensure that the

rights of the Maryland National Capital Park and Planning Commission are included. The Liber Risk of the declaration of covenants shall be noted on the final plat, prior to recording.

Prior to approval of the final plat for Parcel V, provide a covenant, or other appropriate mechanism, securing public accessibility to the proposed trailhead facility.

Prior to approval of building permit, the applicant and the applicant's heirs, successors, and assigns shall convey to the business owner or community association, as identified on the approved preliminary plat of subdivisions and detailed site plan, Land to be conveyed shall be subject to the following:

- A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division.
- All rights master of any land shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or entire project.
- The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
- Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and streambank outfalls.
- Streambank outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division.
- The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.

The applicant and the applicant's heirs, successors, and assigns shall construct the proposed trailhead in phase with development. However, no later than prior to approval of the 6000 residential building permit within DSP-19023, the trailhead construction shall be completed.

Prior to approval of any building-mounted signs permit, except for those on proposed Parcel L for the Sheet building, obtain approval from the Prince George's County Planning Board, or its designee, of a comprehensive building-mounted signage plan for all Phase 1 commercial tenants.

Qualifying modifications and/or minor amendments to the DSP for future commercial tenants may be reviewed and approved by the Planning Director or designee, pursuant to Section 27-289(c).

- This approval includes:
- Cover Sheet
 - Approval Sheet
 - Notes and Tabulations Sheet
 - Existing Conditions Plan
 - Detailed Site Plan
 - Detail Sheet
 - Signage Locations Plan
 - Sign Details
 - Landscape and Photometric Plans
 - Architectural Elevation
 - Architectural Elevation and Sign Details (Sheet)
 - Architectural Elevation and Sign Details (Giant)
 - Type II Tree Conservation Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 3 years, until July 1, 2024, or as provided for in Section 27-287 of the Prince George's County Zoning Ordinance.

CERTIFIED ON: 3/17/2023 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signature: *Hurlbutt, Jeremy* Digitally signed by Hurlbutt, Jeremy on 2023.03.17 16:23:01 -0400
 Jeremy Hurlbutt, Supervisor, Zoning Section
 Development Review Division

CERTIFICATE OF APPROVAL
SOUTH LAKE COMMERCIAL - PHASE 1
 DSP-19021-01

This amendment to a Detailed Site Plan was approved on May 2, 2024 by the Development Review Division, as designee of the Planning Director, in accordance with Schedule 27, Part 3, Division 9 of the Prince George's County Code.

The purpose of this amendment is to update the primary management area previous approvals, to modify the architecture, building footprint, and square footage for Pad Site 1, 8, and 10 (Sheet 2 Detail), to slightly modify the location and layout of trees, removal of buildings on Parcel 5, 8, 9, 16, and 17 (formerly Parcel 7) and 27), to remove building 4 on Parcel 4, to adjust the north line for Parcel 18-21, to modify commercial signage locations and include architectural elevations for Pads 11A and 11B (replacement buildings), Pad Site 17 (Garage Building), Pad Site 18 (modification to building and parking to accommodate expansion to Pad Site 17), Pad Site 19 (Pads Footprint, Pad Site 19 (Sheet 2 Detail)), Pad Site 17 (Cover Sheet), Pad Site 18 (modification to building and parking to accommodate expansion to Pad Site 17), Pad Site 19 (modification to parking lot), and Pad Site 21 (multi-story building), and adjust the number of modified parking spaces approved at 9 feet by 18 feet from 142 spaces to 191 spaces, to reduce the size and amount of Pad Site 21, to build a plaza area at Pad Site 21, to reduce the overall building from 900,056 square feet to 863,372 square feet, and to relocate Sign #2.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-289 of the Prince George's County Zoning Ordinance. The conditions of the original approval, dated July 1, 2021, shall remain in full force and effect.

This approval includes:

- Cover Sheet
- Approval Sheet
- Detailed Site Plan
- Signage/Architecture Plan
- Landscape Plan
- Lighting Plan
- Architectural Elevation
- Type II Tree Conservation Plan

Any departure from this plan shall be resubmitted to the Planning Board for approval.

Page 1 of 2

CERTIFIED ON: _____ **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signature: *Linda Hill, AICP, LEED AP BD+C*
 Linda Hill, Planning Director
 Prince George's County Planning Board

Signature: *[Signature]*
 Email: *[Email]*

NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT
1-800-257-7777
 48 Hours Before Start Of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels 4, 7, 8, 10, 14-18, 27. Update PMA per previous approvals. Relocate monument sign #2, reduce building 21 size, increase building 19 size.	10/05/23				
2. Add directional signage to parcel 31.	2/27/25				
3. Revise building 8 plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, paths at Pads 11 & 12.	12/23/24				

Applicant:
South Lake Partners LLC
 c/o NAI Michael Companies
 10100 Business Parkway
 Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL
PHASE 1
 TAX MAP 70 GRIDS D3 & D4
 200 FOOT MAP 201NE14
 ELECTION DISTRICT No. 7
 QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
 1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
 Ph: 301.948.4700 Fx: 301.948.6236 www.rodgers.com

BASE DATA	BY	DATE
DESIGNED	CADD	02/20/19
DRAWN	FH	02/20/19
REVIEWED	CH	02/20/19

RODGERS CONTACT: NAT BALLARD

RELEASE FOR _____ DATE _____

DETAILED SITE PLAN # 19021-02 APPROVALS

SCALE: _____

JOB No. 1283C

DATE: JAN 2021

SHEET No. 2 of 30

PROFESSIONAL CERTIFICATION

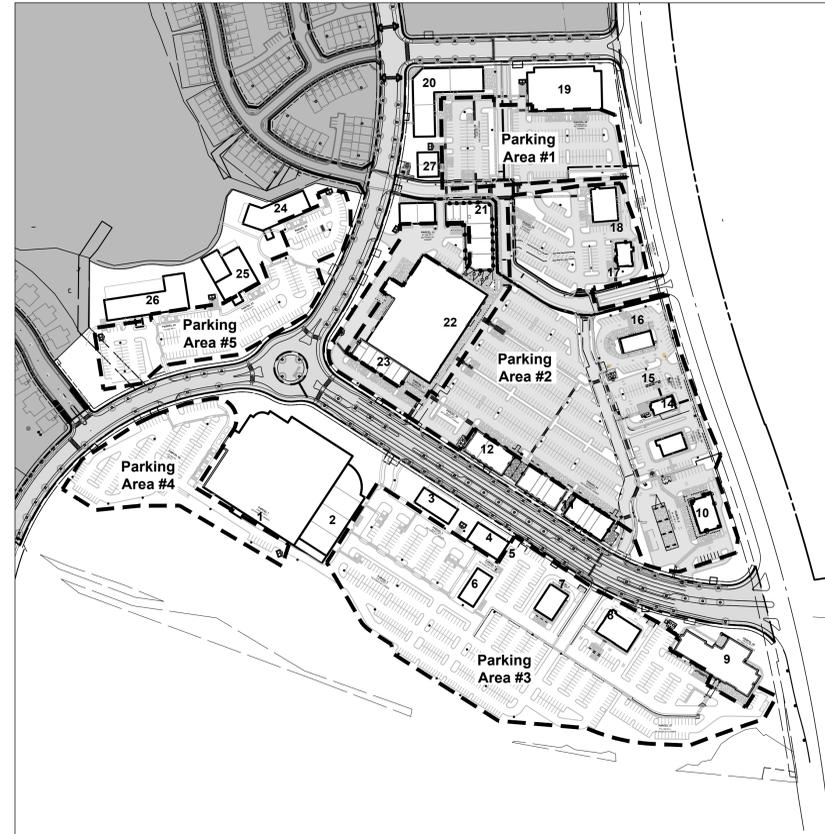
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE NO. 40787
 EXPIRATION DATE: 6-19-2025

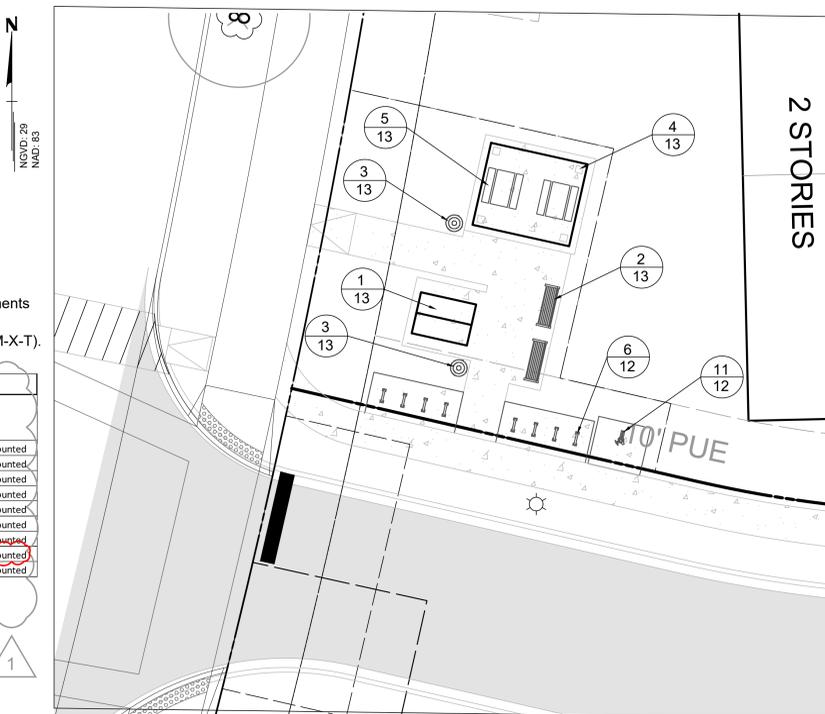
[Signature]
 PROFESSIONAL ENGINEER
 4-21-2025

PARKING & LOADING TABULATION

BUILDING NUMBER	PROPOSED USE	FOOTPRINT	# OF STORIES	SQUARE FOOTAGE	DESCRIPTION	PARKING RATE	PARKING REQUIRED	PARKING PROVIDED	ADA SPACES REQUIRED	ADA SPACES PROVIDED	LOCATED IN PARKING AREA NUMBER	LOADING RATE	LOADING REQUIRED	LOADING PROVIDED	NOTES
1	SPORTS COMPLEX	207,770	1	207,770	Est. 300 seats for 2 indoor turf fields, 34 courts, employee office space	Athletic field: 1 space / 4 spectator seats	75	161	7	7	4	10,000 to 100,000 sf GFA, +1 each add. 100,000 sf GFA	3	3	Interior loading area & trash
2	PHYSICAL THERAPY OFFICES	21,984	1	21,984	Calculated for Medical Practitioner Office	1 space / 200 sf	110	150	5	5	3	10,000 to 100,000 sf GFA	1	1	
3	RESTAURANT / RETAIL	5,750	1	5,750	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	34	35	2	2	3	2,000 to 10,000 sf GFA	1	1	Loading area & trash shared with Building 4
4	RESTAURANT / RETAIL	6,300	1	6,300	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	37	39	2	2	3	2,000 to 10,000 sf GFA	1	1	Loading area & trash shared with Building 3
5															
6	RESTAURANT / RETAIL	5,000	1	5,000	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	30	67	3	3	3	2,000 to 10,000 sf GFA	1	1	
7	RESTAURANT / RETAIL	5,100	1	5,100	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	31	89	3	3	3	2,000 to 10,000 sf GFA	1	1	
8	RESTAURANT / RETAIL	7,630	1	7,630	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	44	130	5	5	3	2,000 to 10,000 sf GFA	1	1	
9	HOTEL	18,226	4	72,904	111 Rooms	1 space / 2 rooms	56	127	4	4	3	10,000 to 100,000 sf GFA	1	1	Interior trash
10	GAS STATION	6,139	1	6,139	Calculated for Retail-Normal Parking Generation Group; self-serve gas station with 2 employees per shift maximum	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf; 1 space / each employee	38	42	2	2	2	2,000 to 10,000 sf GFA	1	1	
11A	RESTAURANT / RETAIL	9,044	1	9,044	Calculated for Retail-Normal Parking Generation Group	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	51	65	5	2	2	2,000 to 10,000 sf GFA; +1 10,000 to 100,000 sf GFA	1	1	Loading from drive aisle in front of building during off-hours only.
11B	RESTAURANT / RETAIL	9,044	1	9,044	Calculated for Retail-Normal Parking Generation Group	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	51	56	5	3	2	2,000 to 10,000 sf GFA; +1 10,000 to 100,000 sf GFA	1	1	Loading from drive aisle in front of building during off-hours only.
12	RESTAURANT / RETAIL	9,088	1	9,088	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	51	34	2	2	2	2,000 to 10,000 sf GFA	1	1	Loading from drive aisle in front of building during off-hours only.
13															
14	RESTAURANT / RETAIL	3,543	1	3,543	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	23	29	1	2	2	2,000 to 10,000 sf GFA	1	1	Loading from drive aisle in front of building during off-hours only.
15	RESTAURANT / RETAIL	2,667	1	2,667	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	19	47	1	2	2	2,000 to 10,000 sf GFA	1	1	Loading from drive aisle in front of building during off-hours only.
16	RESTAURANT / RETAIL	4,073	1	4,073	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	26	33	1	2	2	2,000 to 10,000 sf GFA	1	1	Loading from drive aisle in front of building during off-hours only.
17	BANK	2,954	1	2,954	Calculated for Non-Medical Practitioner Office	1 space / 250 sf of the first 2,000 sf; +1 space / 400 sf above first 2,000 sf	11	24	1	2	2	10,000 to 100,000 sf GFA	0	0	No exterior trash service required
18	RESTAURANT / RETAIL	6,830	1	6,830	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	40	15	2	2	2	2,000 to 10,000 sf GFA	1	1	Loading from drive aisle in front of building during off-hours only.
19	OFFICE	25,639	5	128,195	Calculated for Non-Medical Practitioner Office	1 space / 250 sf of the first 2,000 sf; +1 space / 400 sf above first 2,000 sf	324	128	5	7	1	10,000 to 100,000 sf GFA; +1 each 100,000	2	2	Loading Space provided on west side of building. Additional Loading Space available from drive aisle in front of building.
20	INLINE RETAIL	20,960	1	20,960	Calculated for Retail-Normal Parking Generation Group	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	110	45	2	6	1	2,000 to 10,000 sf GFA; +1 10,000 to 100,000 sf GFA	2	3	Loading area & trash shared between Buildings 20 & 27. Additional Loading Spaces available from drive aisle in front of building 20.
21	OFFICE ABOVE	20,960	1	20,960	Calculated for Non-Medical Practitioner Office	1 space / 250 sf of the first 2,000 sf; +1 space / 400 sf above first 2,000 sf	56				1	10,000 to 100,000 sf GFA	1		
21	INLINE RETAIL	17,573	1	17,573	Calculated for Retail-Normal Parking Generation Group	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	93	93	4	8	2	2,000 to 10,000 sf GFA; +1 10,000 to 100,000 sf GFA	2	2	
21	INLINE RETAIL	5,900	1	5,900	Calculated for Retail-Normal Parking Generation Group	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	35				2	10,000 to 100,000 sf GFA; +1 each 100,000	1	1	
22	GROCERY STORE	66,500	1	66,500	Calculated for Retail-Shopping Centers (25,000 to under 400,000 sf GFA)	1 space / 250 sf of GFA	266	292	7	10	2	Less than 100,000 sf GFA	3	3	
23	RETAIL	9,075	1	9,075	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	51	30	2	3	2	2,000 to 10,000 sf GFA	1	1	
24	HOTEL	11,202	6	67,212	168 Rooms	1 space / 2 rooms	84	74	3	4	5	10,000 to 100,000 sf GFA; each add. 100,000 sf GFA	1	1	
25	RESTAURANT / RETAIL	10,190	1	10,190	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	56	73	3	3	5	2,000 to 10,000 sf GFA; +1 10,000 to 100,000 sf GFA	2	2	
26	HOTEL	16,578	6	99,468	96 Rooms	1 space / 2 rooms	48	79	3	4	5	10,000 to 100,000 sf GFA	1	1	
27	RESTAURANT / RETAIL	4,720	2	9,440	Calculated for Retail; seats to be determined if Restaurant (1 space / 3 seats)	Retail: 1 space / 150 of the first 3,000 sf; +1 space / 200 sf above first 3,000 sf	53	23	1	2	1	2,000 to 10,000 sf GFA; +1 10,000 to 100,000 sf GFA	1	0	Loading area & trash shared with Building 20
TOTALS:							841,293						* 35	33	



PARKING AREA KEY
SCALE: 1" = 200'



TRAILHEAD INSET
SCALE: 1" = 10'

Sign Standards

- General Standards**
- (a) **Illumination**
 - (1) **Static Illumination** - Permitted for all sign types except canopy signs, provided any external light source shall be directed toward the sign and shall not cast direct light or create glare upon adjacent lands or streets.
 - (2) **Animated Illumination** - Animated sign illumination is prohibited, except for signs on which the only copy that changes is the electronic indication of time, temperature, stock market, or similar information. Changes in copy shall be spaced at least eight seconds apart and shall be accomplished without the use of animation, movement, or scrolling.
 - (b) **Materials** - Permanent signs shall not be made of plywood, corrugated plastic sheets, cardboard, paper, cloth, vinyl banners, or other similar materials.
 - (c) **Digital Display** - Digital displays shall comply with the standards in this Subsection.
 - (1) **Location and Sign Type** - Digital displays shall be permitted only on building wall or roof signs or freestanding signs.
 - (2) **Standards**
 - (A) A digital display shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign or its supporting structure. Each static message shall not include flashing or the varying of light intensity.
 - (B) Automatic changes in display are permitted for digital displays, provided such changes shall be:
 - (i) Spaced at least 8 seconds apart;
 - (ii) Accomplished in 0.25 seconds or less; and
 - (iii) Accomplished without the use of animation, movement, or scrolling.
 - (C) Except when part of a digital billboard (see Subsection 27-8150(g)), the luminance of a digital display during daylight hours shall be no greater than 1500 nits. At all other times, luminance shall be no greater than 150 nits. Automatic dimming is required to maintain the appropriate illumination levels at all times.
- Standards for Specific Sign Types**
- (a) **Building Wall or Roof Sign**
 - (1) **Location** - Allowed on any wall if set back at least 10 feet from the adjoining ROW. No more than 50 percent of the sign area can be on a side wall.
 - (2) **Height (maximum)** - Lowest point of building roof.
 - (3) **Area (maximum)**
 - (A) One-Story Building - Two sq. ft. per linear ft. along front of building.
 - (B) Two-Story or more Building - Three sq. ft. per linear ft. along front of building.
 - (C) For the purposes of determining allowed sign area, the width in linear feet along the front of the building shall be measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever has the greater width. Within a shopping or industrial center or office building complex, the width in linear feet along the front of the building shall be measured along the wall containing the principal entrance of each individual place of business.
 - (D) For the purposes of determining sign area on each structure on a pro-rated basis, (For example, if the permissible sign area on a wall or roof is 400 sq. ft. and the permissible sign area on a canopy is 200 sq. ft. and the applicant chooses to allocate 50 percent of the permissible sign area to each sign type, the permissible sign area on the wall or roof would be 200 sq. ft. and the permissible sign area on the canopy would be 100 sq. ft. As the percentage of total permissible sign area allocated to each sign type varies, the permissible sign area for each varies accordingly.) Projecting signs are considered building wall or roof signs for the purposes of determining the permitted sign area on a structure and are subject to the maximum sign area standards that apply to building wall or roof signs.
 - (5) **Other Standards** - Signs shall not extend more than 12 inches from a building wall and shall be placed flat against the wall so that any sign message reads parallel with the wall.
 - (b) **Canopy Sign**
 - (1) **Location** - Allowed on any wall if set back at least 10 feet from the street line, and shall not be located on top of the canopy.
 - (2) **Height** - Not allowed on the top of a canopy.
 - (3) **Area (maximum)**
 - (A) One-Story Building - Two sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances.
 - (B) Two-Story or more Building - Three sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances.
 - (C) For the purposes of determining allowed sign area, the width in linear feet along the front of the building shall be measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever has the greater width. Within a shopping or industrial center or office building complex, the width in linear feet along the front of the building shall be measured along the wall containing the principal entrance of each individual place of business.
 - (D) If both wall or roof signs and canopy signs are proposed, the maximum areas for wall or roof signs and canopy signs shall be used to determine the permitted sign area on each structure on a pro-rated basis. (For example, if the permissible sign area on a wall or roof is 400 sq. ft. and the permissible sign area on a canopy is 200 sq. ft. and the applicant chooses to allocate 50 percent of the permissible sign area to each sign type, the permissible sign area on the wall or roof would be 200 sq. ft. and the permissible sign area on the canopy would be 100 sq. ft. As the percentage of total permissible sign area allocated to each sign type varies, the permissible sign area for each varies accordingly.) Projecting signs are considered building wall or roof signs for the purposes of determining the permitted sign area on a structure and are subject to the maximum sign area standards that apply to building wall or roof signs.
 - (c) **Projecting Sign**
 - (1) **Location** - No building setback. No closer than 10 ft. from the curb line.
 - (2) **Number (maximum)** - one per building.
 - (3) **Projection (maximum)** - 42 inches from vertical plane of wall to which attached.
 - (4) **Clearance (minimum)** - Minimum clearance of 10 ft. above the finished grade of a sidewalk and 18 ft. above driveways or alleys.
 - (5) **Other Standards**
 - (A) Projecting signs shall not swing.
 - (B) If both wall or roof signs and canopy signs are proposed, the maximum areas for wall or roof signs and canopy signs shall be used to determine the permitted sign area on each structure on a pro-rated basis. (For example, if the permissible sign area on a wall or roof is 400 sq. ft. and the permissible sign area on a canopy is 200 sq. ft. and the applicant chooses to allocate 50 percent of the permissible sign area to each sign type, the permissible sign area on the wall or roof would be 200 sq. ft. and the permissible sign area on the canopy would be 100 sq. ft. As the percentage of total permissible sign area allocated to each sign type varies, the permissible sign area for each varies accordingly.) Projecting signs are considered building wall or roof signs for the purposes of determining the permitted sign area on a structure and are subject to the maximum sign area standards that apply to building wall or roof signs.
 - (d) **Exemptions from Sign Standards and Permits** - Traffic signs internal to a development indicating directions, entrances, exits, ATM surrounds, or menu boards are exempt.

PRELIMINARY NOT FOR CONSTRUCTION

PARCEL SUMMARY TABLE

PARCEL	SF	ACRES	DESCRIPTION	DEDICATION
1	258,546	5.94	COMMERCIAL PAD SITE	RETAINED BY OWNER
2	212,748	4.88	COMMERCIAL PAD SITE	RETAINED BY OWNER
3	65,871	1.51	COMMERCIAL PAD SITE	RETAINED BY OWNER
4	62,256	1.43	COMMERCIAL PAD SITE	RETAINED BY OWNER
5	33,500	0.77	COMMERCIAL PAD SITE	RETAINED BY OWNER
6	42,387	0.97	COMMERCIAL PAD SITE	RETAINED BY OWNER
8	94,115	2.16	COMMERCIAL PAD SITE	RETAINED BY OWNER
11	43,394	1.00	COMMERCIAL PAD SITE	RETAINED BY OWNER
12	218,131	5.01	COMMERCIAL PAD SITE	RETAINED BY OWNER
13	61,794	1.42	COMMERCIAL PAD SITE	RETAINED BY OWNER
20	74,295	1.71	COMMERCIAL PAD SITE	RETAINED BY OWNER
21	21,496	0.49	COMMERCIAL PAD SITE	RETAINED BY OWNER
22	86,984	2.00	COMMERCIAL PAD SITE	RETAINED BY OWNER
23	83,703	1.92	COMMERCIAL PAD SITE	RETAINED BY OWNER
24	112,050	2.57	COMMERCIAL PAD SITE	RETAINED BY OWNER
25	42,573	0.98	COMMERCIAL PAD SITE	RETAINED BY OWNER
26	177,426	4.07	COMMERCIAL PAD SITE	RETAINED BY OWNER
28	116,499	2.67	COMMERCIAL PAD SITE	RETAINED BY OWNER
29	46,688	1.07	COMMERCIAL PAD SITE	RETAINED BY OWNER
30	34,422	0.79	COMMERCIAL PAD SITE	RETAINED BY OWNER
31	50,207	1.15	COMMERCIAL PAD SITE	RETAINED BY OWNER
32	42,799	0.98	COMMERCIAL PAD SITE	RETAINED BY OWNER
33	35,799	0.82	COMMERCIAL PAD SITE	RETAINED BY OWNER
34	103,484	2.38	COMMERCIAL PAD SITE	RETAINED BY OWNER
35	48,421	1.11	COMMERCIAL PAD SITE	RETAINED BY OWNER
36	108,244	2.48	COMMERCIAL PAD SITE	RETAINED BY OWNER
37	274,139	6.29	COMMERCIAL PAD SITE	RETAINED BY OWNER

*Loading spaces provided have been determined by normal requirements of Sec. 27-582 and then adjusted to take into account shared space locations as allowed by Sec. 27-583 (Number of spaces required in M-X-T).

BUILDING MOUNTED SIGNAGE

Pad #	Parcel #	Length of Proposed Building	Proposed Building Height (# of Stories)	Maximum SF of Signage Allowed	*Total SF of Signage Proposed	% of Proposed Signage on Sides of Building	% of Proposed Signage on Sides of Building	Notes
9	7	245.3	4	735.9	520.52	260.26	50%	100% Wall Mounted
11A	34	130	1	260	208	52	25%	100% Wall Mounted
11B	34	130	1	260	208	52	25%	100% Wall Mounted
12	35	130	1	260	197	7.5	3%	100% Wall Mounted
15	32	69.7	1	139.4	102	44.5	44%	100% Wall Mounted
16	31	91.6	1	183.2	70.2	30.4	43%	100% Wall Mounted
17	30	69.9	1	139.8	62.5	25.5	41%	100% Wall Mounted
21	13	305.56	1	611.12	282.5	40	14%	100% Wall Mounted
23	11	164.3	1	328.6	117	39	33%	100% Wall Mounted

* Proposed sign field is calculated by multiplying the width of the sign field by the height and then reducing by 50% to account for the area of the sign letters vs. the void space in between.

PARCELS 9, 10, AND 14-19 WERE RESUBDIVIDED BY PLAT 34 RECORDED AT PLAT BOOK ME 264, PLAT NO. 55 AS PARCELS 28-35.

NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start of Construction

REVISION KEY
1 SEE DSP COVER SHEET FOR SUMMARY OF REVISION.
2 SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

REVISION KEY
3 SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #7, 9, 10, 14-18, 27. Update PMA per previous approvals. Relocate monument sign #2, reduce building 21 sign, increase building 19 size.	10/05/23		
2. Add directional signage to parcel 31.	2/27/25		
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, gates at Pads 11 & 12.	12/23/24		

Applicant: South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

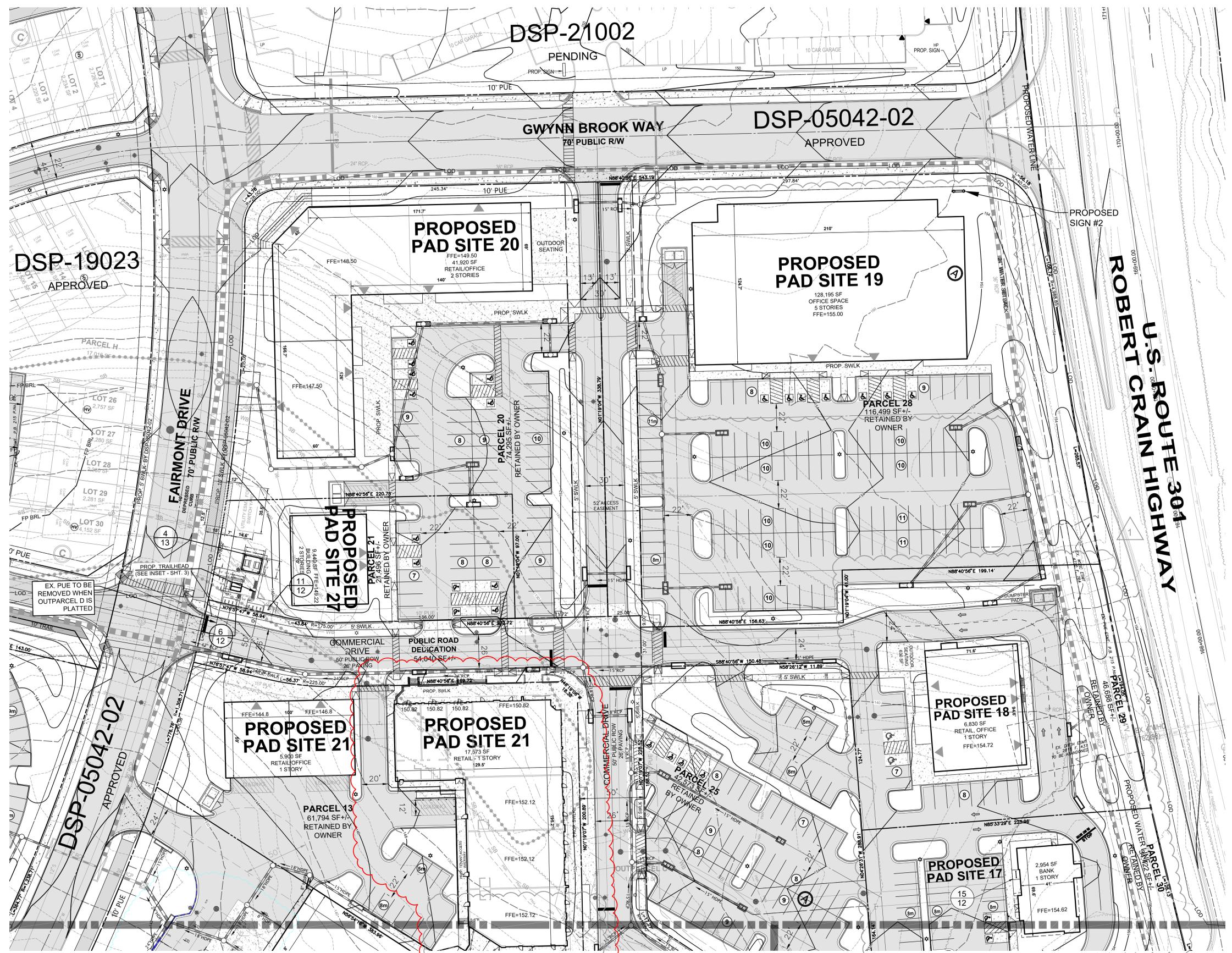
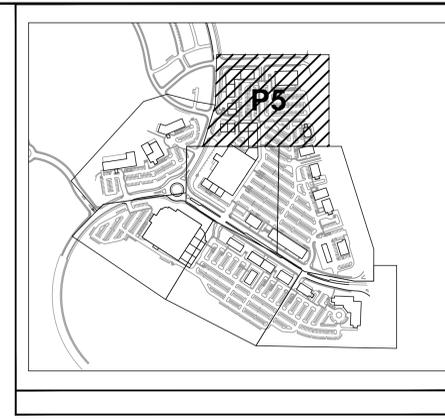
SOUTH LAKE - COMMERCIAL PHASE 1
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. 40787
EXPIRATION DATE: 6-19-2025

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

SCALE: AS SHOWN
JOB NO. 1283C



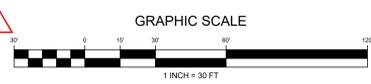
LEGEND:

---	EX. BOUNDARY LINE
---	EX. LOT LINE
---	EX. ESMT
---	EX. BLDG
---	EX. SIDEWALK
---	EX. PARKING STRIPING
---	EX. 10' CONTOUR LINE
---	EX. 2' CONTOUR LINE
---	EX. TREES
W	EX. WATER
S	EX. SEWER
SD	EX. STORM DRAIN
---	EX. WETLAND
WB	EX. WETLAND BUFFER
SB	EX. PRIMARY MGMT AREA/STREAM BUFFER
---	EX. STREAM BUFFER
---	EX. STREAM
FP	EX. FLOODPLAIN
FP	EX. PRIMARY MGMT AREA/FLOODPLAIN
FP BRL	EX. FLOODPLAIN BRL
---	EX. MARLBORO CLAY LIMITS
---	EX. POND
---	EX. UNMITIGATED 65 DB LINE
---	PR. R.O.W.
---	PR. LOT LINE
---	PR. BLDG
---	PR. SIDEWALK
---	PR. PARKING STRIPING
---	PR. FACE OF CURB
---	PR. BACK OF CURB
---	PR. ROAD PAVEMENT
---	PR. SEWER
---	PR. WATER
---	PR. STORM DRAIN
---	PR. PUE
---	PR. EASEMENT
---	PR. WOOD FENCE
---	PR. ORNAMENTAL FENCE
---	REQUIRED LOT DEPTH
---	WETLAND

- X SPECIMEN TREE TO BE REMOVED
- # NUMBER OF STANDARD PARKING SPACES
- #m NUMBER OF MODIFIED PARKING SPACES *SUBJECT TO DEPARTURE BD-1-20
- #c NUMBER OF COMPACT PARKING SPACES

- 1 REVISION KEY SEE DSP COVER SHEET FOR SUMMARY OF REVISION.
- 3 REVISION KEY SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

MATCH - LINE 'A-A' (SEE SHEET 7)



MATCH - LINE 'A-A' (SEE SHEET 6)

NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start Of Construction

REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #7, #8, #9, #10, #14, #15, #17. Update PUE per previous approvals. Relocate monument sign #2, reduce building #2 size, increase building #19 size.	10/05/23		
2. Add directional signage to parcel 31.	2/27/25		
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, gutters at Pads 11, & 12.	12/23/24		

Applicant:
South Lake Partners LLC
 c/o NAI Michael Companies
 10100 Business Parkway
 Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL PHASE 1
 TAX MAP 70 GRIDS D3 & D4
 200 FOOT MAP 201NE14
 ELECTION DISTRICT No. 7
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 Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

BASE DATA	BY	DATE
DESIGNED	CH	02/20/19
DRAWN	CH	02/20/19
REVIEWED	CH	02/20/19

RODGERS CONTACT: NAT BALLARD
 RELEASE FOR:

DETAILED SITE PLAN DSP-19021-01
 WSSC MAP 201NE14
 TAX MAP 70, GRID D3 & D4

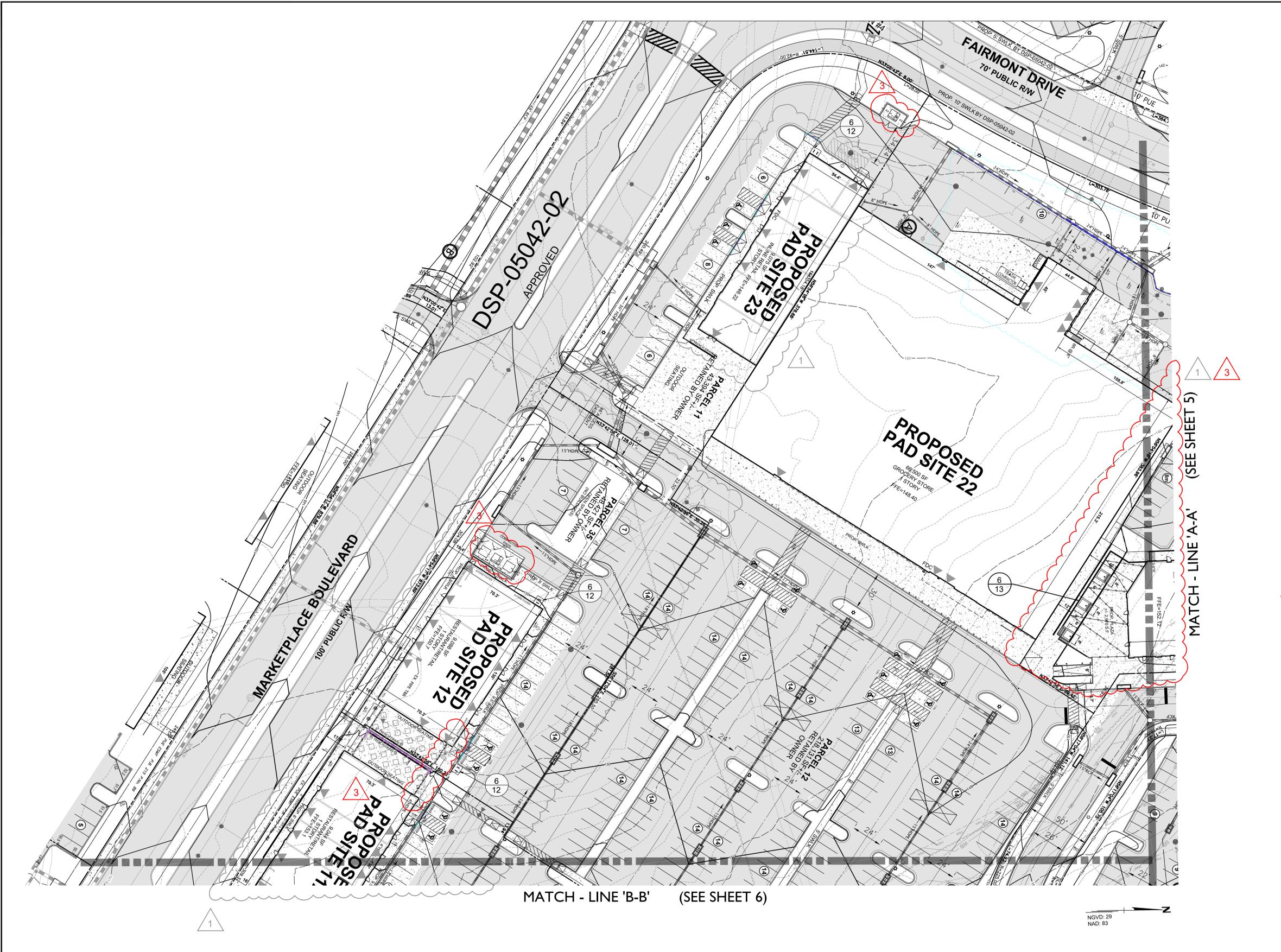
DETAILED SITE PLAN #19021-02
 SITE PLAN

PROFESSIONAL CERTIFICATION

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

EXPIRATION DATE: 6-19-2025

SCALE: 1" = 30'
 JOB No. 1283C
 DATE: JAN 2021
 SHEET No. 5 of 30



LEGEND:

	EX. BOUNDARY LINE
	EX. LOT LINE
	EX. ESMT
	EX. BLDG
	EX. SIDEWALK
	EX. PARKING STRIPING
	EX. 10' CONTOUR LINE
	EX. 2' CONTOUR LINE
	EX. TREES
	EX. WATER
	EX. SEWER
	EX. STORM DRAIN
	EX. WETLAND
	EX. WETLAND BUFFER
	EX. PRIMARY MGMT AREA/STREAM BUFFER
	STREAM BUFFER
	EX. STREAM
	EX. FLOODPLAIN
	EX. PRIMARY MGMT AREA/FLOODPLAIN
	EX. FLOODPLAIN BRL
	EX. MARLBORO CLAY LIMITS
	EX. POND
	EX. UNMITIGATED 65 DB LINE
	PR. R.O.W.
	PR. LOT LINE
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	PR. SIDEWALK
	PR. PARKING STRIPING
	PR. FACE OF CURB
	PR. BACK OF CURB
	PR. ROAD PAVEMENT
	PR. SEWER
	PR. WATER
	PR. STORM DRAIN
	PR. PUE
	PR. EASEMENT
	PR. WOOD FENCE
	PR. ORNAMENTAL FENCE
	REQUIRED LOT DEPTH
	WETLAND

- SPECIMEN TREE TO BE REMOVED
- NUMBER OF STANDARD PARKING SPACES
- NUMBER OF MODIFIED PARKING SPACES
*SUBJECT TO DEPARTURE BD-1-20
- NUMBER OF COMPACT PARKING SPACES
- REVISION KEY**
SEE DSP COVER SHEET FOR SUMMARY OF REVISION.
- REVISION KEY**
SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

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CALL "MISS UTILITY" AT 1-800-257-7777
48 Hours Before Start Of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE
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2. Add directional signage to parcel 31.	2/27/25				
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, gutters at Pads 11 & 12.	12/23/24				

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 c/o NAI Michael Companies
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SOUTH LAKE - COMMERCIAL PHASE 1
 TAX MAP 70 GRIDS D3 & D4
 200 FOOT MAP 201NE14
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BY	DATE
BASE DATA	CADD 02/2019
DESIGNED	FH 02/2019
DRAWN	FH 02/2019
REVIEWED	CH 02/2019

RODGERS CONTACT: NAT BALLARD
 RELEASE FOR: BY: _____ DATE: _____

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

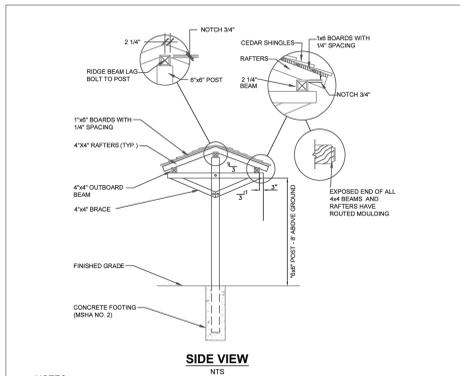
DETAILED SITE PLAN #19021-02
SITE PLAN

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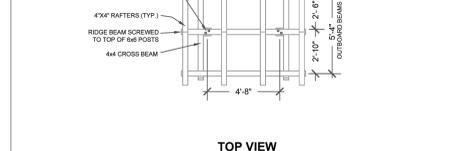
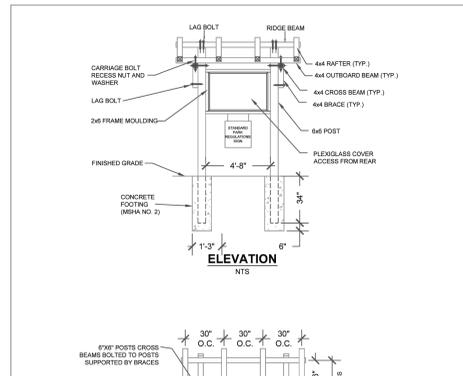
RODGERS CONSULTING
 LICENSE NO. 40787
 EXPIRATION DATE: 6-19-2025

SCALE: 1" = 30'
 JOB No. 1283C
 DATE: JAN 2021
 SHEET No. 7 of 30



- NOTES:**
1. Display area must be watertight and be able to be opened for posting of notice and then closed.
 2. Roof planks and cedar shingles are not shown.
 3. Notch rafters as shown at ridge and outboard beams.
 4. All beams and rafters are 4"x4" pressure treated southern yellow pine, as are the 6"x6" posts.
 5. Countersink and plug all bolts exposed to view with wood plugs.
 6. Set plug with marine-grade glue.

METAL BULLETIN BOARD KIOSK - A
 Detail No. **H-4**
 The Maryland-National Capital Park and Planning Commission
 Department of Parks and Recreation
 May 2010



METAL BULLETIN BOARD KIOSK - B
 Detail No. **H-4**
 The Maryland-National Capital Park and Planning Commission
 Department of Parks and Recreation
 May 2010



MODEL # SF315-6RS



- SUPPORTS:** 1/2" x 2" steel bar. One-piece welded unit.
SEAT SURFACE: 1/4" x 1 1/2" steel bar and 1 5/16" O.D. steel pipe.
FINISH: Polyester powder coated.
INSTALLATION: Surface mount or free-standing.

2 6' Bench Detail

Typical Detail N.T.S.
 *OR MNCPPC APPROVED EQUAL



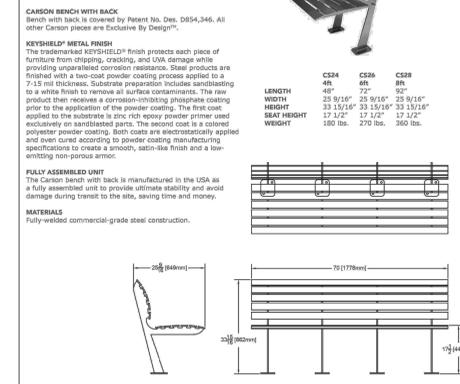
MODEL # SF505-32RS



- TOP RING:** 3/4" diameter steel bar.
VERTICAL MEMBERS: 1/4" x 2" and 1/4" x 1" steel bar.
SUPPORTS: 1/2" x 2" steel bar. One-piece welded unit.
COVER: 14 gauge spun steel with vinyl coated steel cable.
LINER: 32 gallon plastic
FINISH: Polyester powder coated.
INSTALLATION: Surface mount or free-standing.

3 Trash Can Detail

Typical Detail N.T.S.
 *OR MNCPPC APPROVED EQUAL



8 Carson Bench Detail

Typical Detail N.T.S.
 *OR MNCPPC APPROVED EQUAL

1 Metal Bulletin Board Kiosk Detail

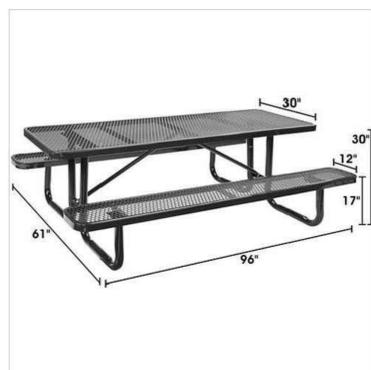
Typical Detail N.T.S.
 *OR MNCPPC APPROVED EQUAL



4 14'x12' Gazebo Detail

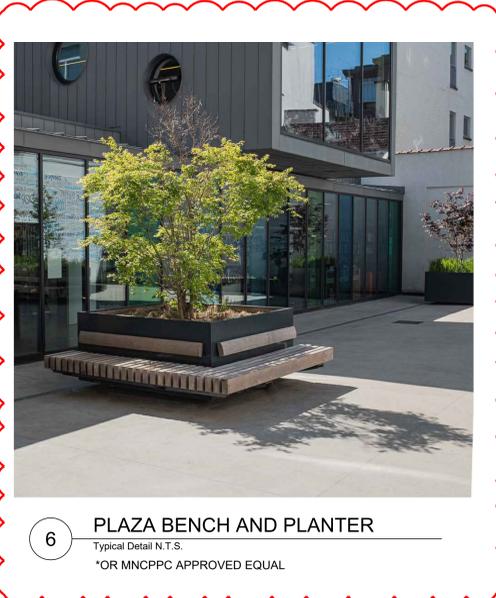
Typical Detail N.T.S.
 Manufacturer: Sunjoy
 Model Name: L-GZ1171PWB-B Hudson Cedar Wood Pavilion with Hardtop
 Color: Natural / Brown
 Height: 10'-6" Tall (7'-3" to Horizontal Beams)

*OR MNCPPC APPROVED EQUAL



5 8' Picnic Table Detail

Typical Detail N.T.S.
 Manufacturer: ULINE
 Model Name: H-2129BL
 Color: Black
 Material: Black Powder Coated Galvanized Steel
 Frame: Black Powder Coated
 Legs: Coated with Thermoplastic
 Table Top and Seats: 30.5"
 Height: 30.5"
 *OR MNCPPC APPROVED EQUAL



6 PLAZA BENCH AND PLANTER

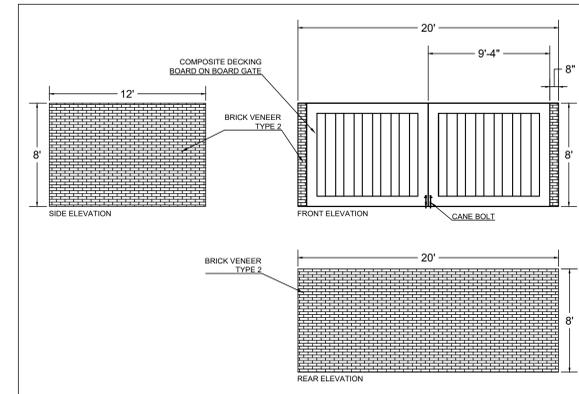
Typical Detail N.T.S.
 *OR MNCPPC APPROVED EQUAL

3 REVISION KEY
 SEE DSP COVER SHEET FOR SUMMARY OF REVISION.



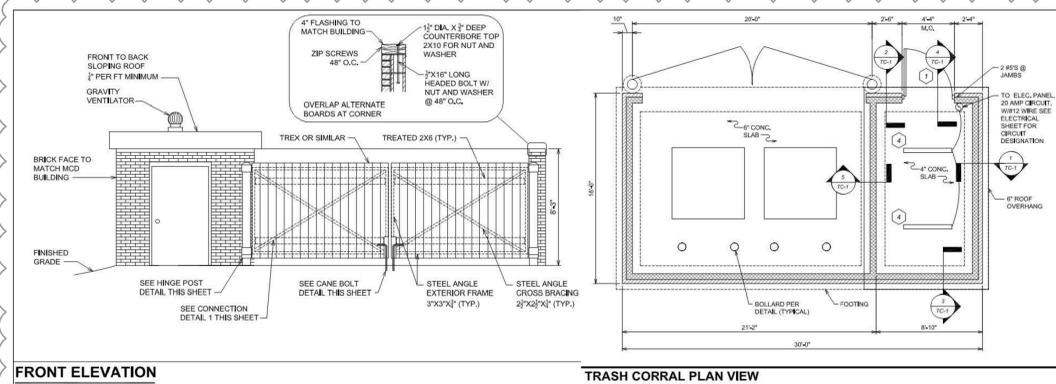
7 Wide Rectangle Planter

Typical Detail N.T.S.
 *OR MNCPPC APPROVED EQUAL



9 Trash Enclosure

Typical Detail N.T.S.
 Use: Trash enclosure
 Style: Brick walls with composite board on board gate



10 McDonalds Trash Enclosure

Typical Detail N.T.S.
 Use: Trash enclosure
 Style: Brick walls with composite board on board gate

1 REVISION KEY
 SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start Of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels 4-7, 9, 10, 14-15, 27. Update PMA per previous approvals. Relocate monument sign #2, reduce building 21 size, increase building 19 size.	10/05/23				
2. Add directional signage to parcel 31.	2/27/25				
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, callout at Pads 11 & 15.	12/23/24				

Applicant:
South Lake Partners LLC
 c/o NAI Michael Companies
 10100 Business Parkway
 Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL PHASE 1
 TAX MAP 70 GRIDS D3 & D4
 200 FOOT MAP 201NE14
 ELECTION DISTRICT NO. 7
 QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
 1101 Mercantile Lane, Suite 200, Largo, Maryland 20774
 Ph: 301.948.4700 Fax: 301.948.6256 www.rodgers.com

BASE DATA	BY	DATE
DESIGNED	FH	02/2019
DRAWN	FH	02/2019
REVIEWED	CH	02/2019

RELEASE FOR: _____
 BY: _____ DATE: _____

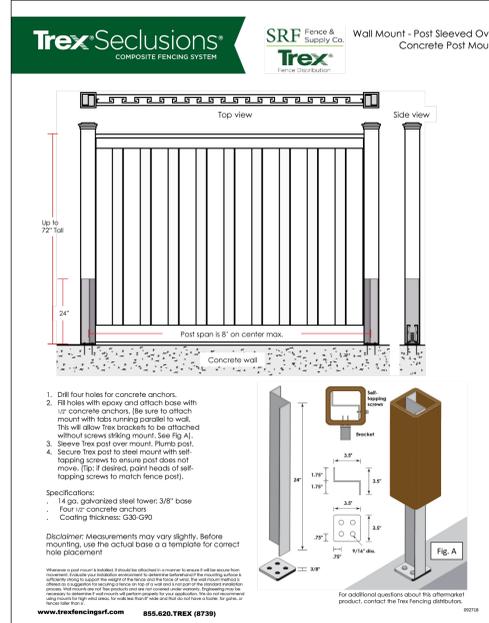
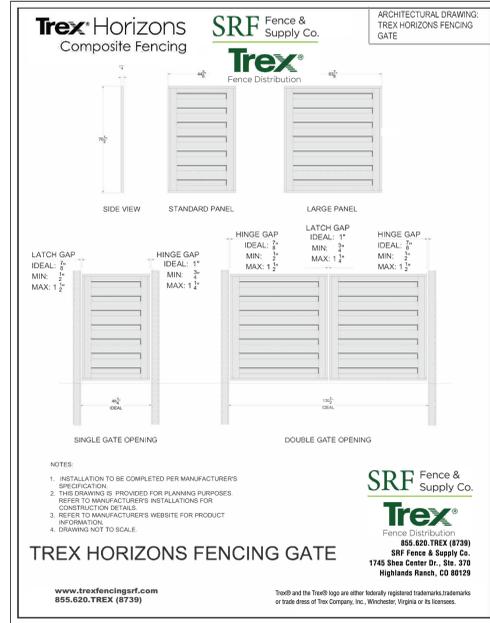
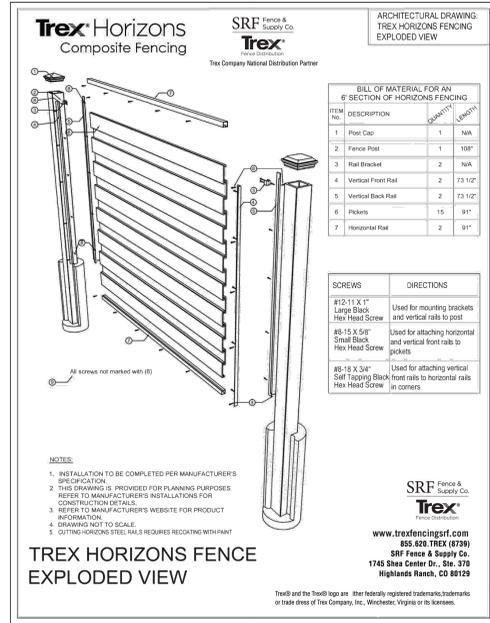
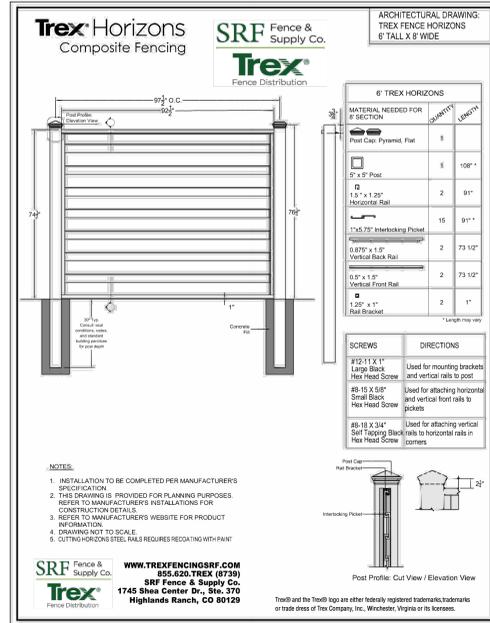
DETAILED SITE PLAN # 19021-02 DETAILS

DETAILED SITE PLAN DSP-19021-01
 WSSC MAP 201NE14
 TAX MAP 70, GRID D3 & D4

PROFESSIONAL CERTIFICATION
 I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
 LICENSE NO. 40787
 EXPIRATION DATE: 6-19-2025



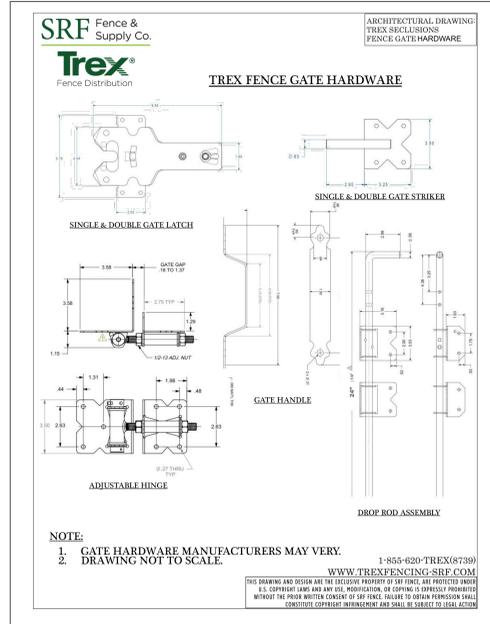
SCALE	Variations
JOB No.	1283C
DATE	JAN 2021
SHEET No.	13 OF 30



1 Trash Enclosure Details
Typical Detail N.T.S.
Use: Trash enclosure
Style: Trex Fence

2 Trash Enclosure Gate
Typical Detail N.T.S.

3 Trash Enclosure Post Mount
Typical Detail N.T.S.



3 REVISION KEY
SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

4 Trash Fence Gate Hardware
Typical Detail N.T.S.

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CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start Of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise post layout and detail lines for panels 4-7, 9, 10, 14-15, 27. Update PMA per previous approvals. Relocate monument sign #2, reduce building 2' size, increase building 10 size.	10/05/23				
2. Add directional signage to parcel 31.	2/27/25				
3. Revise building & plaza at Pad 21. Add signage to panels 22, 15, 16, 17. Edit trash enclosure detail, outline at Panels 11 & 12.	12/23/24				

Applicant:
South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL PHASE 1
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

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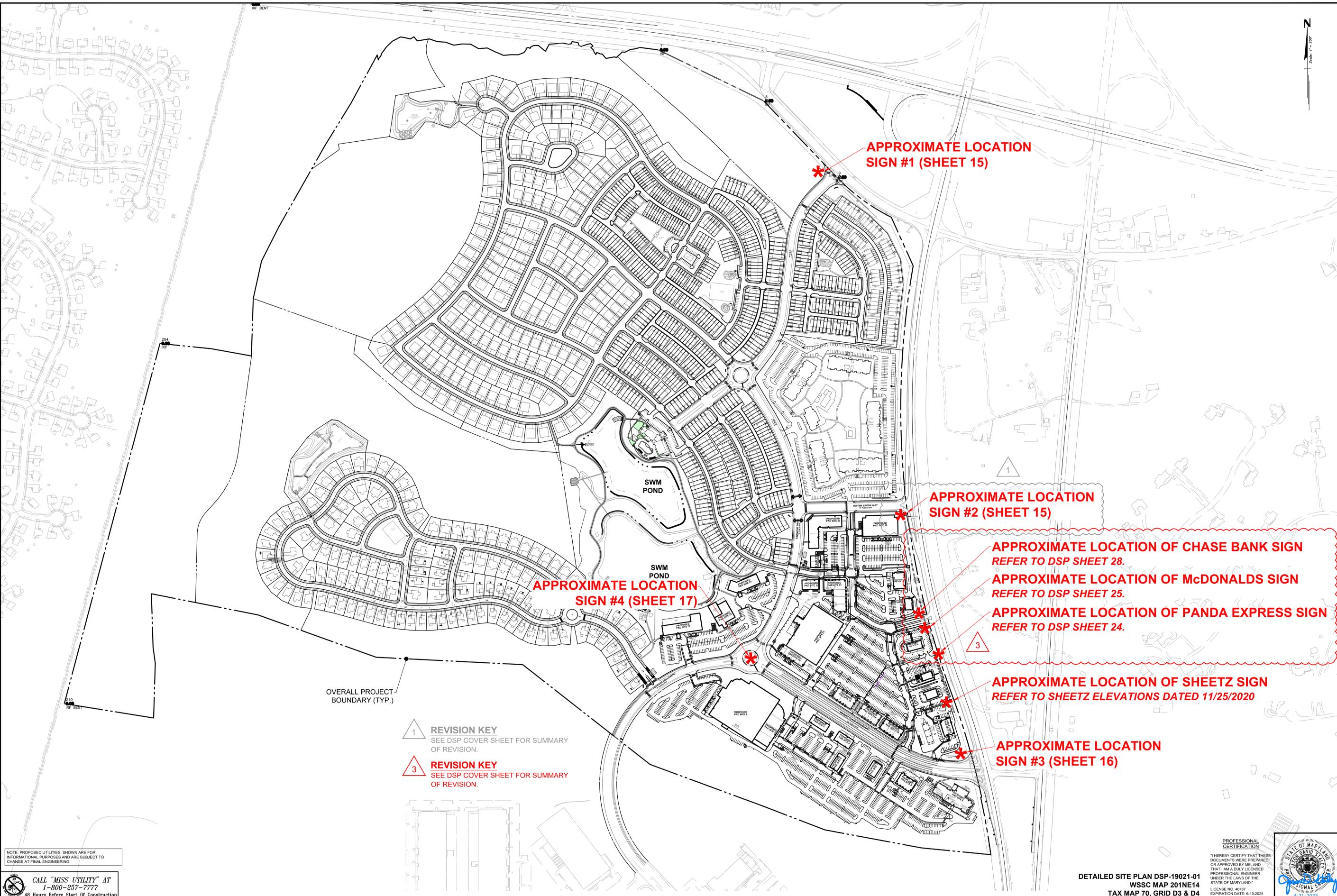
RELEASE FOR: _____ DATE: _____

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EXPIRATION DATE: 6-19-2025

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

DETAILED SITE PLAN # 19021-02
DETAILS

SCALE: Varies
JOB No. 1283C
DATE: JAN 2021
SHEET No. 13B of 30



APPROXIMATE LOCATION SIGN #1 (SHEET 15)

APPROXIMATE LOCATION SIGN #2 (SHEET 15)

APPROXIMATE LOCATION SIGN #4 (SHEET 17)

APPROXIMATE LOCATION OF CHASE BANK SIGN REFER TO DSP SHEET 28.

APPROXIMATE LOCATION OF McDONALDS SIGN REFER TO DSP SHEET 25.

APPROXIMATE LOCATION OF PANDA EXPRESS SIGN REFER TO DSP SHEET 24.

APPROXIMATE LOCATION OF SHEETZ SIGN REFER TO SHEETZ ELEVATIONS DATED 11/25/2020

APPROXIMATE LOCATION SIGN #3 (SHEET 16)

1 REVISION KEY SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

3 REVISION KEY SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

OVERALL PROJECT BOUNDARY (TYP.)

NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #17, #18, #19, #20, #21. Update PMS per previous approvals. Relocate monument sign #2, reduce building #1 size, increase building #19 size.	10/05/23				
2. Add directional signage to parcel 31.	2/27/25				
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, patios at Pads 11 & 12.	12/23/24				

Applicant:
South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL PHASE 1

TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND



1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

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REVIEWED	CH	02/2019
RODGERS CONTACT: NAT BALLARD		
RELEASE FOR		
BY	DATE	

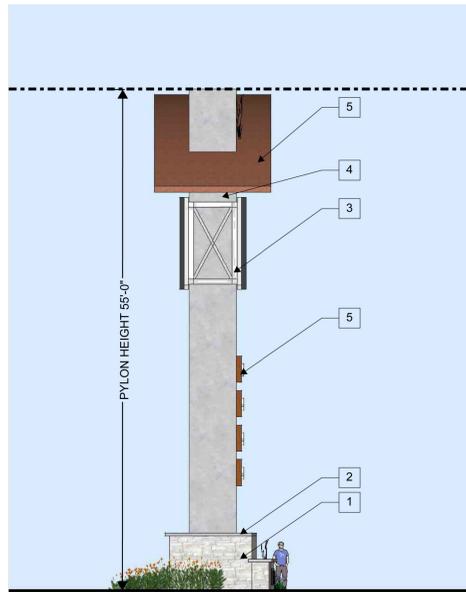
DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

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RODGERS CONTACT: NAT BALLARD
LICENSE NO. 40787
EXPIRATION DATE: 6-19-2025

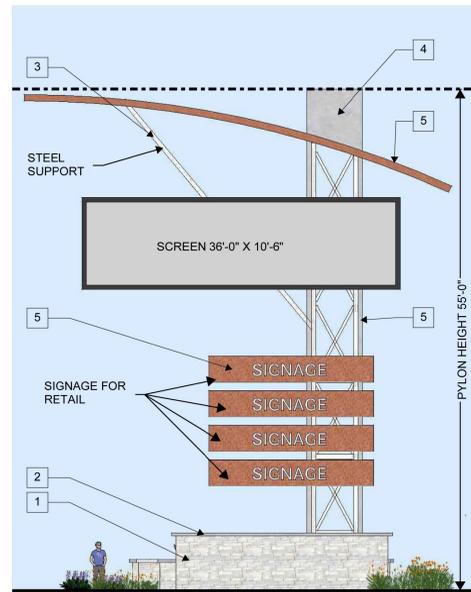


SIGNAGE LOCATIONS

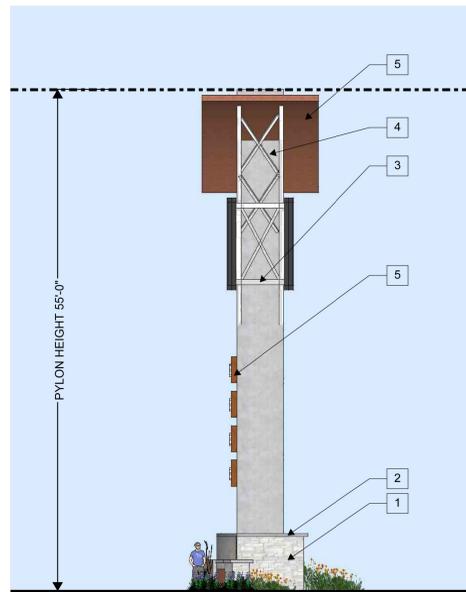
SCALE:	1" = 200'
JOB No.	1283C
DATE:	JAN 2021
SHEET No.	14 of 30



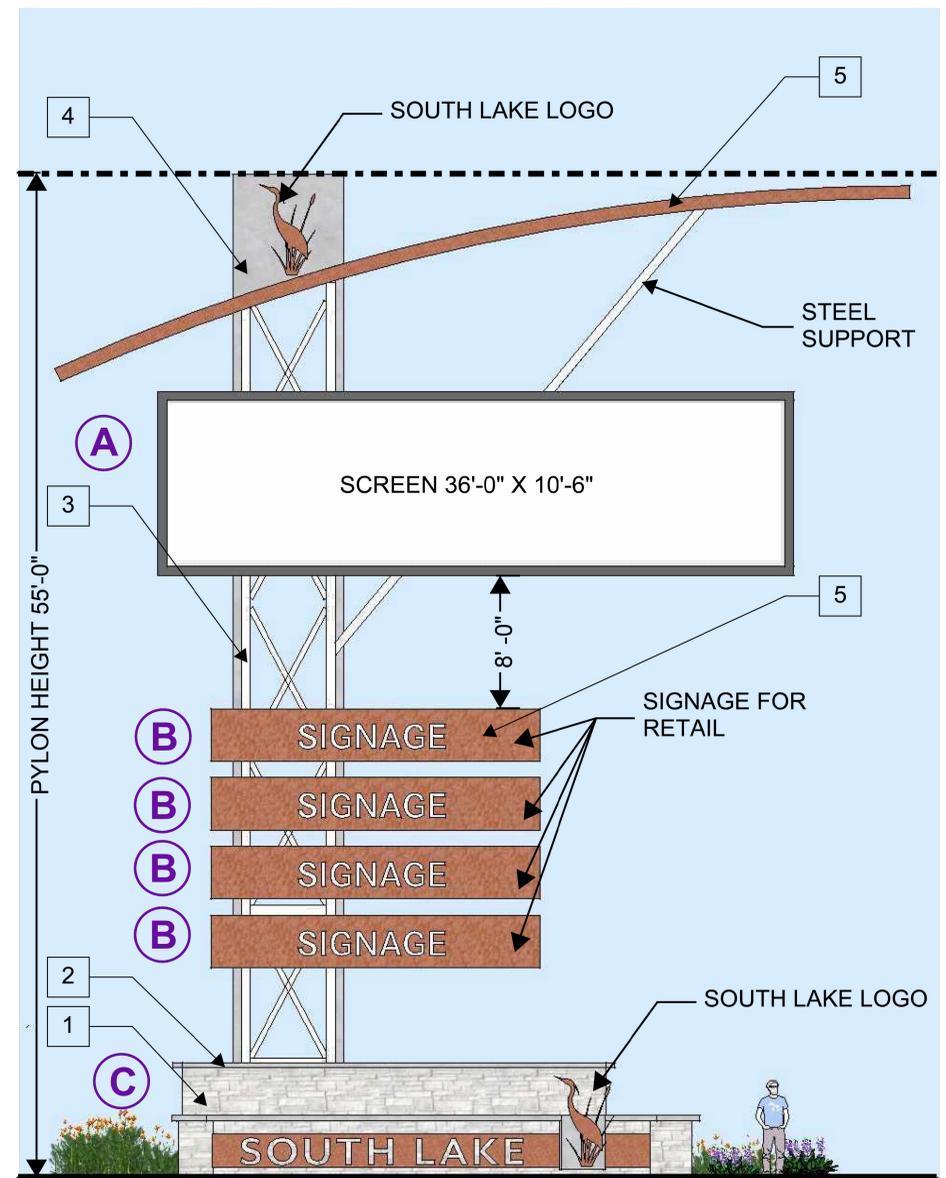
SIDE ELEVATION
SCALE: 1/8" = 1'-0"



BACK ELEVATION
SCALE: 1/8" = 1'-0"



SIDE ELEVATION
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

1

SIGN #3

Typical Detail N.T.S.

Lighting
Signs will be backlit by lights mounted between the sign wall and the sign face.

SIGN #3 AREA CHART		
SIGN TYPE	QUANTITY	SIGNAGE AREA PER EACH (SF)*
A	1	189
B	4	28.5
C	1	25

*SIGNAGE AREA SHOWN EQUALS 50% OF OVERALL GEOMETRIC AREA OF SIGN FACE

1	MANUFACTURED STONE
2	MANUFACTURED STONE SILL
3	GALVANIZED PAINTED STEEL
4	FIBER CEMENT PANEL
5	POWDER COATED METAL

3 REVISION KEY
SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #7, 8, 10, 14-16, 27. Update PMS per previous approvals. Relocate monument sign #2, reduce building 21 size, increase building 19 size.	10/05/23				
2. Add directional signage to parcel 31.	2/27/25				
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, patios at Pads 11 & 12.	12/23/24				

Applicant:
South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL
PHASE 1
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.roddgers.com

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REVIEWED	CH 02/2019
RODGERS CONTACT: NAT BALLARD	
RELEASE FOR	
BY	DATE

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

SIGN DETAILS
COMMERCIAL B

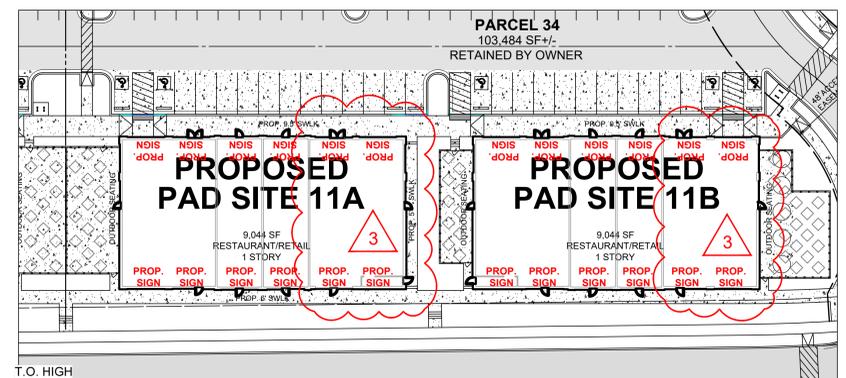
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RODGERS CONTACT: NAT BALLARD
LICENSE NO. 40787
EXPIRATION DATE: 6-19-2025



SCALE:
JOB No. 1283C
DATE: JAN 2021
SHEET No. 16 of 30



G16 BUILDING B - NORTH ELEVATION COLOR
3/16" = 1'-0"



MULTI-TENANT SIGNAGE INSET (NTS)

3 TOTAL SIGN FIELD PROPOSED
26 SQUARE FEET X 16 SIGNS = 416 SQUARE FEET
50% REDUCTION FOR WHITE SPACE = 208 SQUARE FEET PROPOSED
FOR EACH OF BUILDINGS 11A & 11B



A16 BUILDING B - SOUTH ELEVATION COLOR
3/16" = 1'-0"

1 REVISION KEY SEE DSP COVER SHEET FOR SUMMARY OF REVISION.
3 REVISION KEY SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

MULTI-TENANT SIGNAGE
(PAD SITES 11A & 11B - PARCEL 34)

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #17, #18, #19, #20, #21, #22, #23, #24, #25, #26, #27. Update PMS per previous approvals. Relocate monument sign #2, reduce building #1 size, increase building #19 size.	10/05/23				
2. Add directional signage to parcel 31.	2/27/25				
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, patios at Pads 11 & 12.	12/23/24				

Applicant:
South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL PHASE 1
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

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RODGERS CONTACT: NAT BALLARD
RELEASE FOR: _____
BY: _____ DATE: _____

PROFESSIONAL CERTIFICATION
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LICENSE NO. 40787
EXPIRATION DATE: 6-19-2025

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
PROFESSIONAL ENGINEER
NAT BALLARD
4-21-2025

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

COMPREHENSIVE SIGN PLAN

SCALE: _____
JOB No. 1283C
DATE: JAN 2021
SHEET No. 20 of 30

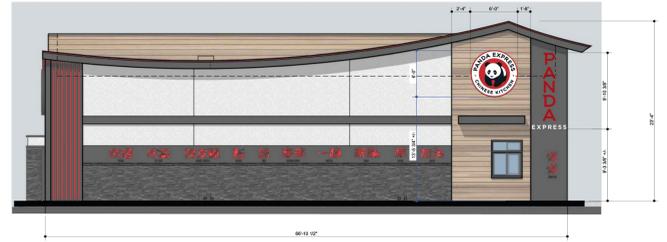
PRELIMINARY NOT FOR CONSTRUCTION

WALL SIGNS:
 72 SF per 12' of building wall containing entry
 Long front entry: 60' x 2 x 130 & SF
 *Signs may not exceed the profile of the building nor project beyond
 *No more than 50% of the sign area can be on a side wall
 *Total signs allowed on any wall if building is setback at least 20' from ROW
Pylon / Monument:
 Max SF: N/A
 Max Color: N/A
 Max Qty: N/A
DIRECTIONAL SIGNS:
 Signs are permitted as directional signage
 *Pylon required
 *Must be directional signs should be included in artwork for review
 and sign location for site plan to be reviewed
 Max SF: 8 SF
 Max Color: TBD
MENU BOARD:
 Requires engineered footer and must be on site plan for review
FOOT / CLEARANCE BAR:
 Requires engineered footer and must be on the site plan for review

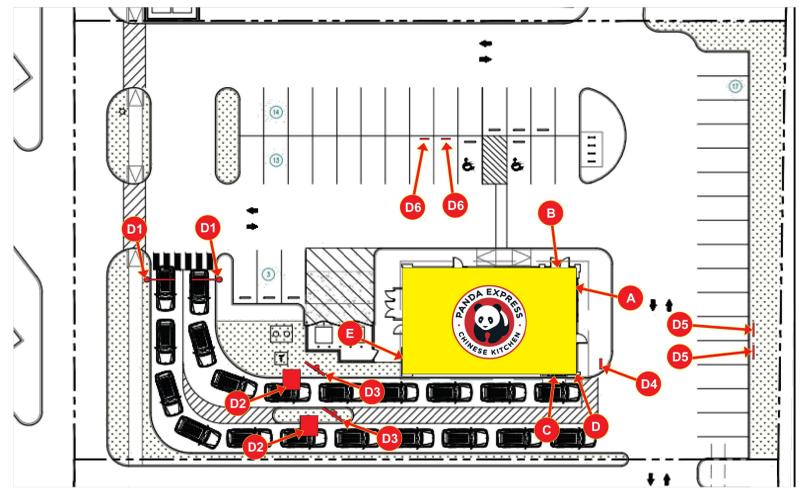
SIGNS	LOCATION	HEIGHT	WIDTH	AREA
A	SHORT FRONT - 2'-6" STACKED RED LETTER SET	3' 11 1/4"	13' 5 1/2"	26.5
B	LONG FRONT - 6' LOCK UP	6'	6'	18
C	DRIVE THRU - 6' LOCKUP	6'	6'	18
D	DRIVE THRU - 18" VERTICAL LETTERSET	9'-10"	2'-10"	21.5
E	REAR - 6' LOCKUP	6'	6'	18
				TOTAL: 102

PER SOUTH LAKE COMMERCIAL DSP SIGN STANDARDS:
 FOR THE PURPOSES OF DETERMINING SIGN AREA PROPOSED, THE AREA OF THE SIGN FIELD SHALL BE CALCULATED BY MULTIPLYING THE WIDTH OF THE SIGN FIELD BY THE HEIGHT AND THEN REDUCING BY 50% TO ACCOUNT FOR THE AREA OF THE SIGN LETTERS VS. THE WHITE SPACE IN BETWEEN.

SIGNS	LOCATION	HEIGHT	WIDTH	AGGREGATE	PROPOSED	BALANCE
C	DRIVE THRU - 6' LOCKUP	6'	6'	18	18	0
D	DRIVE THRU - 18" VERTICAL LETTERSET	9'-10"	2'-10"	21.5	21.5	0
				133 (TOTAL)	38.9 (TOTAL)	94.1



Elevation Sign Location



PANDA EXPRESS



PANDA EXPRESS

SIGNS	LOCATION	HEIGHT	WIDTH	AGGREGATE	PROPOSED	BALANCE
A	SHORT FRONT - 2'-6" STACKED RED LETTERSET	3' 11 1/4"	13' 5 1/2"	133	26.5	106.5



Elevation Sign Location



Elevation Sign Location

SIGNS	LOCATION	HEIGHT	WIDTH	AGGREGATE	PROPOSED	BALANCE
E	REAR - 6' LOCKUP	6'	6'	18	18	0



Elevation Sign Location

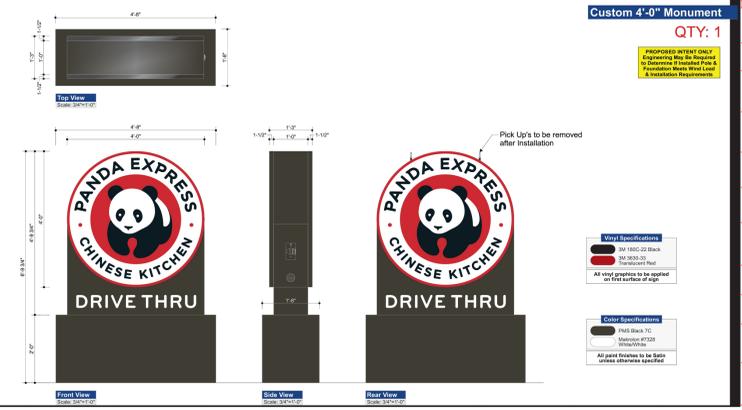
SIGNS	LOCATION	HEIGHT	WIDTH	AGGREGATE	PROPOSED	BALANCE
B	LONG FRONT - 6' LOCKUP	6'	6'	18	18	0



Elevation Sign Location



Elevation Sign Location



Custom 4'-0" Monument



PANDA EXPRESS, INC.
 1683 Walnut Grove Ave.
 Rosemead, California 91770
 Telephone: 626.799.9898
 Facsimile: 626.372.8288

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REVISIONS:

ISSUE DATE:
 7/20/2024 DEVELOPMENT PLAN UPDATE

DRAWN BY: RWS

PANDA PROJECT #: S8-24-D23723
 PANDA STORE #: D22261
 ARCH PROJECT #: Q-51107-0016

NEWGROUND
 125 S CLARK ST, STE 700
 CHICAGO, IL 60603
 636-898-8100

PANDA EXPRESS
 PANDA HOME 2600
 CRAIN HWY & MARKETPLACE DR
 BOWIE, MD 20774

SIGN-1

PROPOSED SIGNAGE

PANDA HOME 2600 R4

PANDA EXPRESS SIGNAGE
 (PAD SITE 15 - PARCEL 32)

- 1 REVISION KEY SEE DSP COVER SHEET FOR SUMMARY OF REVISION.
- 3 REVISION KEY SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

PROFESSIONAL CERTIFICATION



DETAILED SITE PLAN DSP-19021-01
 WSSC MAP 201NE14
 TAX MAP 70, GRID D3 & D4

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #17, #10, 14-16, 27. Update PMS per previous approvals. Relocate monument sign #2, reduce building 21 size, increase building 19 size.	10/05/23				
2. Add directional signage to parcel 31.	2/27/25				
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, patios at Pads 11 & 12.	12/23/24				

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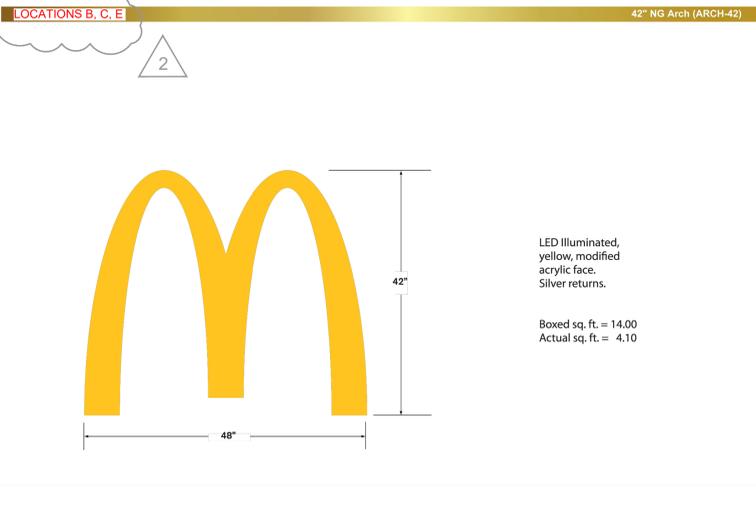
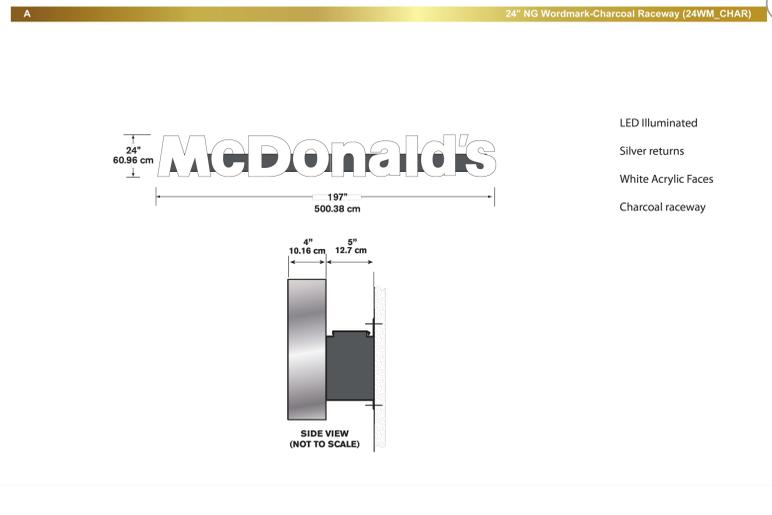
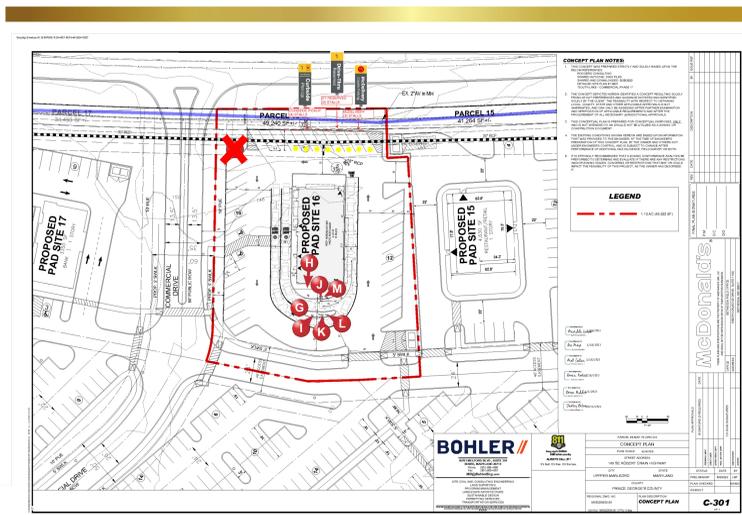
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RODGERS CONSULTING
 1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
 Ph: 301.948.4700 Fx: 301.948.6256 www.roddgers.com

BASE DATA	BY	DATE
DESIGNED	CH	02/20/19
DRAWN	FH	02/20/19
REVIEWED	CH	02/20/19
RODGERS CONTACT: NAT BALLARD		
RELEASE FOR		
BY: _____	DATE: _____	

COMPREHENSIVE SIGN PLAN

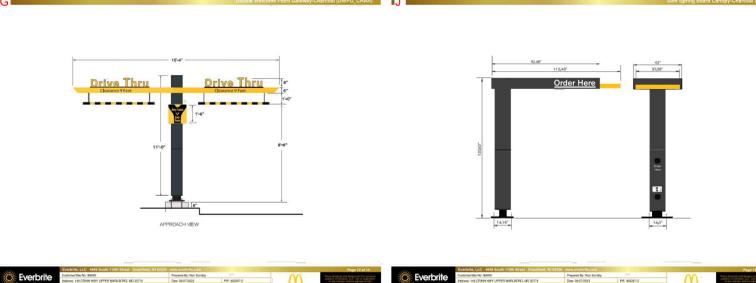
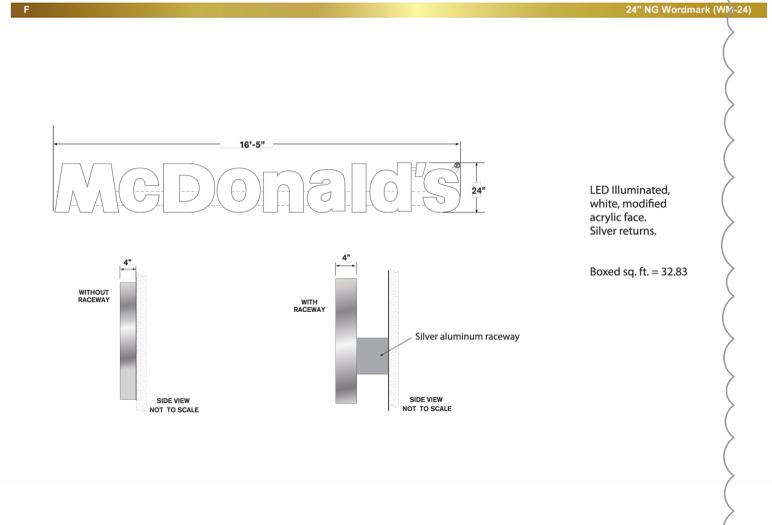
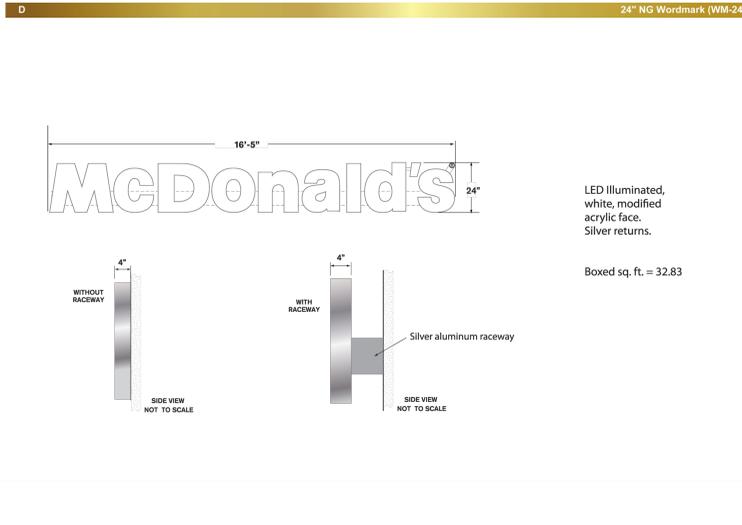
SCALE:
JOB No. 1283C
DATE: JAN 2021
SHEET No. 24 of 30



Everbrite	Everbrite, LLC 4949 South 110th Street - Greenfield, WI 53228 - www.everbrite.com	Page 4 of 18
Customer/Job No. 39955	Prepared By: Ron Sundby	
Address: 148 CRAN HWY UPPER MARLBORO, MD 20774	Date: 10/19/2023	PIF: 402287-3
Description: MCDONALD'S REST #39955	Customer Signature:	

Everbrite	Everbrite, LLC 4949 South 110th Street - Greenfield, WI 53228 - www.everbrite.com	Page 8 of 18
Customer/Job No. 39955	Prepared By: Ron Sundby	
Address: 148 CRAN HWY UPPER MARLBORO, MD 20774	Date: 10/19/2023	PIF: 402287-3
Description: MCDONALD'S REST #39955	Customer Signature:	

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Everbrite	Everbrite, LLC 4949 South 110th Street - Greenfield, WI 53228 - www.everbrite.com	Page 10 of 18
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Description: MCDONALD'S REST #39955	Customer Signature:	



3

1 2 REVISION KEY
SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

3 REVISION KEY
SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

MCDONALDS SIGNAGE (PAD SITE 16 - PARCEL 31)

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #17, #8, 10, 14-16, 27. Update PMS per previous approvals. Relocate monument sign #2, reduce building 2' size, increase building 19' size.	10/05/23				
2. Add directional signage to parcel 31.	2/27/25				
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, patios at Pads 11 & 12.	12/23/24				

Applicant:
South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

**SOUTH LAKE - COMMERCIAL
PHASE 1**
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
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RODGERS CONTACT: NAT BALLARD		
RELEASE FOR		
BY:	DATE:	

COMPREHENSIVE SIGN PLAN

SCALE:	
JOB No.	1283C
DATE:	JAN 2021
SHEET No.	25 of 30

THE MARYLAND-NATIONAL CAPITAL
PLANNING AND PLANNING COMMISSION
FOR SINGLE USE ONLY

APPLICATION NAME: SOUTH LAKE COMMERCIAL -
PHASE 1
APPLICATION NO.: DSP-19021-01
TOP NO.: TOP-126-03-08
SIGNATURE APPROVAL DATE OF THIS PLAN IS IN
ACCORDANCE WITH PLANNING DIRECTOR'S
APPROVAL DATED MAY 2, 2024.

SIGNATURE APPROVAL DATE: _____
Signature:
Kosack, Jill
Title: PLANNING DIRECTOR
Date: 05/02/2024
Professional Engineer

PROFESSIONAL
CERTIFICATION

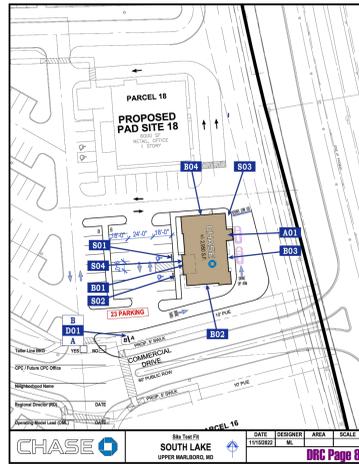
"I HEREBY CERTIFY THAT THESE
DOCUMENTS WERE PREPARED
OR APPROVED BY ME, AND
THAT I AM A DULY LICENSED
PROFESSIONAL ENGINEER
UNDER THE LAWS OF THE
STATE OF MARYLAND."
LICENSE NO. 40787
EXPIRATION DATE: 6-19-2025



DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

PRELIMINARY NOT FOR CONSTRUCTION

Site Plan

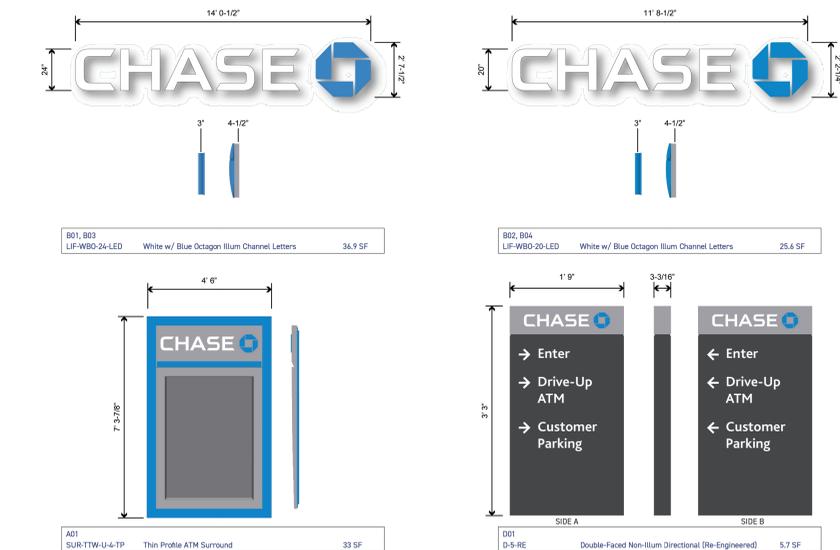


SIGN ID	ELEVATION	SIGN TYPE	DESCRIPTION	SQ/FT	ADJ. APPX.	PROPOSED SQ. FT.	ALLIANCE SQ. FT.	DIFFERENCE
B01	West	LIF-WBO-24-LED	White w/ Blue Octagon Illum Channel Letters	36.9		62.5 SF		
B02	South	LIF-WBO-24-LED	White w/ Blue Octagon Illum Channel Letters	25.6		139.8 SF		
B03	East	LIF-WBO-24-LED	White w/ Blue Octagon Illum Channel Letters	36.9				
B04	North	LIF-WBO-24-LED	White w/ Blue Octagon Illum Channel Letters	25.6				
D01	East	SUR-TTW-U-4-TP	Thin Profile ATM Surround	N/A				
S01	Southwest	D-S-RE	Double-Faced Non-Illum Directional (Re-Engineered)	N/A				
S02	West	TC-PADA-V-RE-MD	Pole Mid ADA Parking w/ Van Access	N/A				
S03	Northwest	DOT-SIGN	Double-Faced DNE/STOP DOT Sign - Pole Mounted	N/A				

TOTAL SIGN FIELD PROPOSED = 125 SQUARE FEET
50% REDUCTION FOR WHITE SPACE = 62.5 SQUARE FEET PROPOSED

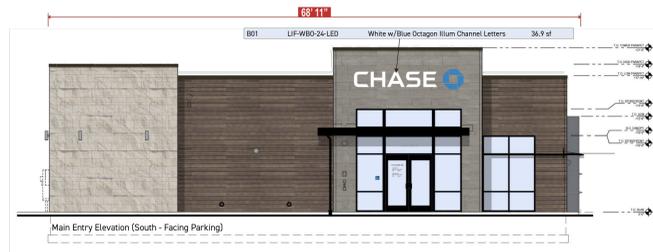
CHASE South Lake 163 Crain Highway, Upper Marlboro, MD 20774 PMWeb# R003266

Exterior Signage



CHASE South Lake 163 Crain Highway, Upper Marlboro, MD 20774 PMWeb# R003266

Elevations / Materials



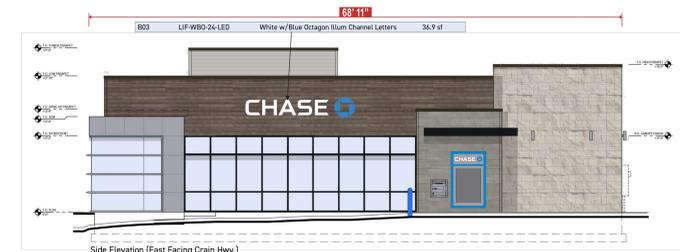
CHASE South Lake 163 Crain Highway, Upper Marlboro, MD 20774 PMWeb# R003266

Exterior Signage



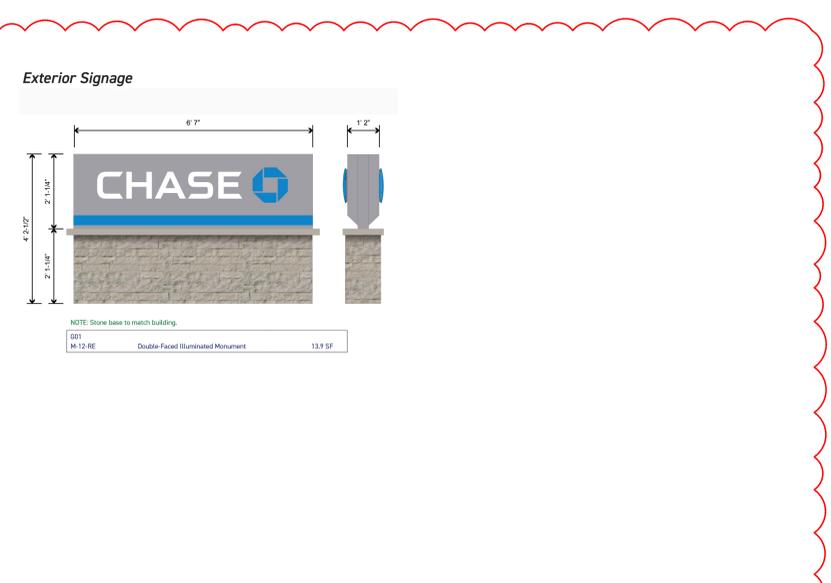
CHASE South Lake 163 Crain Highway, Upper Marlboro, MD 20774 PMWeb# R003266

Elevations / Materials



CHASE South Lake 163 Crain Highway, Upper Marlboro, MD 20774 PMWeb# R003266

Exterior Signage



CHASE South Lake 147 Crain Highway, Upper Marlboro, MD 20716 PMWeb# R003266

CHASE BANK SIGNAGE
(PAD SITE 17 - PARCEL 30)

- 1 REVISION KEY SEE DSP COVER SHEET FOR SUMMARY OF REVISION.
- 3 REVISION KEY SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

Applicant:
South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

**SOUTH LAKE - COMMERCIAL
PHASE 1**
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

**RODGERS
CONSULTING**
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RODGERS CONTACT: NAT BALLARD		
RELEASE FOR		
BY	DATE	

**COMPREHENSIVE SIGN
PLAN**

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

PROFESSIONAL
CERTIFICATION
"I HEREBY CERTIFY THAT THESE
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RODGERS CONSULTING
LICENSE NO. 40787
EXPIRATION DATE: 6-19-2025



REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #17, #18, #19, #20. Update PMS per previous approvals. Relocate monument sign #2, reduce building #1 size, increase building #19 size.	10/05/23		
2. Add directional signage to parcel 31.	2/27/25		
3. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17. Edit trash enclosure detail, patios at Pads 11 & 12.	12/23/24		

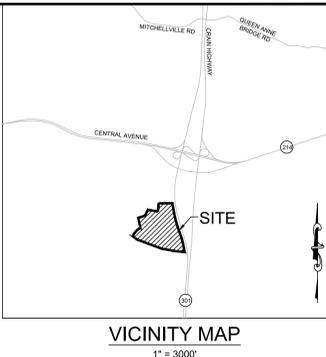
SCALE:
JOB No. 1283C
DATE: JAN 2021
SHEET No. 28 of 30

LANDSCAPE & LIGHTING PLAN FOR DSP-19021-01

SOUTH LAKE - COMMERCIAL PHASE I

7th ELECTION DISTRICT - QUEEN ANNE
PRINCE GEORGE'S COUNTY, MARYLAND

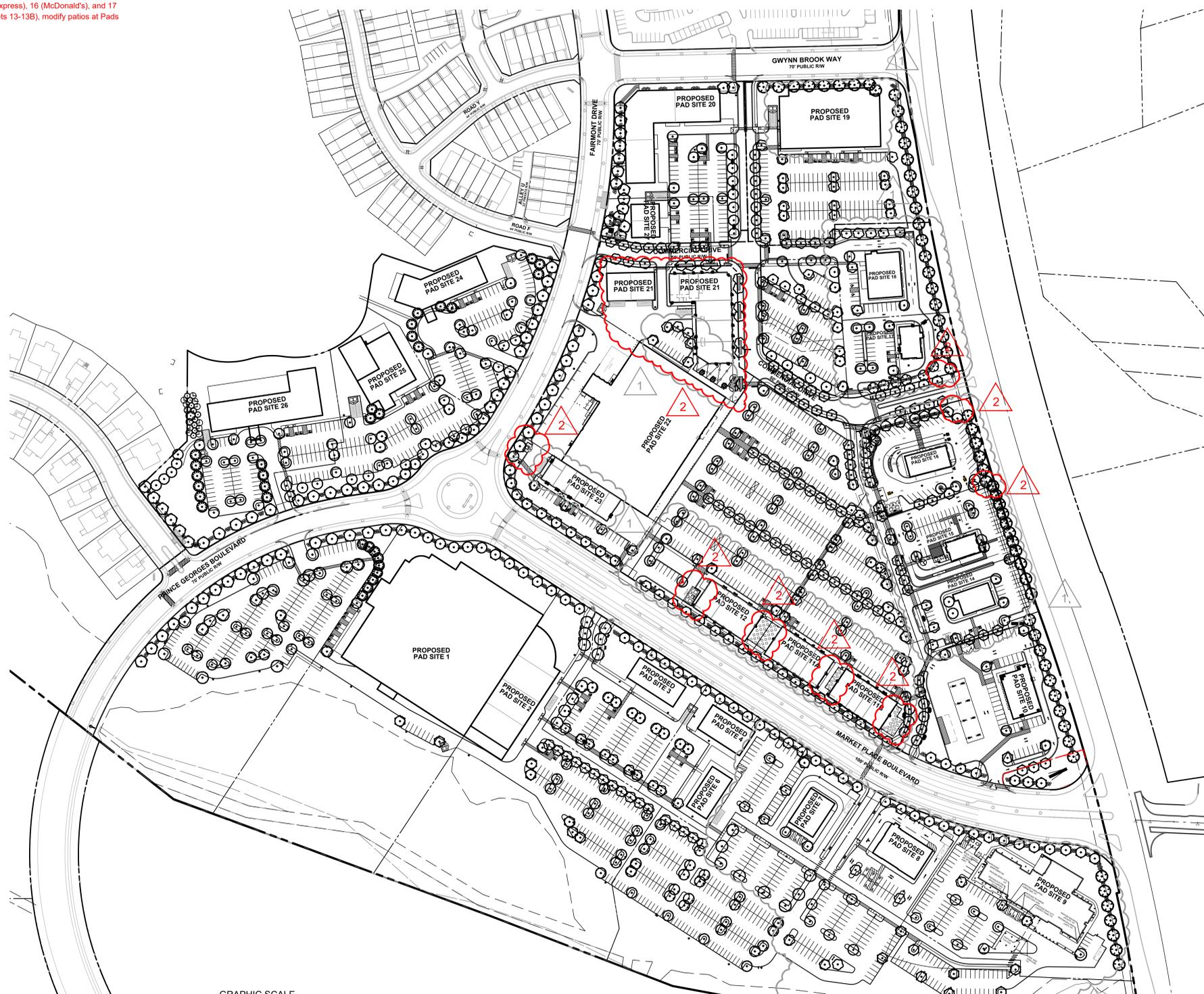
- 1** REVISION KEY
Limited minor amendment to detailed site plan (DSP-19021) on a portion of the property for the Phase 1 Commercial development to update PMA per previous approvals, modify/amend the architecture, building footprint, and square footage for Pad Sites 7, 8 and 9 (Home 2 Suites); slightly modify/amend the location and layout of three commercial buildings on Parcels 4, 5, 6, 7 and 27; remove Building 5 on Parcel 4; adjust the parcel lines for Parcels 28 - 35; modify/amend commercial pad sites and include architecture elevations for Pad Sites 11A & 11B (multi-tenant buildings), 12 (Carolina Kitchen), 14 (modification to building and parking to accommodate expansion to Pad Site 15), 15 (Panda Express), 16 (McDonald's), 17 (Chase Bank), 18 (modification to building and parking to accommodate expansion to Pad Site 17), 19 (modification to parking lot), and 23 (multi-tenant building); and adjust the number of modified parking spaces approved at 9' x 18' from 142 spaces to 196 spaces; reduce the size and stories of Pad Site 21; build a plaza next to Pad Site 21; reduce the overall buildout from 900,656 square feet to 867,869 square feet; relocate Sign #2.
- 2** REVISION KEY
Limited minor amendment to detailed site plan (DSP-19021) on a portion of the property for the Phase 1 Commercial development to revise the architecture, footprint, and square footage of the commercial building on Pad 21; add details to the previously approved plaza area south of Pad 21; add the "Giant" logo to the northern building façade on Pad 22; and add monument signage for Pads 15 (Panda Express), 16 (McDonald's), and 17 (Chase Bank), edit trash enclosure, and fencing for Parcels 11 & 35 (see sheets 13-13B), modify patios at Pads 11 & 12.



SHEET INDEX	
Sheet Number	Sheet Title
1	COVER SHEET
2 - 9	LANDSCAPE PLANS
10	LANDSCAPE NOTES & DETAILS
11	LANDSCAPE SCHEDULES
12 - 22	PHOTOMETRIC PLANS
23 - 24	PHOTOMETRIC DETAILS

LEGEND:

	EX. BOUNDARY LINE
	EX. LOT LINE
	EX. ESMT
	EX. BLDG
	EX. SIDEWALK
	EX. 10' CONTOUR LINE
	EX. 2' CONTOUR LINE
	EX. TREES
	EX. WATER
	EX. SEWER
	EX. STORM DRAIN
	EX. WETLAND
	EX. WETLAND BUFFER
	EX. STREAM
	EX. STREAM BUFFER
	EX. FLOODPLAIN
	EX. POND
	EX. PRIMARY MGMT AREA
	PR. R.O.W.
	PR. LOT LINE
	PR. BLDG
	PR. SIDEWALK
	PR. PARKING STRIPING
	PR. FACE OF CURB
	PR. BACK OF CURB
	PR. ROAD PAVEMENT
	PR. SEWER
	PR. WATER
	PR. STORM DRAIN
	PR. PIPE
	PR. WOOD FENCE
	PR. ORNAMENTAL FENCE
	WETLAND
	PR. SHADE TREE
	PR. EVERGREEN TREE
	PR. ORNAMENTAL TREE



NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #7, 9, 10, 14-18, 27. Update PMA per previous approvals.	10/05/23				
2. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17.	12/23/24				

Applicant:
South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL PHASE I
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

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BY	DATE
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DRAWN	CGJF 09/2019
REVIEWED	CGNB 09/2019
RODGERS CONTACT	NAT BALLARD
RELEASE FOR	

PROFESSIONAL CERTIFICATION
"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND."
LICENSE NO. 3662
EXPIRATION DATE: 04/08/26

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

LANDSCAPE & LIGHTING PLAN FOR DSP-19021-01
COVER SHEET



SCALE	1" = 100'
JOB No.	1283C
DATE	SEPT 2019
SHEET No.	1 of 27

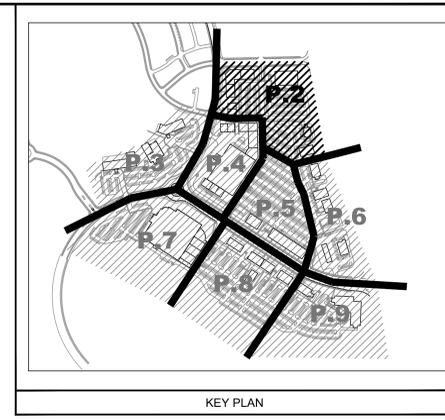
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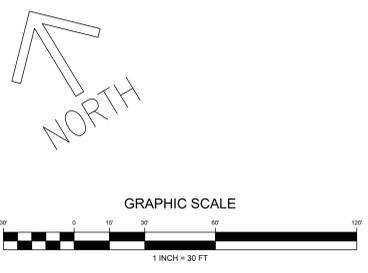
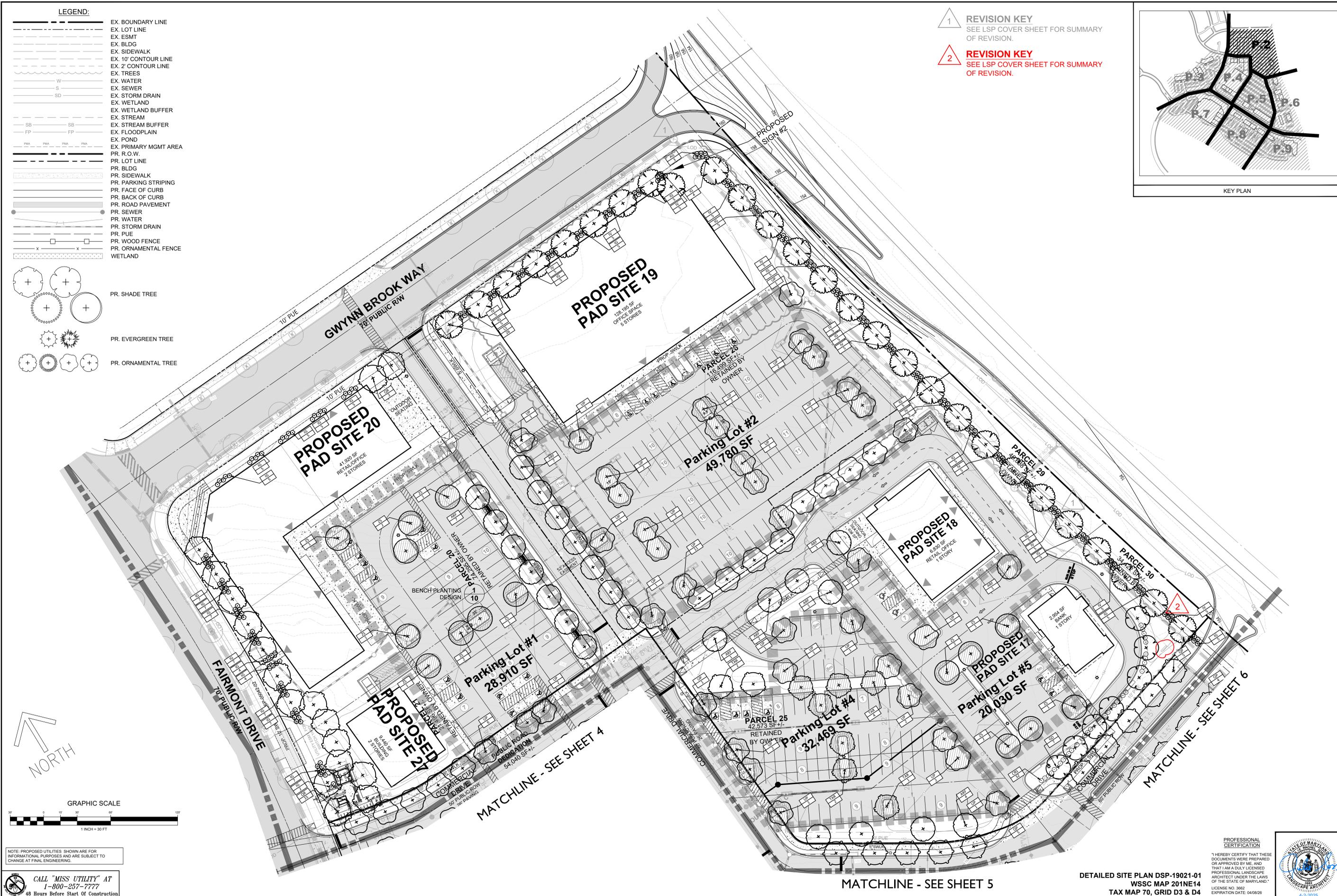
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- W
- S
- SD
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- EX. SEWER
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- 1 REVISION KEY
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- 2 REVISION KEY
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 Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL PHASE 1
 TAX MAP 70 GRIDS D3 & D4
 200 FOOT MAP 201NE14
 ELECTION DISTRICT No. 7
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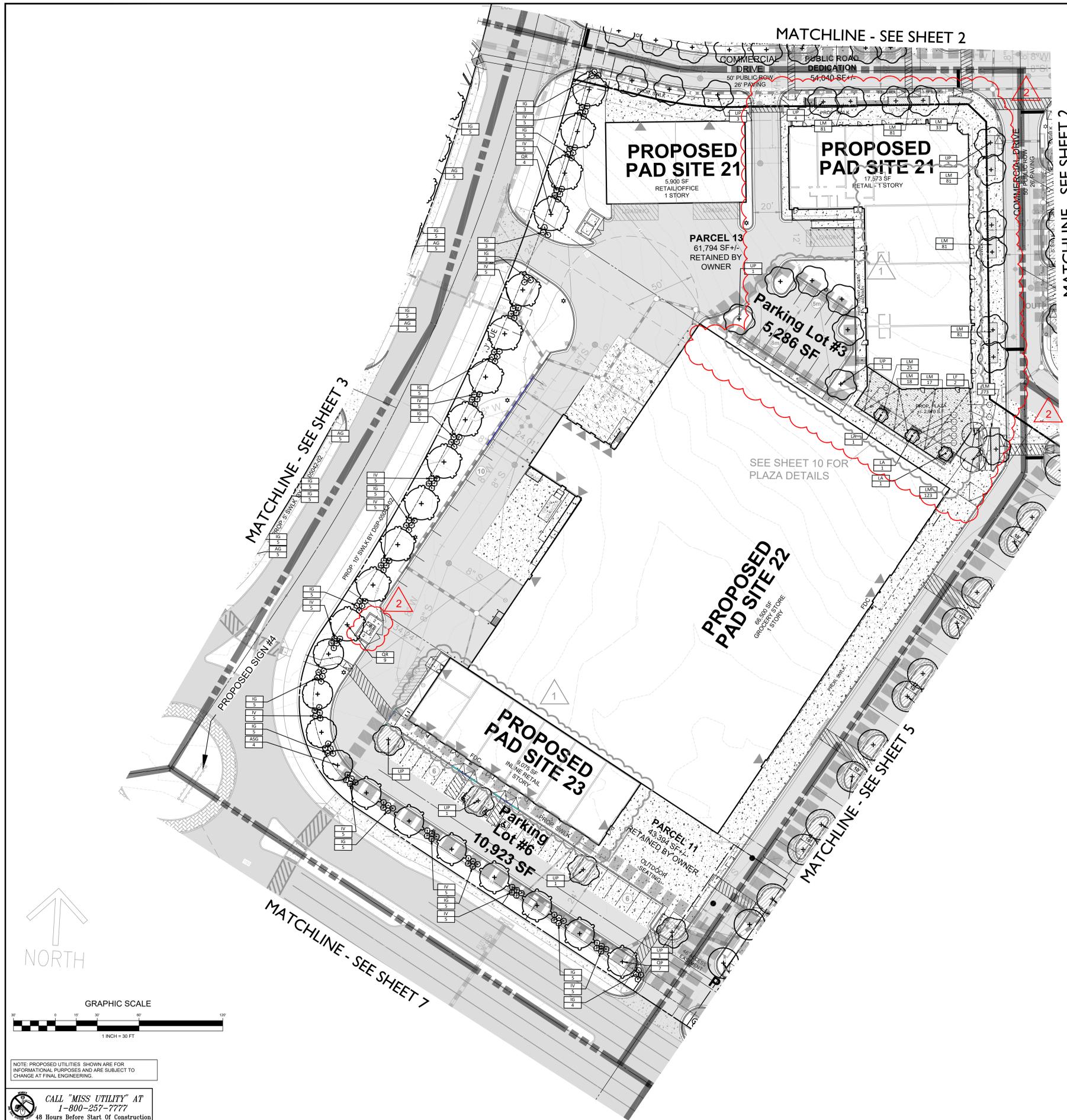
RELEASE FOR _____

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

LANDSCAPE PLAN



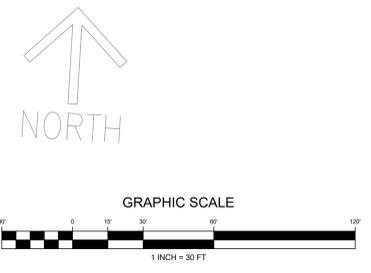
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 JOB No. 1283C
 DATE: SEPT 2019
 SHEET No. 2 of 27



- 1** REVISION KEY
SEE LSP COVER SHEET FOR SUMMARY OF REVISION.
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- LEGEND:**
- EX. BOUNDARY LINE
 - EX. LOT LINE
 - EX. ESMT
 - EX. BLDG
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 - EX. 2' CONTOUR LINE
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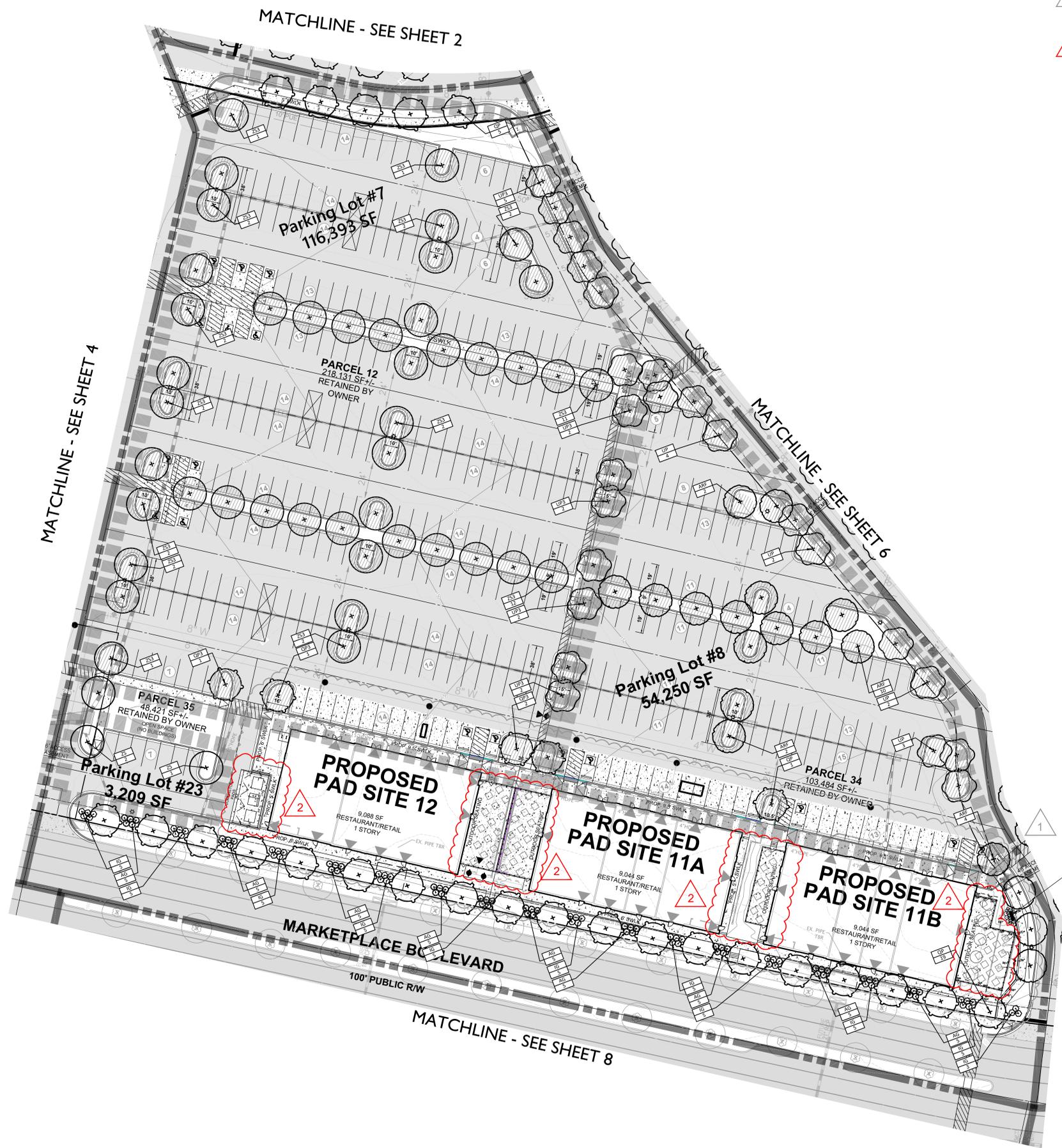
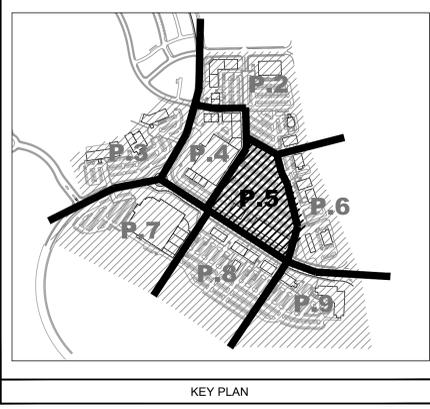
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LANDSCAPE PLAN

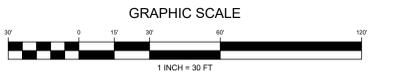
SCALE: 1" = 30'
JOB No. 1283C
DATE: SEPT 2019
SHEET No. 4 of 27

PRELIMINARY NOT FOR CONSTRUCTION

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 - PR. STORM DRAIN
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 - PR. WOOD FENCE
 - PR. ORNAMENTAL FENCE
 - WETLAND
 - PR. SHADE TREE
 - PR. EVERGREEN TREE
 - PR. ORNAMENTAL TREE



1 BENCH PLANTING DESIGN
10



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CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE
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2. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17.	12/23/24				

Applicant:
South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL PHASE 1
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

BY	DATE
BASE DATA	CADD 02/2019
DESIGNED	CGJF 09/2019
DRAWN	CGJF 09/2019
REVIEWED	CGNB 09/2019
RODGERS CONTACT	NAT BALLARD

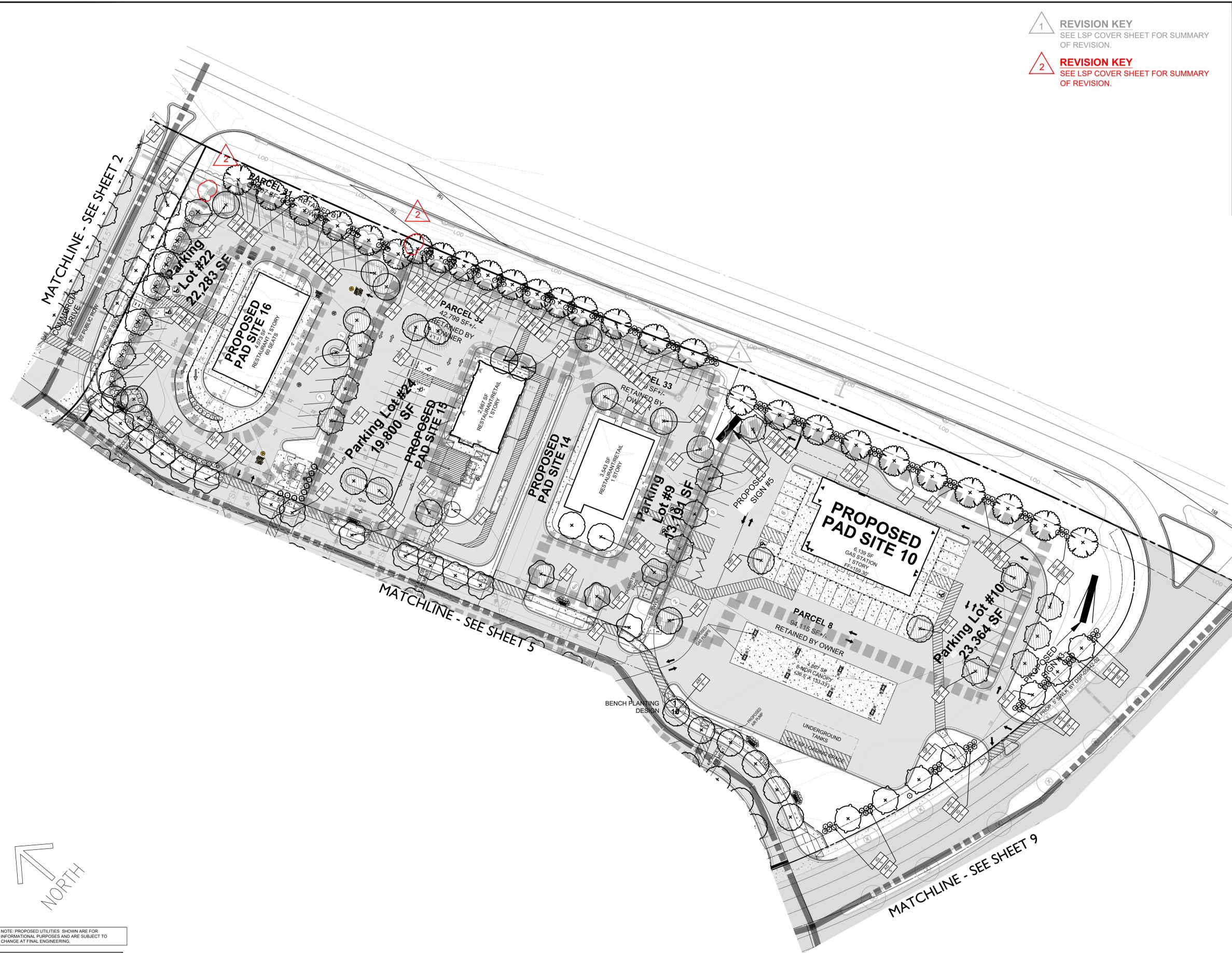
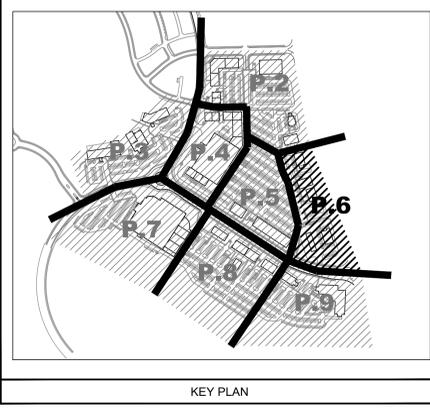
RELEASE FOR _____
BY: _____ DATE: _____

PROFESSIONAL CERTIFICATION
"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND."
LICENSE NO. 3662
EXPIRATION DATE: 04/08/26

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

SCALE: 1" = 30'
JOB No. 1283C
DATE: SEPT 2019
SHEET No. 5 of 27

- 1 REVISION KEY**
SEE LSP COVER SHEET FOR SUMMARY OF REVISION.
- 2 REVISION KEY**
SEE LSP COVER SHEET FOR SUMMARY OF REVISION.



LEGEND:

- EX. BOUNDARY LINE
- EX. LOT LINE
- EX. ESMT
- EX. BLDG
- EX. SIDEWALK
- EX. 10' CONTOUR LINE
- EX. 2' CONTOUR LINE
- EX. TREES
- EX. WATER
- EX. SEWER
- EX. STORM DRAIN
- EX. WETLAND
- EX. WETLAND BUFFER
- EX. STREAM
- EX. STREAM BUFFER
- EX. FLOODPLAIN
- EX. POND
- EX. PRIMARY MGMT AREA
- PR. R.O.W.
- PR. LOT LINE
- PR. BLDG
- PR. SIDEWALK
- PR. PARKING STRIPING
- PR. FACE OF CURB
- PR. BACK OF CURB
- PR. ROAD PAVEMENT
- PR. WATER
- PR. STORM DRAIN
- PR. PUE
- PR. WOOD FENCE
- PR. ORNAMENTAL FENCE
- WETLAND

GRAPHIC SCALE
1" = 30 FT

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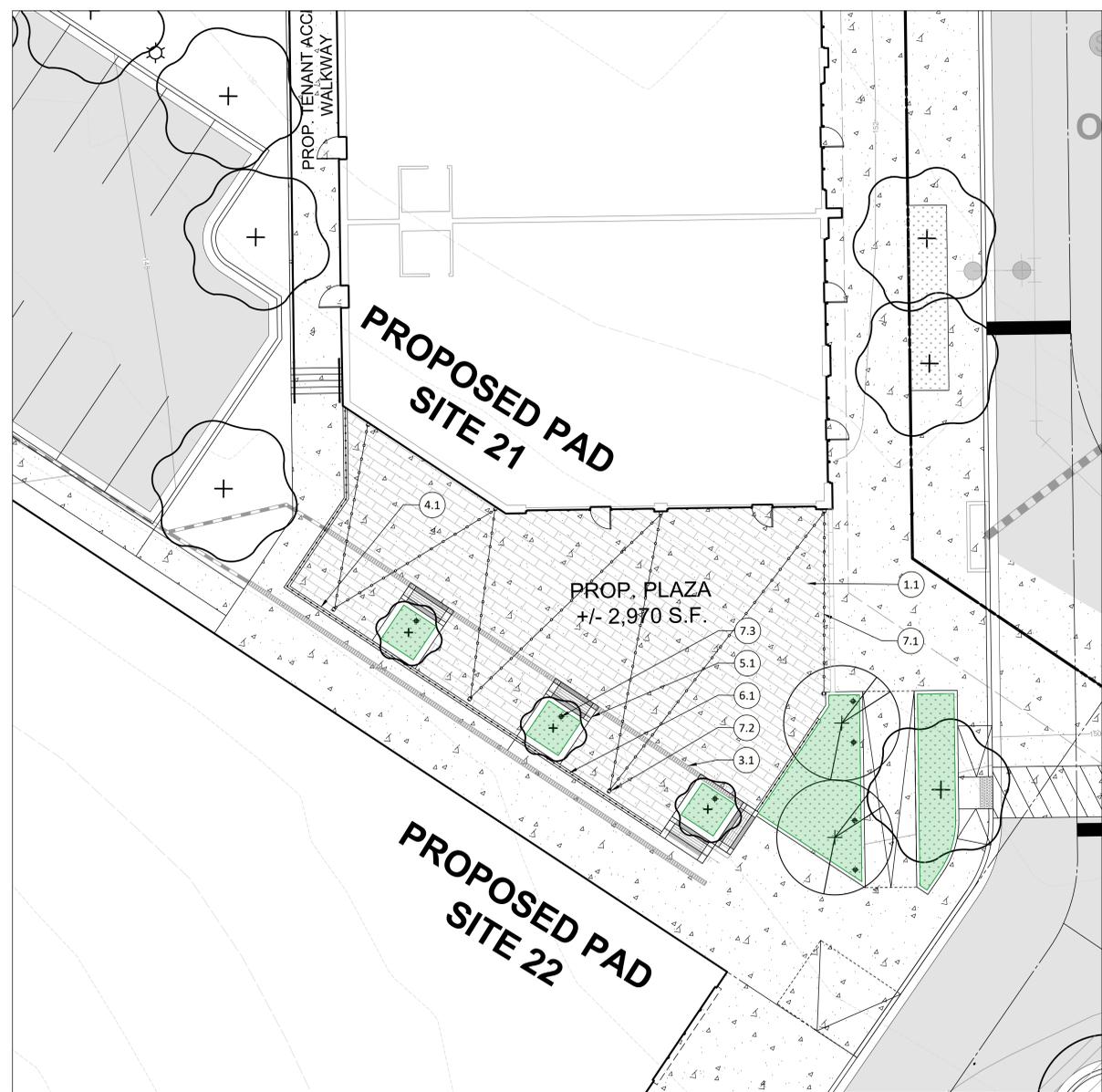
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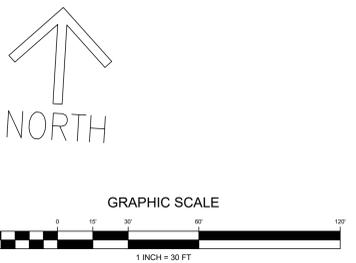
LANDSCAPE PLAN

SCALE: 1" = 30'
 JOB No. 1283C
 DATE: SEPT 2019
 SHEET No. 6 of 27





1 PLAZA
1" = 10'-0"



2 REVISION KEY
SEE LSP COVER SHEET FOR SUMMARY OF REVISION.

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48 Hours Before Start of Construction

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SOUTH LAKE - COMMERCIAL PHASE 1
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
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RODGERS CONTACT: NAT BALLARD

RELEASE FOR _____ DATE _____

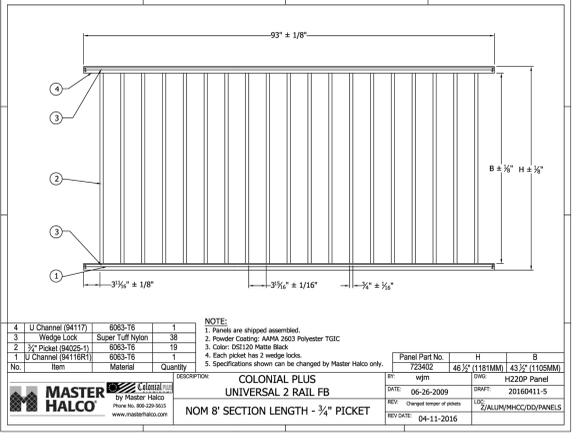
DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

LANDSCAPE PLAN

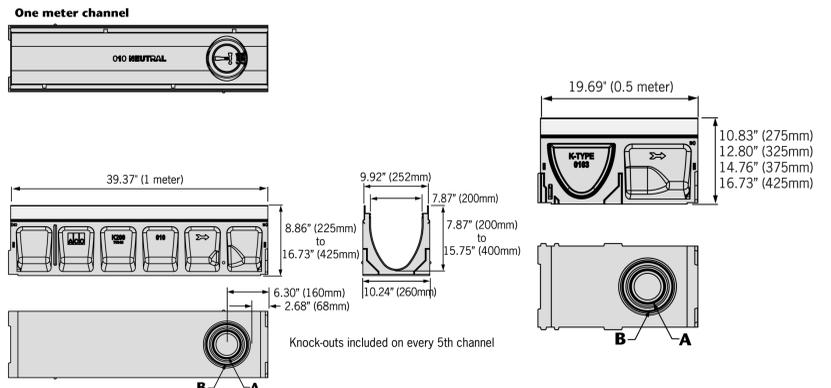
SCALE: 1" = 30'
JOB No. 1283C
DATE: SEPT 2019
SHEET No. 10 of 27

SITE KEYNOTES		
DESCRIPTION	DETAIL # SHEET #	RELATED DETAILS
PAVING, RAMPS, CURBS		
1 PAVERS	6 10A	-
2 SEE DSP	-	-
DRAINAGE		
3.1 TRENCH DRAIN	3 10	2 10
SITE WALLS		
4.1 WALL A	5 10A	-
SITE FURNITURE		
5.1 BENCH PLANTER	4 10A	-
RAILINGS, BARRIERS, FENCING		
6.1 FENCE A - 48" ALUMINUM	1 10	-
SITE AMENITY LIGHTING		
7.1 CATENARY LIGHT STRING	1 10A	-
7.2 CATENARY LIGHT POLE	2 10A	-
7.3 UPLIGHT	3 10A	-
PLANTING & LANDSCAPE		
8 SEE LSP LANDSCAPE SHEETS	-	-

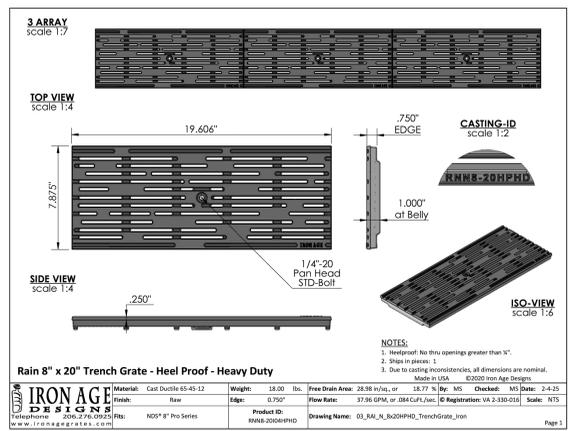
MATERIALS KEY	
	CONCRETE TYPE A: BRUSHED FINISH
	CONCRETE TYPE B: STAMPED & COLORED
	PAVER BANDING
	PLANTING AREA
	FENCE A
	BENCH
	TRASH RECEPTACLE
	UPLIGHT



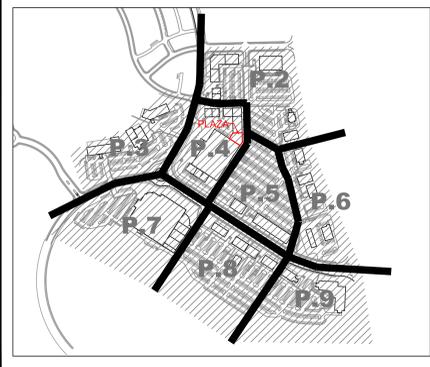
1 FENCE A
NOT TO SCALE
MANUFACTURER: MASTER HALCO
MODEL: COLONIAL FLUSH 2 RAIL (FLUSH BOTTOM)



2 TRENCH DRAIN
NOT TO SCALE
MANUFACTURER: KLASSIK DRAIN
MODEL: K200



3 TRENCH GRATE
NOT TO SCALE
MANUFACTURER: IRON AGE DESIGNS
MODEL: RAIN



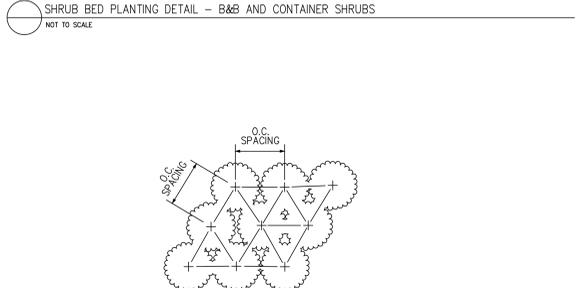
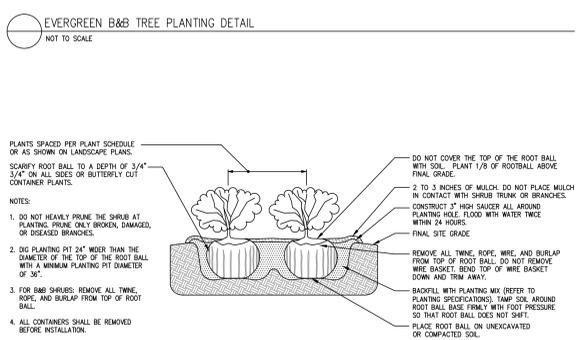
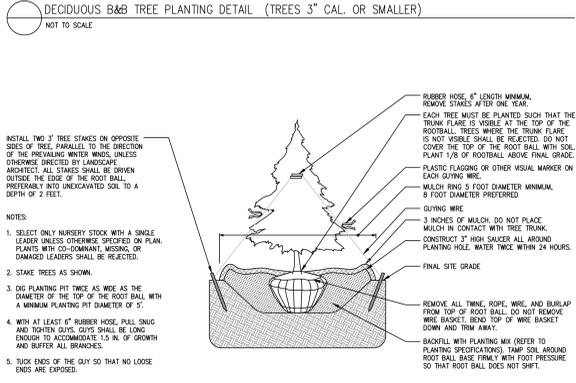
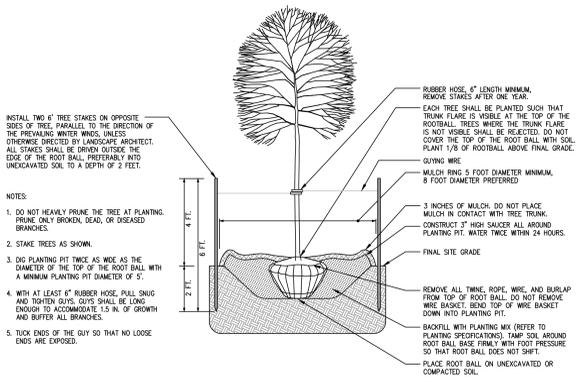
KEY PLAN

LEGEND:	
	EX. BOUNDARY LINE
	EX. LOT LINE
	EX. ESMT
	EX. BLDG
	EX. SIDEWALK
	EX. 10' CONTOUR LINE
	EX. 2' CONTOUR LINE
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	PR. SHADE TREE
	PR. EVERGREEN TREE
	PR. ORNAMENTAL TREE

PRELIMINARY NOT FOR CONSTRUCTION

LANDSCAPE PLAN NOTES:

- PLANTS, RELATED MATERIAL, AND OPERATIONS SHALL MEET THE DETAILED DESCRIPTION, AS GIVEN ON THE PLANS AND AS DESCRIBED HEREIN. WHERE DISCREPANCIES EXIST BETWEEN STANDARDS & GUIDELINES REFERENCED WITHIN THESE SPECIFICATIONS AND THE PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL, THE LATTER TAKES PRECEDENCE.
- ALL PLANT MATERIAL, UNLESS OTHERWISE SPECIFIED, THAT IS NOT NURSERY GROWN, UNIFORMLY BRANCHED, DOES NOT HAVE A VIGOROUS ROOT SYSTEM, AND DOES NOT CONFORM TO THE MOST RECENT EDITION OF THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) STANDARDS WILL BE REJECTED. PLANT MATERIAL THAT IS NOT HEALTHY, VIGOROUS, FREE FROM DEFECTS, DECAY, DISFIGURING ROOTS, SUNSCALD INJURIES, ABRASIONS OF THE BARK, PLANT DISEASE, INSECT PEST EGGS, BORERS, AND ALL FORMS OF INSECT INFESTATIONS OR OBJECTIONABLE DISFIGUREMENTS WILL BE REJECTED. PLANT MATERIAL THAT IS WEAK OR WHICH HAS BEEN CUT BACK FROM LARGER GRADES TO MEET SPECIFIED REQUIREMENTS WILL BE REJECTED. TREES WITH FORKED LEADERS WILL BE REJECTED. ALL B & B PLANTS SHALL BE FRESHLY DUG; NO HEALED-IN PLANTS OR PLANTS FROM COLD STORAGE WILL BE ACCEPTED.
- UNLESS OTHERWISE SPECIFIED, ALL GENERAL CONDITIONS, PLANTING OPERATIONS, DETAILS AND PLANTING SPECIFICATIONS SHALL CONFORM TO THE MOST RECENT EDITION OF THE "LANDSCAPE SPECIFICATION GUIDELINES BY THE LANDSCAPE CONTRACTORS ASSOCIATION OF MD, DC, & VA", (HEREINAFTER "LANDSCAPE GUIDELINES") APPROVED BY THE LANDSCAPE CONTRACTORS ASSOCIATION OF METROPOLITAN WASHINGTON AND THE POTOMAC CHAPTER OF THE AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS.
- CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE (1) YEAR AFTER DATE OF ACCEPTANCE IN ACCORDANCE WITH THE APPROPRIATE SECTION ON THE LANDSCAPE GUIDELINES. CONTRACTOR'S ATTENTION IS DIRECTED TO THE MAINTENANCE REQUIREMENTS FOUND WITHIN THE ONE YEAR SPECIFICATIONS INCLUDING WATERING AND REPLACEMENT OF SPECIFIED PLANT MATERIAL.
- CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL RELEVANT AND APPROPRIATE UTILITY COMPANIES, UTILITY CONTRACTORS, AND "MISS UTILITY" A MINIMUM OF 48 HOURS PRIOR TO THE BEGINNING OF ANY WORK. CONTRACTOR MAY MAKE MINOR FIELD ADJUSTMENTS IN SPACING AND LOCATION OF PLANT MATERIAL TO AVOID CONFLICTS WITH UNDERGROUND AND ABOVE GROUND UTILITIES. PLANT LOCATION MODIFICATIONS SHALL CONFORM WITH THE ORIGINAL INTENT OF THE PLAN AND ALL WORKSHEET CALCULATIONS. MAJOR CHANGES WILL REQUIRE THE APPROVAL OF THE LANDSCAPE ARCHITECT. DAMAGE TO EXISTING STRUCTURE AND UTILITIES SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR.
- PLANT SPECIES SUBSTITUTIONS MUST BE REVIEWED AND APPROVED BY THE LANDSCAPE ARCHITECT PER M-NCPPC SUBSTITUTION POLICY PRIOR TO INSTALLATION.
- PROTECTION OF EXISTING VEGETATION TO REMAIN SHALL BE ACCOMPLISHED AS SPECIFIED ON THE APPROVED FOREST/TREE CONSERVATION PLANS.
- CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL MATERIAL IN THE PROPER PLANTING SEASON FOR EACH PLANT TYPE. LANDSCAPE PLANTS ARE NOT TO BE INSTALLED BEFORE SITE IS GRADED TO FINAL GRADE.
- CONTRACTOR TO REGRADE, FINE GRADE, HYDROSEED OR SOD, AND STRAW MULCH ALL AREAS DISTURBED BY THEIR WORK IN ACCORDANCE WITH APPROVED EROSION AND SEDIMENT CONTROL PLAN AND PROJECT SPECIFICATIONS. ALL AREAS WITHIN CONTRACT LIMITS DISTURBED DURING OR PRIOR TO CONSTRUCTION WHICH ARE NOT DESIGNATED TO RECEIVE PLANTS AND MULCH SHALL BE FINE GRADED, SEEDED WITH THE APPROPRIATE GRASS MIX, AND COVERED WITH STRAW MULCH.
- BID SHALL BE BASED ON ACTUAL SITE CONDITIONS. NO EXTRA PAYMENT SHALL BE MADE FOR WORK ARISING FROM ACTUAL SITE CONDITIONS DIFFERING FROM THOSE INDICATED ON DRAWINGS AND SPECIFICATIONS.
- PLANT QUANTITIES ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. IF DISCREPANCIES EXIST BETWEEN QUANTITIES SHOWN ON PLAN AND THOSE SHOWN ON THE PLANT LIST, THE QUANTITIES GRAPHICALLY REPRESENTED ON THE PLAN TAKE PRECEDENCE. WHERE DISCREPANCIES ON THE PLAN EXIST BETWEEN THE PLANT SYMBOLS AND THE CALLOUT, THE QUANTITIES GRAPHICALLY REPRESENTED TAKE PRECEDENCE.
- POSITIVE DRAINAGE SHALL BE MAINTAINED ON PLANTING BEDS (MINIMUM 2 PERCENT SURFACE SLOPE).
- PLANTING MIX: FOR TREES NOT IN A PREPARED BED, MIX 50% COMPOST OR LEAFGRO WITH 50% SOIL FROM TREE HOLE TO USE AS BACKFILL, SEE TREE PLANTING DETAIL.
- WEED & INSECT CONTROL: MAINTAIN MULCHED PLANTING BEDS FREE OF WEEDS AND ALL FORMS OF INSECT INFESTATIONS FOR THE EXTENT OF THE WARRANTY PERIOD.
- WATER: ALL INSTALLED PLANT MATERIAL SHALL BE WATERED THOROUGHLY THE DAY OF PLANTING. ALL PLANT MATERIAL ON SITE NOT YET INSTALLED SHALL BE PROPERLY PROTECTED FROM DRYING OUT UNTIL PLANTED. AT A MINIMUM, WATER UNPLANTED PLANT MATERIAL DAILY AND THEN AS NECESSARY TO AVOID DESICCATION.
- PRUNING: DO NOT HEAVILY PRUNE TREES AND SHRUBS AT TIME OF PLANTING. PRUNE ONLY BROKEN, DEAD, OR DISEASED BRANCHES FOLLOWING METHODS AS SHOWN IN THE LANDSCAPE GUIDELINES.



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2. SEE LSP COVER SHEET FOR SUMMARY OF REVISION.

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LANDSCAPE NOTES & DETAILS

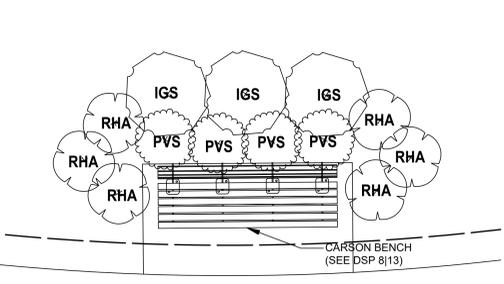
SCALE: _____
JOB No. 1283C
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SHEET No. 11 of 27

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
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LICENSE NO. 3662
EXPIRATION DATE: 04/08/26

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	HEIGHT	STATUS	SALT TOLERANT	REMARKS
EVERGREEN TREES									
IO	9	ILEX OPACA	AMERICAN HOLLY	B & B		6'-8"	NATIVE		FULL TO GROUND
TS	9	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	B & B		6'-8"	NATIVE		
ORNAMENTAL TREES									
CC	2	CERCIS CANADENSIS	EASTERN REDBUD	B & B	2-2.5" CAL	8'-10'	NATIVE		
CF	11	CORNUS FLORIDA	EASTERN DOGWOOD	B & B	2-2.5" CAL	8'-10'	NATIVE		
LF	2	LAGERSTROEMIA INDICA 'NATCHEZ'	NATCHEZ CRAPEMYRTLE	B & B		10'-12'	NON-NATIVE	SEMI	MULTI-STEMMED, MINIMUM 3 MATCHED STEMS.
LA	3	LAGERSTROEMIA INDICA X FAURIEI 'ACOMM'	ACOMM CRAPE MYRTLE MULTI-TRUNK	B & B		6'-8"	NON-NATIVE	NO	MULTI-STEMMED, MINIMUM 3 MATCHED STEMS.
MG	1	MAGNOLIA GRANDIFLORA 'MAJESTIC BEAUTY'	SOUTHERN MAGNOLIA 'MAJESTIC BEAUTY'	B & B	2-2.5" CAL	8'-10'	NATIVE		
SHADE TREES									
ARF	58	ACER RUBRUM 'FRANKSRED'	RED SUNSET MAPLE	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
ARO	37	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
ASG	27	ACER SACCHARUM 'GREEN MOUNTAIN'	GREEN MOUNTAIN SUGAR MAPLE	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
BN	31	BETULA NIGRA 'DURAHEAT'	DURAHEAT RIVER BIRCH	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
GT	61	GLADISTIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
GD	7	GYMNOCLADUS DIOICUS 'ESPRESSO'	ESPRESSO KENTUCKY COFFEETREE	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
LS	61	LIQUIDAMBAR STYRACIFLUA 'HAPDELL'	HAPPIDAZE SWEET GUM	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
QB	7	QUERCUS BICOLOR	SWAMP WHITE OAK	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
QP	120	QUERCUS PHELLOS	WILLOW OAK	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
QR	76	QUERCUS RUBRA	RED OAK	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
TAR	14	TILIA AMERICANA 'REDMOND'	REDMOND AMERICAN LINDEN	B & B	2.5"-3" CAL	10'-12'	NATIVE		MIN. BRANCH HEIGHT 6'
UAJ	2	ULMUS AMERICANA 'JEFFERSON'	AMERICAN ELM	B & B	2.5"-3" CAL	12'-14'	NATIVE		MIN. BRANCH HEIGHT 6'
UP	140	ULMUS PARVIFOLIA	CHINESE ELM	B & B	2.5"-3" CAL	12'-14'	NON-NATIVE		MIN. BRANCH HEIGHT 6'
ZS	106	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	B & B	2.5"-3" CAL	12'-14'	NON-NATIVE		MIN. BRANCH HEIGHT 6'
SHRUBS									
AG	282	ABELIA X GRANDIFLORA	GLOSSY ABELIA	5 GAL	24" MIN. HT.	48" O.C.	NON-NATIVE		
AA	22	ARONIA ARBUTIFOLIA	RED CHOKEBERRY	5 GAL	3'-4" SPRD	48" O.C.	NATIVE		
CRS	49	CORNUS SERICEA	RED TWIG DOGWOOD	3 GAL	24"-36" HT. & SPRD.	36" O.C.	NATIVE		
CR	3	COTONEASTER HORIZONTALIS 'HESSE'	ROCKSPRAY COTONEASTER	3 GAL	24"-30" SPRD	72" O.C.	NON-NATIVE		
IG	657	ILEX GLABRA	INKBERRY	5 GAL	24" MIN. HT.	48" O.C.	NATIVE		
IGS	30	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY HOLLY	3 GAL	18" MIN. HT.	18" O.C.	NATIVE		
IV	218	ITEA VIRGINICA	VIRGINIA SWEETSPIRE	5 GAL	24" MIN. HT.	48" O.C.	NATIVE		
RG	9	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	#3 CONT	15"-18" SPRD	48" O.C.	NATIVE		
PERENNIALS									
RHA	66	RUDBECKIA HIRTA	BLACK-EYED SUSAN	1 GAL	AS SHOWN	18" O.C.	NATIVE		
GRASSES									
PVS	44	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH SWITCH GRASS	3 GAL	AS SHOWN	24" O.C.	NATIVE		
GROUND COVERS									
LM	694	LIRIOPE MUSCARI	LILYTURF	#1					18" o.c.

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	HEIGHT	STATUS	REMARKS
SHADE TREES								
QP3	4	QUERCUS PHELLOS	WILLOW OAK	B & B	3"-3.5" CAL.	12'-14'	NATIVE	MIN. BRANCH HEIGHT 6'
UP3	13	ULMUS PARVIFOLIA	CHINESE ELM	B & B	3"-3.5" CAL.	12'-14'	NON-NATIVE	MIN. BRANCH HEIGHT 6'
ZS3	44	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	B & B	3"-3.5" CAL.	12'-14'	NON-NATIVE	MIN. BRANCH HEIGHT 6'

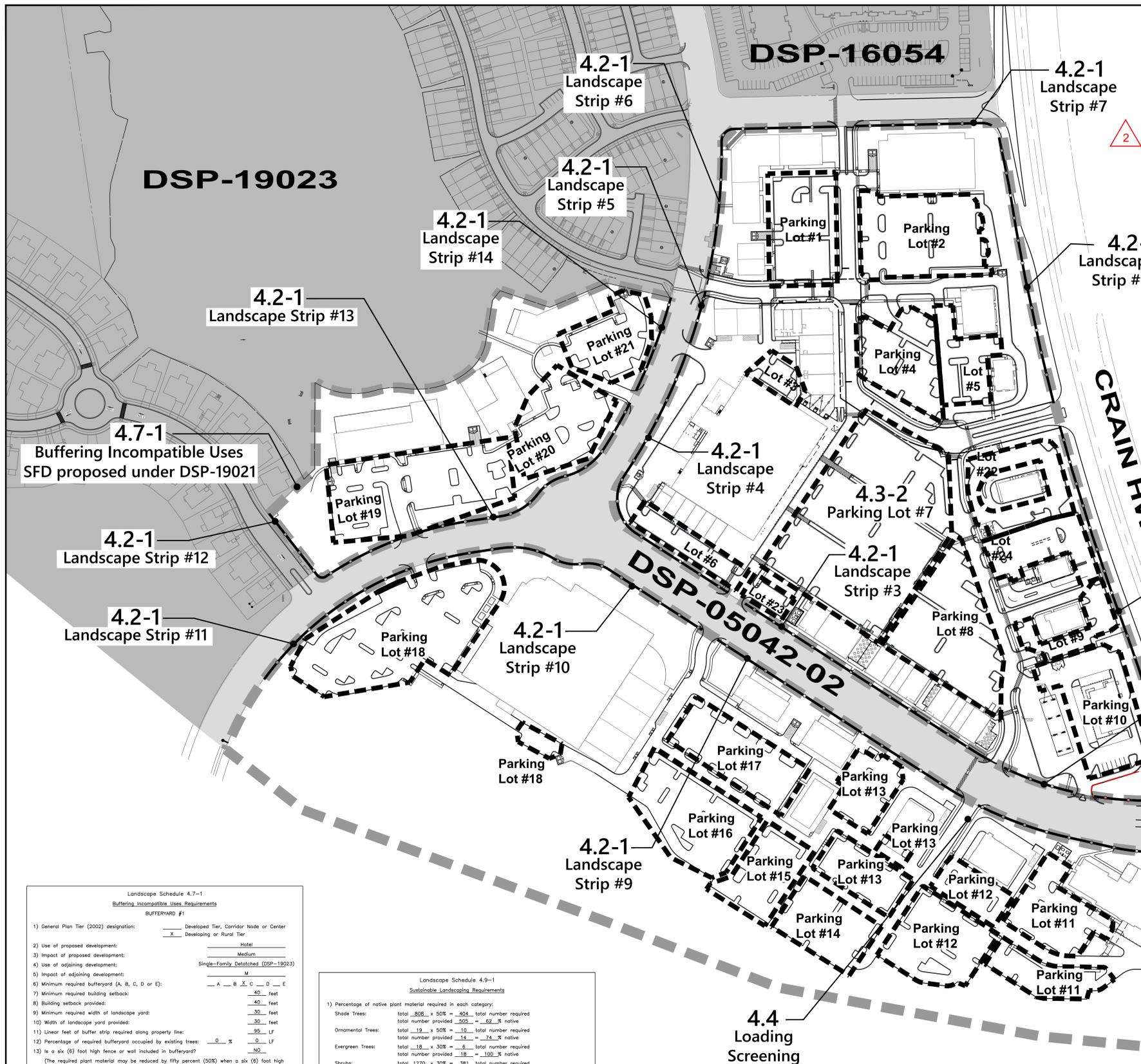


Project Name:	TCP#:	DRD Case #:	Area (acres)
South Lake Commercial		DSP-19021	
Site Calculations:	Zone 1:		59.83
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		59.83
Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (\$)
59.83	10.0%	5.98	260619
A. TOTAL ON-SITE WC PROVIDED (acres) =		6.75	294030
B. TOTAL AREA EXISTING TREES (non-WC acres) =			0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			188100
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			482130
E. TOTAL SQUARE FOOTAGE REQUIRED =			260619
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - columnar shade tree (50' or less height)	2-1/2 - 3" = 65 3 - 3 1/2" = 75		0
Deciduous - ornamental tree (20' or less height with equal spread). Minimum planting size 7 - 9' in height	1-1/2 - 1-3/4" = 75 2 - 2 1/2" = 100	14	1400
Deciduous - minor shade tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2-1/2 - 3" = 110 3 - 3 1/2" = 175		0
Deciduous - major shade tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2-1/2 - 3" = 225 3 - 3 1/2" = 250	61	15250
Evergreen - columnar tree (less than 30' height with spread less than 15')	6 - 8" = 40 8 - 10" = 50 10 - 12" = 75		0
Evergreen - small tree (30-40' height with spread of 15-20')	6 - 8" = 75 8 - 10" = 100 10 - 12" = 125	9	675
Evergreen - medium tree (40-50' height with spread of 20-30')	6 - 8" = 125 8 - 10" = 150 10 - 12" = 175		0
Evergreen - large tree (50' height or greater with spread of over 30')	6 - 8" = 150 8 - 10" = 200 10 - 12" = 250	9	1350
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		846	188100
(Manually enter information/figures into shaded areas)			
Christine Gillette, PLA		10/22/2021	
Prepared by		Date	

*NOTE: On-Site Woodland Conservation Provided as stated on TCP#126-05 (associated with DSP-19023), total of WPA 7-10 and WRA 4.

2. UPDATED PER LANDSCAPE SCHEDULE REVISIONS



Landscape Schedule 4.3-2
Interior Planting for Parking Lots 7,000 SF or Larger

Parking Lot Number	Parking Lot Area	Interior Landscaped Area Required		Interior Landscaped Area Provided		Minimum Shade Trees Required (1 per 300 SF)	Alternative Minimum Shade Trees (1 per 200 SF)	Shade Trees Provided	Min. 160 SF of contiguous pervious land area provided per shade tree?	Planting island on average planting every 10 spaces?	Curb or wheel stop for all spaces abutting planting or pedestrian area?	Planting islands parallel or perpendicular to spaces on both sides min. 9 ft wide?	Planting island perpendicular to spaces on one side min. 6 ft wide?	For parking lots 50,000 SF or larger		AC Req. (Y/N)
		%	SF	%	SF									9 ft planting island perpendicular to parking every 2 bays?	Number of shade trees increased to 1 per 200 SF planting area provided?	
1	28,910	8	2,313	9.6	2,787	10	N/A	13	Y	Y	Y	Y	Y	N/A	N/A	N
2	49,780	8	3,983	9.1	4,546	16	N/A	18	Y	Y	Y	Y	Y	N/A	N/A	N
3	5,286	0	0	0.0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
4	32,469	8	2,598	15.7	5,090	17	N/A	19	Y	Y	Y	Y	Y	N/A	N/A	N
5	20,030	8	1,603	10.2	2,051	7	N/A	8	Y	Y	Y	Y	Y	N/A	N/A	N
6	10,923	8	874	8.5	929	4	N/A	4	Y	Y	Y	Y	Y	N/A	N/A	N
7	116,393	13	15,132	13.0	15,133	51	76	61	Y	N	Y	Y	Y	Y	N	Y
8	54,250	10	5,425	14.3	7,771	26	N/A	27	Y	Y	Y	Y	Y	Y	N	N
9	13,191	8	1,056	9.3	1,222	5	N/A	6	Y	Y	Y	Y	Y	N/A	N/A	N
10	23,364	8	1,870	10.4	2,421	9	N/A	9	Y	Y	Y	Y	Y	N/A	N/A	N
11	48,658	8	3,893	8.0	3,893	13	N/A	16	Y	Y	Y	Y	Y	Y	N	N
12	48,269	8	3,862	8.0	3,862	13	N/A	13	Y	Y	Y	Y	Y	Y	N	N
13	41,650	8	3,332	8.0	3,332	12	N/A	15	Y	Y	Y	Y	Y	N/A	N/A	N
14	26,157	8	2,093	10.8	2,828	10	N/A	14	Y	Y	Y	Y	Y	N/A	N/A	N
15	22,300	8	1,784	17.0	3,788	13	N/A	15	Y	Y	Y	Y	Y	N/A	N/A	N
16	38,124	8	3,050	17.8	6,773	23	N/A	30	Y	Y	Y	Y	Y	N/A	N/A	N
17	30,890	8	2,472	13.8	4,255	15	N/A	18	Y	Y	Y	Y	Y	N/A	N/A	N
18	74,049	10	7,405	11.6	8,614	29	44	48	Y	Y	Y	Y	Y	N	Y	N
19	31,261	8	2,501	8.3	2,595	9	N/A	13	Y	Y	Y	Y	Y	N/A	N/A	N
20	47,370	8	3,790	14.0	6,611	23	N/A	23	Y	Y	Y	Y	Y	N/A	N/A	N
21	20,795	8	1,664	14.5	3,007	11	N/A	11	Y	Y	Y	Y	Y	N/A	N/A	N
22	23,383	8	1,870	8.3	1,938	7	N/A	7	Y	Y	Y	Y	Y	N/A	N/A	N
23	3,290	0	0	0.0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N
24	19,800	8	1,584	8.1	1,600	6	N/A	6	Y	Y	Y	Y	Y	N/A	N/A	N

*Parking Lot 7 was proposed with 13.6% Interior Landscaped Area and approved with DSP-19021 and AC-21010 under PC99B Resolution 2021-79. To fulfill Condition of Approval (N)(7), a pedestrian sidewalk was added through the center of the parking area in the wide island between parking rows, therefore reducing the interior green area to 10.4% for Parking Lot 7. A greater ratio of shade trees (1 per 200 sf of interior landscape area) is now provided, fulfilling the Alternative Minimum Shade Trees requirement. Parking Lot 7 provides shade trees of 3-3.5" caliper to fulfill the approval of AC-21010.

PRELIMINARY NOT FOR CONSTRUCTION

Landscape Schedule 4.2-1
Requirements for Landscape Strips Along Streets

Landscape Strip Number	Street Frontage (LF) (excluding driveway entrances)	General Plan Designation	Option Selected	Is there a PUE along the property frontage?	Number of Plants Required		Number of Plants Provided	
					Shade Trees	Shrubs	Shade Trees	Shrubs
1	102	Developing Tier	2	Y	3	15	3	20
2	138	Developing Tier	2	Y	4	20	4	20
3	642	Developing Tier	2	Y	19	92	19	98
4	688	Developing Tier	2	Y	20	99	20	102
5	119	Developing Tier	2	Y	4	17	4	21
6	576	Developing Tier	2	Y	17	83	17	84
7	300	Developing Tier	2	Y	9	43	9	44
8	510	Developing Tier	2	Y	15	73	15	76
9	612	Developing Tier	2	Y	18	88	18	88
10	612	Developing Tier	2	Y	18	88	19	93
11	414	Developing Tier	2	Y	12	60	12	61
12	381	Developing Tier	2	Y	11	55	11	56
13	582	Developing Tier	2	Y	17	84	17	85
14	221	Developing Tier	2	Y	7	32	7	36
15	602	Developing Tier	2	Y	18	86	18	93
16	802	Developing Tier	2	Y	23	115	27	125
17	236	Developing Tier	2	Y	7	34	7	36

Landscape Schedule 4.4
Screening for Loading Area

1) Screening Required:

- Option A: six (6) foot high sight-light fence or wall
- Option B: two (2) foot high berm with vegetation
- Option C: six (6) foot high evergreen screen
- Option D: combination of the above options

2) Screening Provided:

- One (1) location with six (6) foot high evergreen screen
- at other locations screened by trash enclosures, buildings, and/or plant material.

Landscape Schedule 4.7-1
Buffering Incompatible Uses Requirements

BUFFERYARD #1

1) General Plan Tier (2002) designation: Developed Tier, Corridor Node or Center
 Hotel
 Developing or Rural Tier

2) Use of proposed development: Hotel
 Medium

3) Impact of proposed development: Single-Family Detached (DSP-19023)
 M

4) Use of adjoining development: M

5) Impact of adjoining development: M

6) Minimum required bufferyard (A, B, C, D or E): A B C D E

7) Minimum required building setback: 40 feet

8) Building setback provided: 40 feet

9) Minimum required width of landscape yard: 30 feet

10) Width of landscape yard provided: 30 feet

11) Linear feet of buffer strip required along property line: 95 LF

12) Percentage of required bufferyard occupied by existing trees: 0 %

13) Is a six (6) foot high fence or wall included in bufferyard?
(The required plant material may be reduced by fifty percent (50%) when a six (6) foot high fence or wall is provided.)

14) Number of plant units required per 100 linear feet (net): 40 80 120 160 180

15) Total number of plant units required in buffer strip: 115 p.u.

16) Total number of plant units provided:

shade trees	3	x	10 p.u.	=	30 p.u.
evergreen trees	10	x	5 p.u.	=	50 p.u.
ornamental trees	7	x	5 p.u.	=	35 p.u.
shrubs	0	x	1 p.u.	=	0 p.u.
Total	115	x	115 p.u.	=	115 p.u.

*The Hotel use will provide 100% of the required bufferyard and plant units adjacent to the single-family detached use proposed under DSP-19023.

Landscape Schedule 4.9-1
Sustainable Landscaping Requirements

1) Percentage of native plant material required in each category:

Shade Trees: total 808 x 50% = 404 total number required
total number provided 505 = 62 % native

Ornamental Trees: total 19 x 50% = 10 total number required
total number provided 14 = 74 % native

Evergreen Trees: total 18 x 30% = 6 total number required
total number provided 18 = 100 % native

Shrubs: total 1270 x 30% = 381 total number required
total number provided 985 = 77 % native

2) Are invasive species proposed? yes no

3) Are existing invasive species on-site in areas that are to remain undisturbed? yes no

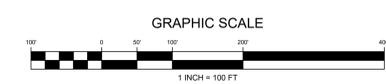
4) If "yes" is checked in numbers 2 or 3, is a note on the plan requiring removal of invasive species prior to certification in accordance with Section 1.5, Certification of Installation of Plant Material? yes no

5) Are trees proposed to be planted on slopes greater than 3:1? yes no

LANDSCAPE SCHEDULE KEY
SCALE: 1" = 100'

1 REVISION KEY
SEE DSP COVER SHEET FOR SUMMARY OF REVISION.

2 REVISION KEY
SEE DSP COVER SHEET FOR SUMMARY OF REVISION.



DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. 3662
EXPIRATION DATE: 04/08/26



CALL "MISS UTILITY" AT
1-800-257-7777
48 Hours Before Start of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #7, 9, 10, 14-16, 27. Update PUA per previous approvals.	10/05/23				
2. Revise building & plaza at Pad 21. Add signage to pads 22, 15, 16, 17.	12/23/24				

Applicant:
South Lake Partners LLC
c/o NAI Michael Companies
10100 Business Parkway
Lanham, Maryland 20706

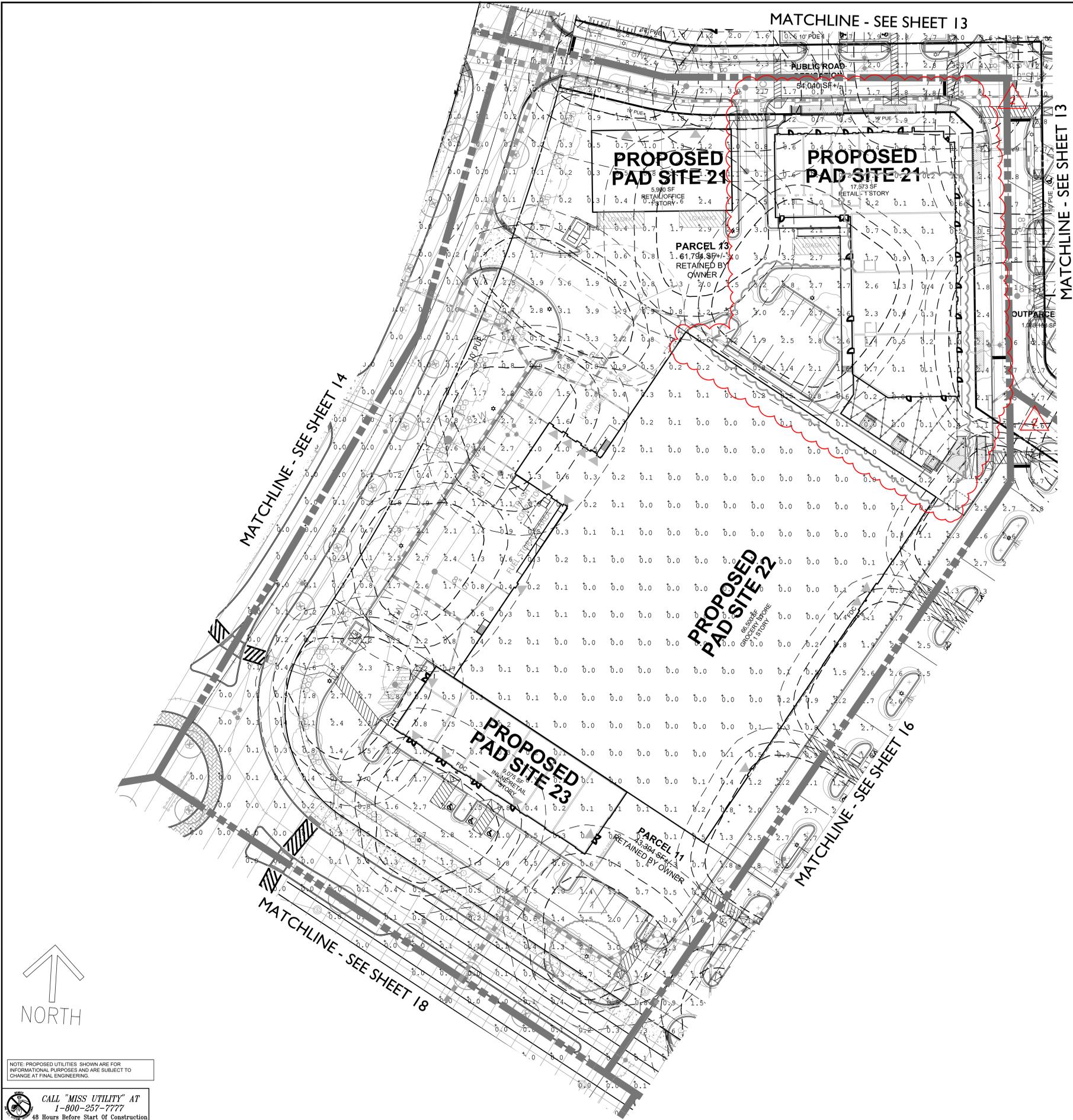
SOUTH LAKE - COMMERCIAL PHASE 1
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

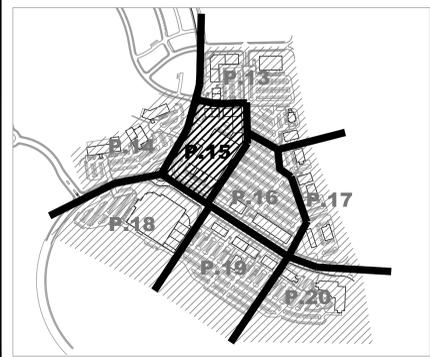
RELEASE FOR
BY: _____ DATE: _____

LANDSCAPE SCHEDULES

SCALE: 1" = 100'
JOB NO: 1283C
DATE: SEPT 2019
SHEET No: 12 OF 27



- 1 REVISION KEY
SEE LSP COVER SHEET FOR SUMMARY OF REVISION.
- 2 REVISION KEY
SEE LSP COVER SHEET FOR SUMMARY OF REVISION.



KEY PLAN

LEGEND:

	EX. BOUNDARY LINE
	EX. LOT LINE
	EX. ESMT
	EX. BLDG
	EX. SIDEWALK
	EX. 10' CONTOUR LINE
	EX. 2' CONTOUR LINE
	EX. TREES
	EX. WATER
	EX. SEWER
	EX. STORM DRAIN
	EX. WETLAND
	EX. WETLAND BUFFER
	EX. STREAM
	EX. STREAM BUFFER
	EX. FLOODPLAIN
	EX. POND
	EX. PRIMARY MGMT AREA
	PR. R.O.W.
	PR. LOT LINE
	PR. BLDG
	PR. SIDEWALK
	PR. PARKING STRIPING
	PR. FACE OF CURB
	PR. BACK OF CURB
	PR. ROAD PAVEMENT
	PR. SEWER
	PR. WATER
	PR. STORM DRAIN
	PR. PUE
	PR. WOOD FENCE
	PR. ORNAMENTAL FENCE
	WETLAND
	PR. SHADE TREE
	PR. EVERGREEN TREE
	PR. ORNAMENTAL TREE
	PR. LIGHT POLE Mongoose Medium, P1, Area (Type 5) with Uplight Skirt
	PR. LIGHT POLE Mongoose Medium, P2, Forward Throw (Type 4) with Uplight Skirt
	PR. LIGHT POLE Mongoose Medium, P2, Medium Roadway with Uplight Skirt

GRAPHIC SCALE
1" = 30 FT



NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start Of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Revise pad layout and parcel lines for parcels #7, 9, 10, 14-16, 27. Update PMA per previous approvals.	10/05/23				
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Applicant:
South Lake Partners LLC
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10100 Business Parkway
Lanham, Maryland 20706

SOUTH LAKE - COMMERCIAL PHASE 1
TAX MAP 70 GRIDS D3 & D4
200 FOOT MAP 201NE14
ELECTION DISTRICT No. 7
QUEEN ANNE, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

BY	DATE
BASE DATA	CADD 02/2019
DESIGNED	CGJF 09/2019
DRAWN	CGJF 09/2019
REVIEWED	CGNB 09/2019
RODGERS CONTACT: NAT BALLARD	
RELEASE FOR	
BY: _____	DATE: _____

DETAILED SITE PLAN DSP-19021-01
WSSC MAP 201NE14
TAX MAP 70, GRID D3 & D4

PHOTOMETRIC PLAN

SCALE: 1" = 30'
JOB No. 1283C
DATE: SEPT 2019
SHEET No. 15 of 27



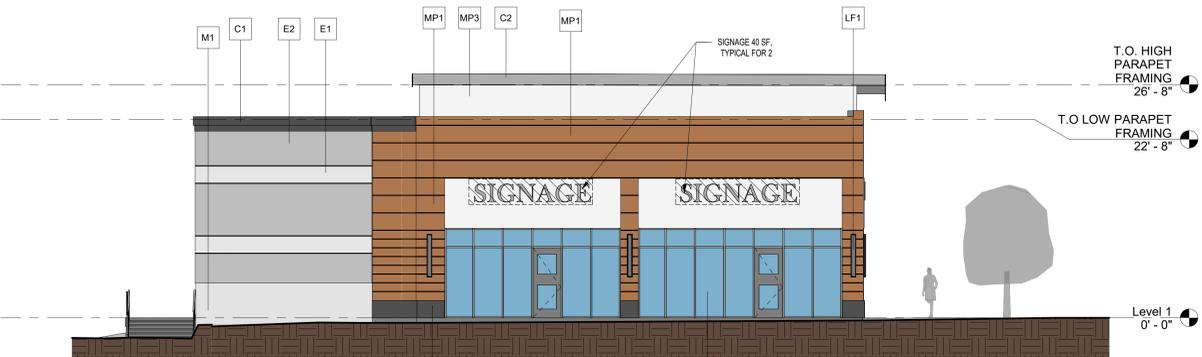
2 NORTH ELEVATION
1/8" = 1'-0"



1 EAST ELEVATION
1/8" = 1'-0"

ARCHITECTURAL ELEVATION 0'-0" = 152.1' CIVIL

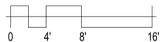
ELEVATION MATERIAL KEY NOTES		
KEYNOTE	DESCRIPTION	BASIS OF DESIGN
B1	WHITE MASONRY	BELDEN FACE BRICK; ALASKA VELOUR 3 5/8" X 3 5/8" X 11 5/8"
B2	GREY MASONRY	BELDEN FACE BRICK; SMOKY GRAY VELOUR 3 5/8" X 3 5/8" X 11 5/8"
C1	PRE-FINISH METAL COPING AND FASCIA EXTENDER	
C2	PRE-FINISH METAL COPING AND FASCIA EXTENDER	
C3	PRE-FINISH METAL COPING AND FASCIA EXTENDER	
E1	EXTERIOR INSULATION FINISHING SYSTEM	LONDON FOG (LIGHTEST GRAY)
E2	EXTERIOR INSULATION FINISHING SYSTEM	MORNING MIST (MED GRAY)
G1	STOREFRONT	EFCO SERIES 403 - 2" x 4 1/2" THERMALLY BROKEN STOREFRONT - BLACK
LF1	DECORATIVE LINEAR LIGHT	SEE ELECTRICAL DRAWINGS
LF2	UPPER WALL LIGHT	SEE ELECTRICAL DRAWINGS
M1	CMU	
MP1	METAL PANEL	IMETCO - ALUMINUM PANEL - HONEY WALNUT, WOOD GRAIN LOOK
MP2	METAL PANEL	IMETCO - ALUMINUM PANEL - SOFT GRAPHITE
MP3	METAL PANEL	IMETCO - ALUMINUM PANEL - BONE WHITE
S1	SIGNAGE	FUTURE LOCATIONS FOR SIGNAGE - PROVIDE POWER
W1	RETAINING WALL BY CIVIL	



3 SOUTH PLAZA ELEVATION
1/8" = 1'-0"

ELEVATION NOTES (NOTES APPLY TO ALL ELEVATION SHEETS)

- REFER TO STRUCTURAL DRAWINGS FOR FOOTING ELEVATIONS.
- REFER TO LARGE SCALE ELEVATION DETAILS AND SPECS FOR MASONRY PATTERNS, BONDING, SPECIAL SHAPES AND MORTAR COLOR PATTERNS.
- PROVIDE SEALANT AT ALL INTERSECTIONS OF DISSIMILAR MATERIALS IN ACCORDANCE WITH THE SPECIFICATIONS. ALL EXTERIOR SEALANTS TO BE A CUSTOM COLOR SELECTED BY THE ARCHITECT. MORE THAN ONE SEALANT COLOR MAY BE SELECTED FOR USE ALONG THE HEIGHT OF THE SAME JOINT TO MATCH ADJOINING MASONRY OR MORTAR.
- ALL EXTERIOR EXPOSED STEEL TO BE FIELD PAINTED WITH HIGH PERFORMANCE COATING UNLESS NOTED OTHERWISE. COLOR TO BE SELECTED BY THE ARCHITECT.
- REFER TO SHEET A40X FOR TYPICAL EXTERIOR CONTROL JOINT DETAILS AND NOTES.
- REFER TO DRAWING A40X FOR TYPICAL MASONRY DETAILS AND SPECIAL MASONRY SHAPES.



NOT FOR CONSTRUCTION

11720 Beltsville Drive
Suite 600
Calverton, MD 20705
Tel: 301.595.1000
www.grimmparker.com



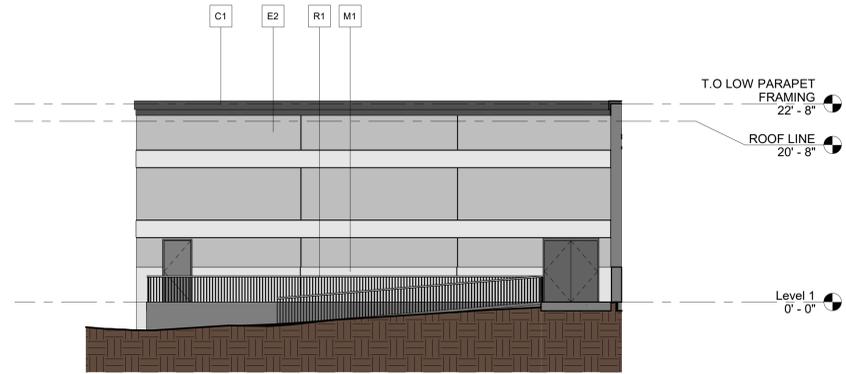
GP ##22230

BUILDING ELEVATIONS
SOUTH LAKE RETAIL - PARCEL 21
Address TBD

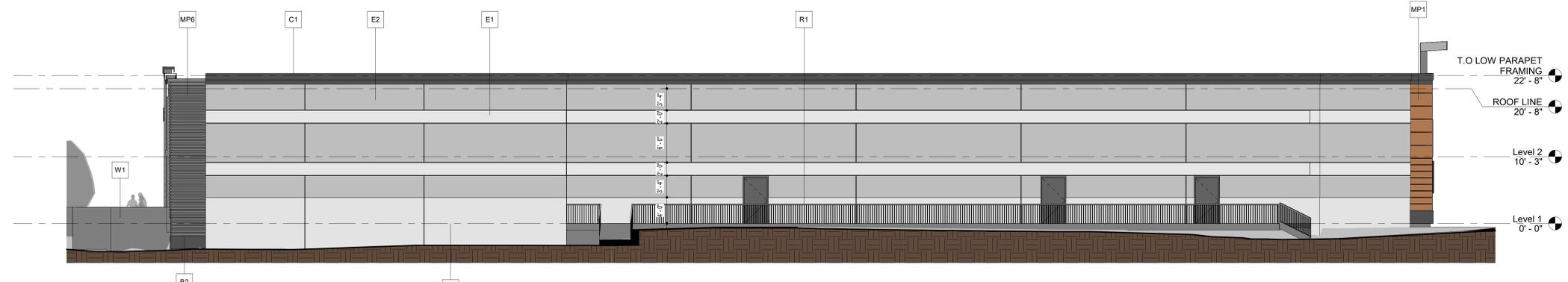
DATE	DESCRIPTION

A201
9/18/2024
DSP DRAWINGS

ELEVATION MATERIAL KEY NOTES		
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MP1	METAL PANEL	IMETCO - ALUMINUM PANEL - HONEY WALNUT, WOOD GRAIN LOOK
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MP3	METAL PANEL	IMETCO - ALUMINUM PANEL - BONE WHITE
S1	SIGNAGE	FUTURE LOCATIONS FOR SIGNAGE - PROVIDE POWER
W1	RETAINING WALL BY CIVIL	



2 SOUTH ELEVATION (REAR - BACK OF HOUSE)
1/8" = 1'-0"

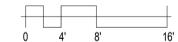


1 WEST ELEVATION (REAR - BACK OF HOUSE)
1/8" = 1'-0"

ARCHITECTURAL ELEVATION 0'-0" = 152.1' CIVIL

ELEVATION NOTES (NOTES APPLY TO ALL ELEVATION SHEETS)

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- REFER TO LARGE SCALE ELEVATION DETAILS AND SPECS FOR MASONRY PATTERNS, BONDING, SPECIAL SHAPES AND MORTAR COLOR PATTERNS.
- PROVIDE SEALANT AT ALL INTERSECTIONS OF DISSIMILAR MATERIALS IN ACCORDANCE WITH THE SPECIFICATIONS. ALL EXTERIOR SEALANTS TO BE A CUSTOM COLOR SELECTED BY THE ARCHITECT. MORE THAN ONE SEALANT COLOR MAY BE SELECTED FOR USE ALONG THE HEIGHT OF THE SAME JOINT TO MATCH ADJOINING MASONRY OR MORTAR.
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- REFER TO DRAWING A40X FOR TYPICAL MASONRY DETAILS AND SPECIAL MASONRY SHAPES.



NOT FOR CONSTRUCTION

11720 Beltsville Drive
Suite 600
Calverton, MD 20705
Tel: 301.595.1000
www.grimmparker.com



GP ##22230

BUILDING ELEVATIONS
SOUTH LAKE RETAIL - PARCEL 21
Address TBD

DATE	DESCRIPTION

A202
9/18/2024
DSP DRAWINGS



BOWIE #2331

810 Fairmont Drive - Bowie, MD 20716

Project #98993-3

Concept Design Package

15505LC / 01.30.25

Gable

7440 Fort Smallwood Rd.
Baltimore, MD 21226

main 410.255.6400 | 800.854.0568
gablecompany.com



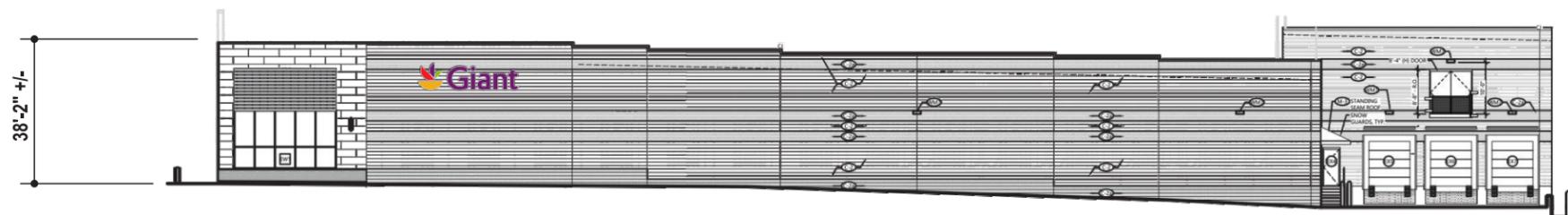
A VISUAL SOLUTIONS COMPANY.

7440 Fort Smallwood Road
Baltimore, Maryland 21226
800.854.0568

PROJECT TITLE:
GIANT

ORDER TITLE:
GIANT #2331

CITY BOWIE	STATE MD
COUNTY PRINCE GEORGE'S	ZIP CODE 20716
DRAWING DATE 01/30/25	GABLE REP. CCL
PROJECT MGR. CCL	



1 RIGHT SIDE VIEW
SCALE: 1/32" = 1'-0"

REVISION HISTORY

NO.	DATE	PREV DRWG	DESCRIPTION
1	02/09/23	14118LC	
2	07/30/24	15249LC	

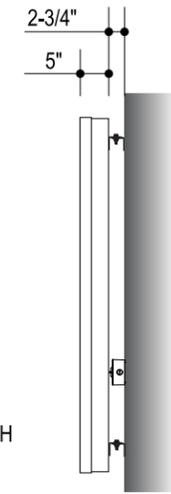
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PRODUCT TYPE:
ELEVATIONS

DRAWING TYPE:
CONCEPT

PROJECT NO.	TASK NO.	QTY.
98993-3	260976	AS NOTED

DWG. NO.	SHEET
DSP1602102_Backup	7 of 37



1 LETTER DETAIL G-4.5 100.45 SQ FT
SCALE: 3/8" = 1'-0"

2 SIDE DETAIL
SCALE: 3/8" = 1'-0"



3 RIGHT SIDE VIEW
SCALE: 1/8" = 1'-0"



A VISUAL SOLUTIONS COMPANY.

7440 Fort Smallwood Road
Baltimore, Maryland 21226
800.854.0568

PROJECT TITLE:
GIANT

ORDER TITLE:
GIANT #2331

CITY BOWIE	STATE MD
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COUNTY PRINCE GEORGE'S	ZIP CODE 20716
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DRAWING DATE 01/30/25	GABLE REP. CCL	PROJECT MGR. CCL
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NO.	DATE	PREV DRWG	DESCRIPTION
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PRODUCT TYPE:
ILLUMINATED CHANNEL LETTERS
CLIP MOUNTED

DRAWING TYPE:
CONCEPT

PROJECT NO.	TASK NO.	QTY.
98993-3	260976	1

DWG. NO.	SHEET
DSP1602102_Backup	78 OF 237



June 6, 2025

MEMORANDUM

TO: David Myerholtz, Planner III, Urban Design Section

FROM: Alice Jacobs, Planning Technician III, Permit Review Section *ARJ*

SUBJECT: DSP-19021-02 – South Lake Commercial, Phase 1

1. The signage calculations on Sheet 20 of 30 should use the words “Channel Lettering” in addition to the use of the phrase “white spacing” for clarity.
2. The setback from the street for the new freestanding signs should be shown on the plan sheets.
3. This property is zoned E-I-A and uses the standards of the M-X-T Zone, which are determined by the Planning Board. However, it should be taken into consideration that the proposed monument sign is 55-feet high and over twice the size of the typical freestanding sign height.
4. The Permit Review Section offers no further comments on this application at this time.

May 19, 2020

South Lake Partners LLC
4750 Owings Mills Boulevard
Owings Mills, MD 21117



Re: Notification of Planning Board Action on
Conceptual Site Plan CSP-02004
Karington

Dear Applicant:

This **revised notification** is in replacement of the notice you received, dated April 28, 2020, with PGCPB Resolution No. 2003-135(C)(A).

This is to advise you that, on **April 23, 2020**, the above-referenced Conceptual Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-280, the Planning Board's decision will become final 30 calendar days after the date of the final notice **April 28, 2020** of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Acting Clerk of the County Council, at the above address.

Conceptual Site Plan CSP-02004
Karington
PGCPB Resolution No. 03-135(C)(A) **Revised Notice**
May 19, 2020
Page 2

Please be advised that, pursuant to Council Resolution 10-2020, adopted on March 17, 2020, the District Council suspended certain time periods that may be applicable to an appeal of the matter approved by the Planning Board in the attached resolution. For questions concerning your right to appeal, please contact the Office of the County Clerk at Clerkofthecouncil@co.pg.md.us.

Very truly yours,
James R. Hunt, Chief
Development Review Division

By: Jill Kosack
Reviewer

PGCPB Resolution No. **03-135(C)(A)**

cc: Donna J. Brown, Acting Clerk of the County Council
Persons of Record

April 28, 2020



South Lake Partners LLC
4750 Owings Mills Boulevard
Owings Mills, MD 21117)

Re: Notification of Planning Board Action on
Conceptual Site Plan CSP-02004
Karington

Dear Applicant:

This is to advise you that, on **April 23, 2020**, the above-referenced Conceptual Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-280, the Planning Board's decision will become final 30 calendar days after the date of the final notice **April 28, 2020** of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Acting Clerk of the County Council, at the above address.

Very truly yours,
James R. Hunt, Chief
Development Review Division

By: *J. Kosack for AB*
Reviewer

Attachment: PGCPB Resolution No. **2003-135(C)(A)**

cc: Donna J. Brown, Acting Clerk of the County Council
Persons of Record

A M E N D E D C O R R E C T E D R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on June 12, 2003, regarding Conceptual Site Plan CSP-02004 for Karington, †~~the Planning Board finds~~; and

†WHEREAS, in consideration of an amendment to Conceptual Site Plan CSP-02004 for Karington, submitted with Detailed Site Plan DSP-19023 (PGCPB Resolution No. 2020-38), in accordance with Section 27-282(g) of the Zoning Ordinance, presented at a public hearing on March 26, 2020, the Planning Board finds:

1. The site consists of 381.53± acres in the E-I-A Zone and is located in the southwest quadrant of the intersection of US 301 and MD 214. The site is bounded on the west by the Collington Branch; to the north by MD 214; to the east by US 301; and to the south by Collington Center, an employment park in the E-I-A Zone. The applicant is requesting approval of a Mixed-Use Planned Community in accordance with the provisions of CB-13-2002, adopted by the County Council on May 21, 2002. The property was formerly known as Collington Corporate Center and has an approved Basic Plan and Comprehensive Design Plan with a maximum of 4.5 million square feet of development; however, no development has occurred on the property.

The Conceptual Site Plan proposal is for residential, retail, and office uses †~~and other uses, such as restaurants, two hotels and a school~~. In general, the retail, office and hotel uses are located on the eastern half of the development, along US 301 and the ramp from MD 214 to US 301. A large †~~25-acre~~ lake, central to the development, is a main open-space focal point of the development. †~~Higher density~~ Residential dwelling units, a †~~hotel and restaurants~~ clubhouse, and commercial uses front on the lake to the north, east and south. The lake will also serve as the primary stormwater management facility for the development. Residential densities are lower moving west toward the Collington Branch. The site has a single vehicular access point from MD 214 and †~~four~~ two vehicular access points from US 301. A modified grid street pattern is utilized for on-site vehicular and pedestrian traffic. A master planned trail has been provided along the †~~Collington Branch~~ east side of the main north-south roadway, with several feeder trails connecting to the development.

†The District Council reviewed and approved Conceptual Site Plan CSP-02004 on January 27, 2004 with 51 conditions.

†Denotes Amendment

*Denotes Correction

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2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	E-I-A	E-I-A
Use(s)	Vacant	Mixed-Use
Acreage	381.52	381.53
Lots	0	*
Parcels	0	*
Square Footage/GFA	0	3.6 MSF to 3.8 MSF
Residential	0	2 MSF to †[2.3] <u>2.7</u> MSF
Retail	0	†[300,000 to 320,000] <u>477,010</u> SF
†Office/Employment	0	†[680,000 to 700,000] <u>264,358</u> SF
†[School]	0	†[25,000 SF]
†Hotel(s)/Clubhouse	0	†[600,000] <u>315,294</u> SF
Floor Area Ratio (FAR)	0	0.18 to †[0.20] <u>0.27</u>
Dwelling Units:	0	†[1,294] <u>1,360</u>
Attached	0	†[272] <u>562</u>
Detached	0	†[170] <u>345</u>
Multifamily (Rental)	0	†[600] <u>325</u>
Condominium	0	†[112] <u>128</u>
†[High Rise Units]	[0]	[120]
†[Live/Work Units]	[0]	[20]

* To be determined at the time of Preliminary Plan of Subdivision.

Section 27-272. Purpose of Conceptual Site Plan

3. **Section 27-272 (a)(1)** states that *“There is often a need for approval of a very general concept for developing a parcel of land before subdivision plans or final engineering designs are begun.”*

Section 27-272 (c) (1) Specific Purposes of Conceptual Site Plans are as follows:

- a. *To explain the relationships among proposed uses on the subject site and between the uses on the site and adjacent uses;*
- b. *To illustrate approximate locations where the buildings, parking lots, streets, green areas, and other similar features may be placed in the final design of the site;*

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- c. *To illustrate general grading, woodland preservation areas, planting, sediment control, and stormwater management concepts to be employed in any final design for the site; and*
- d. *To describe, generally, the recreational facilities, architectural form of buildings, and street furniture (such as lamps, signs, and benches) to be used on the final plan.*

The applicant has submitted the following plans that generally show how the above purposes have been met:

- Illustrative Plan (to illustrate the approximate locations of buildings, streets, green areas, and other similar features).
- Land Use Plan (to illustrate the relationships among proposed uses on the site and between uses on the site and adjacent uses).
- Opportunities and Constraints Plan (also to illustrate the relationships among proposed uses on the site and between uses on the site and adjacent uses).
- Open Space Plan (to illustrate specific open space areas of the plan, such as park dedication areas, common open space, private open space, landscape buffers, the lake and other open space features).
- Entry Feature Plans and Sections (to illustrate entry features, signage location and landscape concepts along the frontage of US 301).
- Phasing Diagram (to illustrate the proposed phasing of the development).
- Street Diagram (to illustrate the hierarchy and location of streets and traffic-calming devices within the development).
- Street Sections (to illustrate street widths, green area and sidewalk dimensions, and setbacks to various structures).
- Pedestrian Path Diagram (to illustrate the hierarchy of pedestrian walkways and their locations).
- Conceptual Grading Plan, Forest Stand Delineation Plan and Type I Tree Conservation Plan (to illustrate general grading, woodland preservation areas, and proposed stormwater management facilities on the site).

In general, the plans provided by the applicant have addressed the specific purposes of Conceptual Site Plans. Where there are deficiencies, conditions have been added in the Recommendation section so that the specific purposes will be met.

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Required Findings, Sections 27-276(b) & 27-546(d)

4. *The Plan represents a most 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.*

In general, the plan meets the above requirement. The following site design guidelines warrant discussion:

(4) **Views.**

- (A) *Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.*

(7) **Grading.**

- (A) *Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:*

- (i) *Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;*
- (ii) *Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;*
- (iii) *Grading and other methods should be considered to buffer incompatible land uses from each other;*
- (iv) *Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and*
- (v) *Drainage devices should be located and designed so as to minimize the view from public areas.*

Along the entrance road from MD 214, a large wooded area on the south side of the road will be cleared to accommodate approximately 20 townhouses. The Illustrative Plan incorrectly shows the area between the townhouses and the road as wooded. The extensive grading for these townhouses causes a natural wooded ravine, going down to the stream valley, and a steep wooded

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knoll (to be cleared) behind the townhouses. The situation is exacerbated by the need for a large stormwater management pond at the end of the driveway for the townhouses.

The design would be far superior if this area were left undeveloped. The benefits of preserving this wooded ravine greatly outweigh what would be gained by clearing of this area. First, preserving the trees in this area would emphasize the scenic views into the development. For approximately 1,000 feet of roadway there could be existing woods on both sides of the road. †[Second, the wooded ravine would make a much better trailhead for the master planned trail. The current plan has the trail starting in the back of the proposed northern hotel site, running along the bottom of the graded entrance road bed, crossing the entrance road, running through the parking lot of the townhouses and up steeply graded slopes behind the townhouses. The location of this important master plan trail is more of an afterthought than an integral part of the plan. A trailhead in this location would be ideal because it could start directly across from the five-acre park, linking the two open spaces. A small parking lot could be provided at the top of the ravine if needed. The plan should be revised to eliminate the townhouses in this area, preserve the wooded ravine, and provide a trailhead for the master planned trail.] In so doing, the plan would fully satisfy the site design guidelines.

5. *The property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.*

The Conceptual Site Plan is in conformance with the above required finding as detailed in Findings 6-8.

6. **Section 27-213. (a) Criteria for approval of the M-X-T Zone**

- (1) *The District Council shall only place land in the M-X-T Zone if at least one (1) of the following two (2) criteria is met:*
- (A) *Criterion 1. The entire tract is located within the vicinity of either:*
- (i) *A major intersection or major interchange (being an intersection or interchange in which at least two (2) of the streets forming the intersection or interchange are classified in the Master Plan as an arterial or higher classified street reasonably expected to be in place within the foreseeable future); or*
- (ii) *A major transit stop or station (reasonably expected to be in place within the foreseeable future).*

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The Conceptual Site Plan site meets this criterion. The entire tract is located within the vicinity of a major intersection, being the interchange of MD 214 and US 301, roads that are classified in the master plan as an arterial or higher.

(B) *Criterion 2. The applicable Master Plan recommends mixed land uses similar to those permitted in the M-X-T Zone.*

The Conceptual Site Plan is consistent with this criterion. In a memorandum dated April 11, 2003, the Community Planning Division offered the following analysis with regard to the Bowie-Collington-Mitchellville & Vicinity master plan:

“The Bowie-Collington-Mitchellville & Vicinity Master Plan (1991) recommends employment land use for the subject property. Approval of the 2002 General Plan amended the Bowie-Collington Master Plan with respect to countywide goals, objectives, policies and strategies (CB-47-2002). The proposed conceptual site plan for the Karington mixed-use, planned community development is generally consistent with these countywide goals, objectives, policies and strategies. As such, the proposed Karington conceptual site plan will not impair the integrity of master plan recommendations for this part of the Collington employment area.”

(2) *Prior to approval, the Council shall find that the proposed location will not substantially impair the integrity of an approved General Plan, Area Master Plan, or Functional Master Plan and is in keeping with the purposes of the M-X-T Zone. In approving the M-X-T Zone, the District Council may include guidelines to the Planning Board for its review of the Conceptual Site Plan.*

The Conceptual Site Plan meets this criterion. In approving CB-13-2002, the District Council did include guidelines to the Planning Board for its review of the Conceptual Site Plan. In a memorandum dated April 11, 2003, the Community Planning Division offered the following analysis with regard to the approved 2002 General Plan. The Bowie-Collington-Mitchellville and Vicinity master plan was discussed above.

“The submitted application is located in the Developing Tier as defined by the 2002 General Plan. One of the challenges cited for future development in the Developing Tier is ‘to direct growth in order to encourage design of new communities and neighborhoods, and existing communities to be more land efficient, more environmentally sensitive, and more transit supporting than conventional subdivisions.... 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.’ Goals for the Developing Tier (p. 30, February 2002 Plan text as approved October 2002) that are relevant to the review of development applications include:

- *“Maintain low- to moderate-density land uses (except in Center and Corridors).”*

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- “Develop compact, planned employment centers.”
- “Reinforce existing suburban residential neighborhoods.”
- “Preserve and enhance environmentally sensitive areas.”
- “Balance the pace of development with the ability of the private sector to provide adequate transportation and public facilities.”
- “Encourage contiguous expansion of development where public facilities and services can be more efficiently provided.”

“Development Pattern policies and strategies for the Developing Tier do not specifically address applications in industrially zoned planned employment areas that are not in designated Centers or Corridors. Land use policies for these areas will need to be clarified as future master plans are updated and development regulations revised. However, the provisions of CB-13-2002, defining and allowing a mixed-use planned community in the E-I-A Zone, are consistent with the development concepts cited in the General Plan. As such, this conceptual site plan for a mixed-used planned community is generally consistent with the Developing Tier policies for land use and will not impair the integrity of the 2002 General Plan.”

With regard to the retail component, the Urban Design staff was concerned that the original application provided an unreasonable amount of retail and requested that the Research Section comment on the original proposal. There are no requirements in CB-13-2002 that would have required the applicant to submit a market analysis for review, and there are no required findings of need for the Conceptual Site Plan. The original application was for a range of 400,000 square feet to 600,000 square feet of retail. In response to comments made in a memorandum dated December 10, 2002, from Joseph Valenza, Acting Supervisor of the Research Section, the applicant reduced the amount of retail to 10 percent of the total gross floor area of the development, the minimum amount allowed by CB-13-2002. Since there was no market study to evaluate, Mr. Valenza’s memorandum was based on figures obtained from the master plan and population figures from the 2000 census. The analysis section of the master plan anticipated that the demand for retail space in the areas south of US 50 would range between 320,000 and 370,000 square feet by 2010. The census indicates that the population is growing more slowly than anticipated in the master plan. The implication is that there is no market for new retail, at least not in excess of 370,000 square feet. However, more than 700,000 square feet of retail has been constructed in Bowie Town Center alone since the master plan was adopted, plus many thousands more square feet in the WalMart and Gateway Center stores. Although the older, more obsolete centers are experiencing vacancies, the new retail has been extremely successful. In addition, there is retail on the east side of MD 301 that was not anticipated in the master plan. It appears that the nature of the retail is significantly different than what was anticipated, and that the new retail along MD 301 has become a regional destination for shoppers.

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(3) *Adequate transportation facilities.*

(A) *Prior to approval, the Council shall find that transportation facilities that are existing, are under construction, or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.*

The Conceptual Site Plan meets this criterion. In a memorandum dated June 2, 2003, the Transportation Planning Section offered the following analysis:

The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 381.53 acres of land in the E-I-A Zone. The property is located on the southwest corner of the intersection of US 301 and MD 214. The applicant proposes a mixed-use planned community in accordance with CB-13-2002. This planned community is subject to review standards which are similar to those applied to development in the M-X-T Zone. The community is proposed to include 1,294 residences, 700,000 square feet of employment space, and 300,000 square feet of retail space (these quantities are those which are analyzed in the traffic study).

The transportation staff determined that a traffic study detailing weekday analyses was needed. In response, the applicant submitted a traffic study dated March 2003. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. Comments from the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) are attached. The City of Bowie concerns regarding transportation are also addressed herein.

Growth Policy - Service Level Standards

The subject property is located within the Developing Tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections, and other facilities: Level-of-Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

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Unsignalized intersections: The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Analysis of Traffic Impacts

The traffic study for the conceptual site plan examined the site impact at seven intersections in the area:

- MD 214/Church Road
- MD 214/Hall Road/site entrance (unsignalized)
- MD 214 SB/Old Central Avenue (unsignalized)
- MD 214 NB/Old Central Avenue (unsignalized)
- US 301 SB/median break/site entrance (unsignalized)
- US 301 NB/median break/site entrance (unsignalized)
- US 301/Trade Zone Avenue

The City of Bowie expressed a concern early during preparation of the traffic study about the two left-hand merges onto US 301 from MD 214. Staff did communicate this concern to the applicant, but the analyses of these merges were not included in the traffic study. The staff analysis includes service levels for these two merges (from EB MD 214 onto NB US 301, and from WB MD 214 onto SB US 301).

Also, the traffic study did not include traffic information at the location where the main site access onto US 301 is proposed. The study merely assumes that the through trips along US 301 and the applicant's trips are the only trips at that location. However, that location currently exists as a median break that serves as access to a large gas station and convenience store. Based on older counts at this location, the staff analysis includes this use as a base case.

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The existing conditions at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 214 and Church Road	1,196	924	C
MD 214 and Hall Road/site entrance	562.8*	49.5*	--	--
MD 214 SB and Old Central Avenue	70.2*	73.6*	--	--
MD 214 NB and Old Central Avenue	107.0*	170.0*	--	--
US 301 SB and site entrance/existing median break	20.4*	23.5*	--	--
US 301 NB and site entrance/existing median break	25.2*	30.5*	--	--
US 301 and Trade Zone Avenue	1,075	1,259	B	C
Merge of MD 214 EB onto US 301 NB	No CLV		C	C
Merge of MD 214 WB onto US 301 SB	No CLV		B	B
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The area of background development includes approximately 2.7 million square feet of nonretail space as well as over 1,500 residences. Background conditions also assume the widening of US 301 between MD 214 and MD 4, which is shown in the current county Capital Improvement Program (CIP) with 100 percent funding within six years. Full funding in this circumstance includes an assumption that the majority of funding would come from developer contributions and from the state. The widening of US 301 is assumed with the provision that area developments would contribute to the funding of the improvements.

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Background conditions, with the US 301 CIP improvement in place, are summarized below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(LOS, AM & PM)	
MD 214 and Church Road	1,618	1,471	F	E
MD 214 and Hall Road/site entrance	+999*	496.5*	--	--
MD 214 SB and Old Central Avenue	+999*	+999*	--	--
MD 214 NB and Old Central Avenue	+999*	+999*	--	--
US 301 SB and site entrance/existing median break	46.2*	34.2*	--	--
US 301 NB and site entrance/existing median break	35.7*	123.0*	--	--
US 301 and Trade Zone Avenue	1,008	1,322	B	D
Merge of MD 214 EB onto US 301 NB		No CLV	C	D
Merge of MD 214 WB onto US 301 SB		No CLV	C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The site is proposed for development as a mixed-use community. The proposal is as follows:

- Phase I/Phase II/Total (2009/2013)
- 110/60/170 single-family detached residences
- 177/95/272 townhouse residences
- 554/298/852 high-rise apartment/condo residences
- 200,000/100,000/300,000 square feet retail
- 455,000/245,000/700,000 square feet "office"
- 200/100/300 hotel rooms
- 0/250/250 student school

The site trip generation shown in the traffic study is determined to be acceptable and takes into account rates of internal trip satisfaction (due to the fact that the site is proposed for mixed-use development) as well as pass-by trips for retail. The site trip generation is 1,313 AM peak hour trips (669 in, 644 out) and 1,925 PM peak hour trips (954 in, 971 out). The site trip distribution and assignment used in the traffic study has been reviewed, and it should be revised to reflect the following:

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- a. The assignment did not specifically include the assignment of pass-by trips. While these types of trips do not have an impact on intersections far away from the site, they could have a significant impact on intersections adjacent to the site.
- b. The retail assignment used the same trip distribution as was used for office. This is not appropriate, as the potential retail market is within the immediate area, while employees are likely to come from farther away. A greater portion of the retail assignment should have been directed toward Hall Road and toward Church Road, with less from the south and east of the site.
- c. A portion of potential employees on the site and potential students on the site could come from south Bowie via Hall Road. Similarly, there are services in south Bowie that residents within the community would access via Hall Road. There is a strong justification for a small assignment of three percent of site trips for these uses to be oriented toward Hall Road to the north of the site.

It should be noted that the traffic study utilizes “industrial park” trip rates from the guidelines rather than general office trip rates. This is acceptable, and the site will be capped on the trips rather than the square footage. A number of minor errors have also been observed in the total traffic assignment shown in the traffic study. With the revised trip distributions and assignments, the following results are obtained under total traffic for each phase of development:

TOTAL TRAFFIC CONDITIONS – Phase I				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 and Church Road	1,618	1,471	F	E
MD 214 and Hall Road/site entrance	+999*	+999*	--	--
MD 214 SB and Old Central Avenue	+999*	+999*	--	--
MD 214 NB and Old Central Avenue	+999*	+999*	--	--
US 301 SB and site entrance/existing median break	+999*	+999*	--	--
US 301 NB and site entrance/existing median break	+999*	+999*	--	--
US 301 and Trade Zone Avenue	1,038	1,393	B	D
Merge of MD 214 EB onto US 301 NB	No CLV		C	D
Merge of MD 214 WB onto US 301 SB	No CLV		C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

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TOTAL TRAFFIC CONDITIONS – Phase II				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 214 and Church Road	1,767	1,471	F
MD 214 and Hall Road/site entrance	+999*	+999*	--	--
MD 214 SB and Old Central Avenue	+999*	+999*	--	--
MD 214 NB and Old Central Avenue	+999*	+999*	--	--
US 301 SB and site entrance/existing median break	+999*	+999*	--	--
US 301 NB and site entrance/existing median break	+999*	+999*	--	--
US 301 and Trade Zone Avenue	1,084	1,447	B	D
Merge of MD 214 EB onto US 301 NB	No CLV		D	E
Merge of MD 214 WB onto US 301 SB	No CLV		C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Given these analyses, several intersections within the study area would operate unacceptably in one or both peak hours. Each of these intersections is discussed in a separate section below.

MD 214/Church Road

In response to the inadequacy at the MD 214/Church Road intersection, the applicant has proffered mitigation in accordance with the Guidelines for Mitigation Action and the requirements of that portion of Section 24-124. The applicant proposes to employ mitigation by means of criterion (e) in the Guidelines for Mitigation Action, which was approved by the District Council as CR-29-1994. Criterion (e) is very complex, and is restated below:

The development is located in an area in which public water and sewer is currently available, which meets all adequate public facilities findings (except those for transportation) with existing facilities or facilities having 100 percent construction funding in the county or state programs, and which is within ½ mile of a bus stop having 15-minute headways or better and load factors of 100 percent or less.

Each element of that requirement is discussed below:

- a. The development is in an area where public water and sewer is currently available. This is clear from all information provided.

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- b. In accordance with the District Council's action on CDP-9902 and CDP-9903 approving Oak Creek Club, it was determined that the acceptance by an applicant of conditions that would provide adequacy for public facilities was an acceptable basis for approving the use of mitigation. Therefore, regardless of any determination of the adequacy of schools for the subject case, as long as appropriate conditions for adequacy are imposed, mitigation can be employed.
- c. The entire site must be within ½ mile of bus services having quality and capacity. The quality of service is defined by a 15-minute headway—in other words, a bus must operate every 15 minutes during peak hours. Also, the bus service must operate with a load factor of 100 percent or less, wherein a load factor of exactly 100 percent means that every seat on the bus, on average, is full (which leaves all standing room available for additional patrons). In this case, the applicant has provided a statement of intent to (a) seek service of the site by existing public bus services that currently operate at the periphery of the site; or (b) to provide services that will meet the requirements to utilize mitigation. This is somewhat similar to Oak Creek Club, and District Council's action on CDP-9902 and CDP-9903 approving Oak Creek Club serves as a determination that this type of proffer is an acceptable basis for approving the use of mitigation.

In this circumstance, the applicant's proffer carries as much credibility as that for Oak Creek Club—if not more—for the following reasons:

- (1) The services at the intersection of MD 214 and Hall Road operate every 15 minutes, meaning that a portion of the site is already within the ½-mile distance required by the guidelines.
- (2) The mixed-use nature of the development, along with the density of residential development, would make the site a good candidate for extending existing bus services. Likewise, these same features could also make private bus services more viable.
- (3) The layout of the site makes it very easy to serve with either a through route or a route that circulates through the site.

Given the determinations above, and particularly given the District Council's approval of a case having a similar situation, the site is deemed eligible to employ mitigation at the MD 214/Church Road intersection.

The applicant recommends the improvements described below to mitigate the impact of the applicant's development in accordance with the provisions of Sec. 24-124(a)(6). The improvements include:

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- a. The addition of a northbound left-turn lane along Church Road.
- b. The addition of †[a] an eastbound left-turn lane along MD 214.
- c. The addition of a westbound left-turn lane along MD 214.
- d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.

The impact of the mitigation actions at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 214/Church Road				
Background Conditions	F/1657	E/1500		
Total Traffic Conditions—Phase I and II	F/1767	F/1679	+110	+179
Total Traffic Conditions w/Mitigation	E/1598	C/1293	-169	-386

As the CLV at MD 214/Church is between 1,450 and 1,813 during either peak hour, the proposed mitigation action must mitigate at least 150 percent of the trips generated by the subject property, according to the guidelines. The above table indicates that the proposed action would mitigate at least 150 percent of site-generated trips during each peak hour, and it would provide LOS D during the PM peak hour. **Therefore, the proposed mitigation at MD 214 and Church Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.**

The mitigation plan was reviewed by DPW&T and SHA. DPW&T had no comments. SHA did review these improvements in connection with a previous application, and deemed them to be acceptable. SHA raised some concerns about the applicability that are discussed further below under a separate heading.

This is a very preliminary approval for the subject plan. If the Oak Creek Club were to bond the mitigation improvements prior to the subject property receiving subdivision approval, in accordance with the guidelines the mitigation improvements would become part of background traffic, and the subject property would be required to recommend a new set of improvements at this location which would meet the adequacy requirements.

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MD 214/Hall Road and site entrance

The traffic study proffers signalization at this location, along with a lane configuration that includes three northbound approach lanes and turn lanes into the site on the eastbound and westbound approaches on MD 214. With a signal in place, the intersection would operate at LOS D, with a CLV of 1,422 during the AM peak hour. Similarly, the intersection would operate at LOS D, with a CLV of 1,417 during the PM peak hour. This is acceptable.

US 301/Old Central Avenue

The traffic study proffers signalization at this location, which is actually two separate intersections along the northbound and southbound lanes of US 301. With signals in place at each location, the intersections would both operate at LOS B during the AM peak hour. Similarly, the intersections would operate at LOS A (the one along southbound US 301) and LOS C (the one along northbound US 301) during the PM peak hour. This is acceptable.

US 301/site entrance

The traffic study proffers signalization at this location, which is actually two separate intersections along the northbound and southbound lanes of US 301. The analysis also assumes a three-lane eastbound approach from the site, with one lane turning southbound along US 301 and the remaining two lanes continuing across southbound US 301 and continuing to dual northbound left-turn lanes at northbound US 301. With a signal in place, the southbound US 301 intersection would operate at LOS D, with a CLV of 1,307 during the AM peak hour. Similarly, the intersection would operate at LOS C, with a CLV of 1,267 during the PM peak hour. With a signal in place at the intersection along northbound US 301, the intersection would operate at LOS B, with a CLV of 1,030 during the AM peak hour. Similarly, the intersection would operate at LOS D, with a CLV of 1,418 during the PM peak hour. This is acceptable.

Merge of ramp from MD 214 eastbound onto US 301 northbound

Under Phase II total traffic, the Highway Capacity Manual analysis indicates that this merge would operate at LOS E during the PM peak hour. The length of this merge lane is severely constrained by existing right-of-way to the north of the merge point. However, there may be additional right-of-way on the east side of northbound US 301 that could allow some additional pavement and restriping, which would in turn allow the merge lane to be extended. It is currently a length of 200 feet and must be lengthened to 400 feet, or a length deemed necessary by the State Highway Administration, to operate acceptably given future traffic volumes.

US 301 between MD 214 and MD 725

As noted earlier, background conditions also assume the widening of US 301 between MD 214 and MD 4, which is shown in the current county Capital Improvement Program (CIP) with 100 percent funding within six years. Full funding in this circumstance includes an assumption that the majority of funding would come from developer contributions and from the state. The widening of US 301 is assumed with the provision that area developments would contribute to the funding of the improvements.

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CIP Project FD669161 (US 301 Improvements) provides that \$21,500,000 in construction funds will be provided by developer contributions and the State of Maryland. In 1995, when another development in the area (Villages of Belmont, CDP-9404) was under review, the project justification that fiscal year identified \$2.5 million of the \$24 million as the portion to be used as the basis for developer contributions. The current CIP makes no reference regarding what portion of the \$21.5 million will come from the State of Maryland and the development community. However, in a February 1998 letter to the Planning Board, the Deputy Chief Administrative Officer of Prince George's County has advised that it is still the intent of the county to obtain \$2.5 million in developer contribution. The cost estimate used for this project was based on second quarter 1989 data. Based on the county's letter, staff has identified participating developments and the associated share of project contributions along the US 301 corridor. To date, the following developments have made financial commitments toward the aforementioned CIP improvements through Planning Board resolutions:

Collington South	4-97044	PB 97-214(C)	\$456,000.00
Marlboro Square	4-96084	PB 96-342	\$30,880.00
Meadowbrook	4-89227	PB 90-102	\$106,948.31
Beech Tree	CDP-9706	PB 98-50	\$1,194,805.08
TOTAL			\$1,788,633.39

In a June 12, 1995, letter from the director of DPW&T, additional details concerning the scope of the improvements in the CIP project were provided. The project would provide a third through lane in each direction between MD 214 and MD 725 and further widening as needed. In the June 12 letter, DPW&T determined that this project also encompasses construction of an additional fourth lane on US 301 at Trade Zone Avenue, MD 725 and MD 214.

Under CDP-9706 for Beech Tree, the application generated an average of 1,600 vehicle trips per peak hour along US 301. That property was required to pay \$1,194,805, or \$746.75 per trip.

The subject application would generate an average of 971 vehicle trips per peak hour along US 301. In a similar way, this property should be required to pay \$725,094.25 toward the CIP project.

Comments—Operating Agencies

Both DPW&T and SHA have provided referrals on the traffic study. Also, the City of Bowie has expressed several concerns that will also be addressed.

DPW&T had no comments.

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SHA has several comments:

- a. SHA recommends that specific site access design requirements be coordinated with them, and this is appropriate.
- b. SHA indicates a concern with the US 301 CIP project and recommends that the applicant be required to construct actual roadway improvements along US 301 and not just pay money toward the CIP project. This project will require considerable improvements for access, and they will be recommended as conditions. However, the SHA referral is somewhat misleading. The county CIP shows this project to be fully funded within six years, and by that criterion it is eligible to form the basis for reviewing a development application.
- c. SHA raises an important point concerning the proposed mitigation at MD 214/Church Road by noting that the proposal in the traffic study is only sufficient to mitigate the impact of the Oak Creek Club. However, that set of improvements is not yet in place nor are they bonded or otherwise funded. The Oak Creek Club is fully considered in background traffic; still, the set of improvements shown in the traffic study mitigates the impact of the subject property. It is an appropriate application of the guidelines as well as the mitigation requirements.

The City of Bowie has informally offered a number of comments. These comments are briefly summarized as follows:

- a. There was concern that mitigation at the MD 214/Church Road intersection was not justifiable. With statements provided by the applicant along with past determinations by the District Council in another nearby case, the use of mitigation is justified.
- b. There was concern about the operation of the left-hand merge from eastbound MD 214 onto northbound US 301. This merge was found to be operating unacceptably under Phase II development and has been addressed with a condition.
- c. There was concern that not enough traffic was distributed onto Hall Road to the north of the subject property. The staff analysis did assign some trips to the north of the site on Hall Road and determined that the geometric improvements recommended in the traffic study would be acceptable.
- d. The city has significant concerns about the US 301 CIP project and the appropriateness of using this project as the basis in a traffic analysis. The staff's analysis does require a cash payment by the applicant toward the construction of this project. However, the required finding regarding a funded CIP project is that "one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program...." The length of time a project has appeared in the CIP or the status of the

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authorization of funding is not cited in the ordinance, and for that reason, the CIP project can serve as the basis for reviewing the subject application.

Plan Comments

The conceptual site plan does not provide large-scale plans on which future rights-of-way can be noted and determined. MD 214 is a master plan expressway, and existing southbound US 301 is a master plan arterial facility. While it appears that the existing right-of-way along the through lanes of MD 214 is sufficient to accommodate future recommendations, it also appears that the right-of-way of 60 feet from the existing center line of pavement along southbound US 301 will be required. Also, the master plan recommends a future interchange at MD 214 and Hall Road, and the conceptual site plan makes no provision for right-of-way for the ramps and overpass associated with this interchange. The area where the interchange is planned is shown on the plan as green space adjacent to a possible hotel site, however, and so location of the future right-of-way and its designation must be addressed at the time of preliminary plan.

Additionally, the master plan shows an extension of Prince George's Center Boulevard (I-2) onto the subject property. This facility and connection are not reflected on the conceptual site plan. In general, sub-collector roadways are shown on master plans as a means of addressing specific land and access needs of the plan. The I-2 facility is viewed as a roadway that was intended to link the employment-oriented land uses of Collington Corporate Center to the larger Collington Center development. It was not intended as an alternate route for trucks to access Collington Center; MD 214 is not a commercial corridor outside of the Capital Beltway, and Collington Center already has other access points onto US 301, which is a more appropriate facility for truck access. And while future peak hour traffic could become very heavy at Trade Zone Avenue, there will be another access point onto US 301 between Trade Zone Avenue and Leeland Road. With the proposed site plan, the Collington Corporate Center property will change from a strictly employment/industrial site to a residential/mixed-use site. In general, master plan recommendations attempt to separate industrial traffic from communities. In considering the change that the subject plan presents, the extension of I-2, besides being unneeded, may actually be undesirable.

The general circulation plan is mostly acceptable. The two sheets labeled "Street Sections" must be reviewed with regard to specific adjacent development proposals. All typical sections must conform to the requirements of the appropriate operating agency, and any deviations from the typical section must have the approval of the director of that agency. There are two minor items regarding circulation that require further attention:

- a. On the north side of the lake, the road system is discontinuous south of the proposed townhouse and multifamily use. A street of type "E" should be extended all the way across the north side of the lake.

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- b. The plan indicates †~~five~~ two access points onto the site from southbound US 301. Any access point must be approved by SHA. Furthermore, given the speed of traffic along US 301, so many access points could become a safety issue. The plan should delete the northernmost access point along US 301 given the potential conflicts with traffic turning south onto US 301 from MD 214. Of the remaining four access points, at least one additional access point should be deleted. It is not realistic to assume that SHA will approve all four.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed development as required under Section 27-546 of the Prince George's County Code if the application is approved with Conditions 3-13 in the Recommendation section below.

Section 27-542. Purposes of the M-X-T Zone

- (a) *The purposes of the M-X-T Zone are:*
- (1) *To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;*
 - (2) *To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;*
 - (3) *To promote the effective and optimum use of transit and other major transportation systems;*
 - (4) *To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;*
 - (5) *To encourage diverse land uses which blend together harmoniously;*
 - (6) *To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;*

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- (7) *To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;*
- (8) *To permit a flexible response to the market; and*
- (9) *To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.*

The Conceptual Site Plan proposes a mixed-use development that meets the above purposes of the M-X-T Zone. The proposed mix of uses includes a variety of residential types, retail, office/employment, restaurants, †and hotels [~~and an institutional use (high tech school)~~]. The mixed-use development is located at a major intersection in the county where the office, retail, hotel and restaurant components will provide for an expanding source of desirable employment while also providing for an assortment of living opportunities for its citizens. A mixed-use development at this location maximizes the development potential inherent in the location of the zone and promotes the effective use of major transportation systems. The hotel, restaurant and office components have the ability to facilitate and encourage a 24-hour environment.

The plan provides for a variety of residential opportunities in different settings that offer choices for the consumer. Single-family detached lots are located on the western portion of the site, away from the activity of the commercial areas along the wooded bluffs of the Collington Branch. Townhouses are interspersed with the single-family detached lots and also provide for a transition in density to the luxury apartments that interface with the office and retail components. †~~[Live-work units are proposed in the center of the village, close to shops and restaurants.]~~ A grid street pattern with a hierarchy of street widths, buildings sited close to the street, pedestrian sidewalks and street trees will provide for animated streetscapes throughout the development. An open space system is evenly dispersed throughout the development, consisting of parkland with a master plan trail system along the †~~[Collington Branch to be dedicated to M-NCPPC]~~ main north-south roadway; a centrally located 25-acre public open space with a lake with trails and benches; a private park of approximately five acres with a soccer field, basketball court, tennis courts, tot lot and parking lot; several village greens with landscaping and benches; private †clubhouse[s] with private pool[s], weight rooms, social rooms and kitchenettes. The open space system is linked with trails and sidewalks so that it is convenient to the community. These features, connected together with a grid street pattern, create dynamic, functional relationships among individual uses within a distinctive visual character and identity. The Conceptual Site Plan for Karington, with its mix of uses on a grid street pattern, promotes optimum land planning at this location with greater efficiency through the use of economies of scale and savings in energy beyond the scope of a single-purpose project. People who live and work in the community will also be able to shop and eat in a community that is walkable. The layout, with its diversity of uses and building types, will permit a flexible response to the market, and freedom of architectural design will be allowed within the framework of the Conceptual Site Plan.

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7. **Applicable Requirements, Section 27-544 (c), Mixed-Use Planned Community regulations in the M-X-T Zone:**

- *It shall include retail, residential and office/employment uses. The use mixture shall consist of the following, based on the total gross floor area for residential, retail and office combined:*

	<i>Min.</i>	<i>Max.</i>
<i>Residential (at least two different types)</i>	50%	70%
<i>Retail</i>	10%	20%
<i>Office/Employment</i>	20%	40%

The Conceptual Site Plan meets the above requirement. Based on the information provided in Finding 2, the residential ranges from 67 percent to 69 percent; the retail at 10 percent for both the minimum and maximum; and the office/employment 23 percent to 21 percent. See Finding 2 for the gross floor areas of the individual uses.

- *It may include hotel uses. Hotel use is not included in the residential, retail or office/employment categories for purposes of calculating gross floor area for percentages of use. There is no percentage restriction applied to the hotel uses.*

Two hotel sites are proposed on the Conceptual Site Plan. Hotels have not been included in the residential, retail or office/employment categories for purposes of calculating gross floor area for percentages of use.

- *It shall provide at least one institutional or civic use, shall have an integrated network of streets, sidewalks, and open space, public or private, and shall give priority to public space and appropriate placement of institutional and civic uses.*

The †amended Conceptual Site Plan does not provide[s] for [one] an institutional use, as this section of the Zoning Ordinance has been amended to not require one. [a high tech school which is proposed as a satellite campus of Prince George's Community College. The area where the school is located is at the end of a multifamily residential block, across from office uses. It is also adjacent to the five-acre park in the northern area of the development. Staff is concerned that the placement of the school is not appropriate and that there is not room for expansion at the location shown. It is recommended that the school be placed at a prominent intersection on a site that has the ability for future expansion.] The plan has an integrated network of streets, sidewalks and open space. Priority has been given to the public spaces. A 25-acre central open space area with a lake is adjacent to the downtown area. A hotel, restaurants and residential uses overlook the lake. The lake will be accessible to the residents of the community and to the public as a whole.

- *Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.*

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There do not appear to be any conflicts between the E-I-A Zone requirements and the M-X-T Zone requirements at this time.

- *The community shall be focused on a central public space that is surrounded by a combination of commercial, civic, cultural or recreational facilities.*
- *The space shall be a minimum of twenty-five (25) acres, and may include a lake.*
- *It shall be designed with adequate amenities to function as a fully shared space for the entire community.*

A 25-acre central public open space with a lake has been provided and is surrounded by residential, restaurants, a hotel, and trails with benches. More recreational facilities and cultural uses should be provided around the lake and a civic use such as an amphitheater, or other equal feature in close proximity to the restaurants.

- *The community shall contain additional, linked open space in the form of squares, greens and parks that are accessible, visible, safe and comfortable.*
- *The open spaces should provide a variety of visual and physical experiences*
- *Some of these open spaces should be bordered by buildings and be visible from streets and buildings.*

Some additional, linked open space has been provided in the form of two greens in the downtown area, a green in each of the single-family areas, and a five-acre park in the northern area of the development. All are accessible and visible. The open space areas provide a variety of visual and physical experiences, such as soccer fields, basketball courts, tennis courts, tot lots and passive sitting areas. Most are visible from either residential homes or commercial areas, which is very important for security reasons. Future design will ensure that they are safe and comfortable.

- *The retail uses shall be designed to:*

Create a sense of place by: creating a design that is preferably a village or main street theme; providing amenities such as plazas, parks, recreational opportunities, entertainment and cultural activities, public services and dining; and providing attractive project gateways and public spaces.

In general, the above has been met. A village/main street theme has been employed for Karington. Amenities such as plazas, parks, recreational opportunities and dining areas have been provided. As mentioned above, additional recreational facilities should be added along the trail around the lake and a cultural feature such as an amphitheater should be provided in close proximity to the lake and restaurants. Attractive project gateways have been provided at all

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entrances to the development. Brick entry features with brick towers, brick walls, attractive metal fencing and landscaping will be employed at the entrances off of MD 214 and US 301.

- *Create outdoor amenities, such as brick pavers, tree grates, decorative lighting, signs, banners, high quality street furniture and extensive landscaping, including mature trees.*

The applicant has not addressed the above with the Conceptual Site Plan. At the time of the first Detailed Site Plan, details of outdoor amenities such as brick pavers, tree grates, decorative lighting, signs, banners and high quality street furniture should be provided for the entire development. However, the location of brick walks should be determined at the Conceptual Site Plan level. Therefore the Conceptual Site Plan Pedestrian Path Diagram should be revised to provide the location of all walkways that are intended to be brick. At a minimum, brick walkways should be provided along streets with retail shops, hotels, restaurants and along all village greens.

- *Create attractive architecture by: using high quality building materials such as stone, brick or split-face block, and providing architectural elements such as façade articulation in fifty (50) foot to seventy-five (75) foot increments, second floor levels, dormer windows, canopies, arcades, varied roofscapes and customized shopfronts to create a street-like rhythm.*
- *Promote attractiveness by doing things such as surrounding "big box" stores with "sleeves" of retail and service uses to minimize blank walls and dead spaces; designing attractive, quality façades of all commercial buildings on all four sides where the façade is visible from public space; and completely screening loading, service, trash, HVAC and other unsightly functions.*
- *Creating a retail area where: pedestrians may travel with ease, with attractive walkways and continuous street front experiences to maximize the quality of the pedestrian environment; all uses are connected by sidewalks; crosswalks run through and across the parking lots and drive aisles to connect all buildings and uses; sidewalks are wide, appealing, shaded and configured for safe and comfortable travel; pedestrian walkways are separated from vehicular circulation by planting beds, raised planters, seating walls, on-street parallel parking and/or structures; walking distances through parking lots are minimized and located to form logical and safe pedestrian crossings, and walkways are made more pedestrian-friendly through the use of arcades, canopies, street trees, benches and tables and chairs.*

These items will be addressed at the time of Detailed Site Plan review.

- *Shield and enhance the surrounding view through techniques such as screening views of parking lots along the main frontal streets with fifty (50) to one hundred (100) foot wide green bermed and landscaped strips, or a low brick (or other quality material) wall, in order to screen parking from the public frontage streets, and ensuring that attractive buildings and limited signage are to be visible from the public frontage streets.*

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The plans show a 50- to 100-foot-wide landscaped area with berms, brick walls and landscaping along the entire frontage of US 301 in order to screen parking. This will be reviewed more in detail at the time of Detailed Site Plan review.

- *Minimize expanse of parking lots through the use of shared parking, structured parking or decks, landscape islands or the location of buildings and streets.*
- *Provide a hierarchy of pedestrian-scaled, direct and indirect, high quality, energy efficient lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses.*
- *Create a signage package for high quality signs and sign standards and requirements for all retail and office tenants and owners, which shall address size, location, square footage, materials, logos, colors and lighting. For office and retail uses, a Conceptual Site Plan for Signage shall be approved prior to release of any sign permits. All sign permits shall conform to the approved Conceptual Site Plan for Signage.*
- *Enhance retail pad sites designs to be compatible with the main retail component. If the retail pad sites are located along the public frontage streets, parking shall be located to the rear and sides of the pad sites.*
- *Green areas should be provided between pad sites.*
- *Restaurants should have attractive outdoor seating areas with views of the central public space/lake or other natural features.*

These requirements are applicable at the time of Detailed Site Plan review.

- *Residential uses shall meet the following design standards:*
- *Single family detached.*
 - (i) *There shall be a range of lot sizes, with a minimum square footage on any lot of two thousand, two hundred (2,200) square feet of finished living space.*
 - (ii) *At least twenty percent (20%) of the houses shall be a minimum of two thousand, six hundred (2,600) square feet finished living space.*
 - (iii) *Garages may not dominate the streetscape, and all garages shall either be detached, located in the rear (accessible by alleys or front street), attached and set back a minimum of eight (8) feet from the front façade, or attached and side entry.*

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- (iv) *All streets, whether public or private, shall have sidewalks.*

Most of these requirements will have to be met at Detailed Site Plan review. Some of the requirements have been met at this time, e.g., there are a range of lot sizes, alleys have been provided, and all street sections provide for sidewalks.

- *Multifamily.*
 - (i) *Building materials shall be high quality, enduring and distinctive.*
 - (ii) *Use of siding should be limited.*
 - (iii) *A significant number of amenities such as are typically provided for luxury rental and condo projects shall be provided.*

These requirements will have to be met at Detailed Site Plan review.

8. **The definition of the use (Section 27-107.01(a)(151.1)) is as follows:**

“Mixed-Use Planned Community: A contiguous land assemblage of 250 or more acres in the E-I-A or M-X-T Zone at the intersection of two State highways classified as expressways or freeways, land which meets the criteria in Part 3, Division 2, for classification in the M-X-T Zone and which is developed or to be developed as follows: mixing residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses; creating a self-sustaining neighborhood with a balanced mix of residential, commercial, public, institutional, and recreational uses; providing uses which are physically and functionally coordinated, with a network of streets and sidewalks forming an integrated circulation system; giving priority in use placement and site design to public spaces, civic uses, recreational uses, and institutional buildings; and exhibiting throughout a high quality of architecture, site design and landscaping, and placement of different uses. If on January 1, 2002, any part of the property covered by an approved E-I-A Basic Plan is partially or fully built on or developed under the Basic Plan regime, then no part of the property may be approved as a Mixed-Use Planned Community.”

The Conceptual Site Plan consists of 361.53 acres in the E-I-A Zone and is located at the southwest quadrant of the intersection of MD 214 and US 301, two highways classified as expressways or freeways, and therefore meets the definition in terms of the size of the property and location. For conformance to the criteria in Part 3, Division 2, for classification in the M-X-T Zone, see Finding 5.

As a Conceptual Site Plan, the Karington development proposal generally meets the above definition for Mixed-Used Planned Community. The plan contains all of the uses mentioned above, and the uses are fairly balanced, physically and functionally coordinated with a network of streets and sidewalks forming an integrated circulation system.

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Required Findings in the M-X-T Zone:

9. *The proposed development is in conformance with the purposes and other provisions of this Division.*

For a discussion of the above finding, see Findings 5 and 6.

10. *The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation.*

The proposed development will provide a positive outward image by the provision of a 50- to 100-foot-wide landscaped berm with brick walls and landscaping to screen the view of parked cars in the retail areas. The development will also have the potential to catalyze adjacent community improvement and rejuvenation along the US 301 corridor.

11. *The proposed development is compatible with existing and proposed development in the vicinity.*

To the west of the subject site is Collington Station, a residential community that will be buffered from the site by the Collington Branch floodplain. To the north and across MD 214 is Ternberry, another residential development that will be shielded from the development by the preservation of a wooded wetland area between the subject site and MD 214. To the east and across US 301 is an existing WAWA gas station, which will be compatible with the proposed retail and office in the development. There are also some large residential lots between the northbound and southbound travel lanes of US 301 that have homes that are set back from the southbound travel lanes by a minimum of 200 feet. Along the southern property line, a wooded swale that averages over 100 feet wide will screen the development from the industrial development to the south.

12. *The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.*

The Conceptual Site Plan is for a Mixed-Use Planned Community with a grid street pattern. The uses are provided in an arrangement that reflects a cohesive development. The uses are carefully placed so that they are compatible with one another, yet some uses are mixed together: townhouses with single-family detached, or townhouses and multifamily, or multifamily with retail. All uses have been carefully placed so that they are capable of sustaining an independent environment of continuing quality and stability.

13. *If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases.*

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The Conceptual Site Plan provides a Phasing Plan that shows the following four phases:

Phase I	800 dwelling units
Phase II	375 dwelling units, 300,000 SF Retail
Phase III	270,000 SF Office
Phase IV	430,000 SF Office, 120 dwelling units, hotels[-school]

The Phasing Plan should be revised to include 50,000 to 75,000 SF of retail in Phase I. This would improve the ability of Phase I to function as a self-sufficient entity.

14. *The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.*

An extensive pedestrian system has been provided for the development. The pedestrian system is comprehensively designed in that there is a hierarchy of trails and sidewalks throughout the development. The applicant has provided a Pedestrian Path Diagram as part of the Conceptual Site Plan that shows all trails and sidewalks proposed in the development. The extensive system will encourage pedestrian activity within the development.

15. *On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.*

As evidenced by the Findings above, the Conceptual Site Plan meets the requirements of the M-X-T Zone and the regulations of Section 27-548 of the Zoning Ordinance.

Referrals

16. In a memorandum dated May 27, 2003, the Environmental Planning Section offered the following comments: The plans as submitted have been found to address the environmental constraints for the site and the requirements of the Woodland Conservation Ordinance. Conceptual Site Plan CSP-02004 and Type I Tree Conservation Plan TCPI/48/02 are recommended for approval subject to the conditions found in this memorandum. This memorandum supercedes all previous memos from this section.

Background

This site was previously reviewed by the Environmental Planning Section in conjunction with Basic Plan A-9397 and Preliminary Plan of Subdivision 4-89051, which were approved. In addition, CB-13-2002 allows for the site to be developed as if zoned M-X-T as long as no part of the property has been developed in accordance with the requirements of the E-I-A Zone.

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Site Description

This 381.53-acre site in the E-I-A Zone is located in the southwest quadrant of the intersection of US 301 and MD 214. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on the property. Transportation-related noise impacts have been found to impact this site. The soils found to occur according to the Prince George's County Soil Survey include Adelphia fine sandy loams, Bibb silt loam, Keyport silt loam, Sandy land steep, and Westphalia fine sandy loams. Some of these existing soils have limitations that will have an impact during the building phase of the development. According to available information, Marlboro clay is found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this property. This property is located in the Collington Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted General Plan.

Environmental Review

As revisions are made to the plans, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

- a. The Detailed Forest Stand Delineation (FSD) submitted to the Environmental Planning Section on May 23, 2003, was found to address the requirements for a Detailed Forest Stand Delineation.

Recommended Condition: All future plan submittals shall include a single tree line as shown on the FSD revision stamped as received by the Environmental Planning Section on May 23, 2003.

- b. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet; there are more than 10,000 square feet of existing woodland on-site; and there are no previously Tree Conservation Plans. A Type I Tree Conservation Plan, TCPI/48/02, has been reviewed and was generally found to address the requirements of the Prince George's County Woodland Conservation Ordinance.

This 361.53-acre property in the E-I-A Zone has a 15 percent Woodland Conservation Threshold of 47.52 acres. In addition, there is a ¼:1 replacement requirement of approximately 47 acres due to the proposed clearing of approximately 188 acres of existing woodland and a 1:1 replacement requirement of 2.26 acres due to the proposed clearing of forested floodplain. The 96.78-acre requirement is proposed to be satisfied by the preservation of 50.85 acres of priority woodlands with the remainder of the requirement being off-site mitigation at a location to be determined prior to the issuance of any permits. TCPI/48/02 is recommended for approval subject to the conditions in the Recommendation section below.

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- c. This site is located at the headwaters of Collington Branch, a tributary to the Patuxent River. The Patuxent River Primary Management Area (PMA) is defined by Section 24-101 of the Subdivision Ordinance to include streams, a 50-foot stream buffer, wetlands, a 25-foot wetland buffer, the 100-year floodplain, steep slopes (15 to 25 percent) with highly erodible soils and severe slopes of 25 percent or greater. Section 24-130 of the Subdivision Ordinance mandates that these features be protected to the greatest extent possible.

The location of the PMA has been evaluated during the review of this application on a conceptual level that will be further expanded during the review of the Preliminary Plan of Subdivision. At that time the plans will be prepared at a scale of 1" = 100' or larger to clearly identify each component of the PMA and the ultimate limit of the PMA. In addition, a Letter of Justification shall be submitted to address each of the proposed PMA impacts and to provide justification for those proposed impacts. It should be noted that PMA impacts associated with the infrastructure necessary to develop a site are generally supported, while impacts necessary to gain additional development density are not supported.

- d. Because Marlboro clay is found to occur throughout much of this site it is not possible to fully evaluate the proposed development without detailed information on the exact location and elevation of the clay. This evaluation requires the preparation of a Marlboro Clay Geotechnical Report prepared in accordance with the Prince George's County "Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments" as attached to this memorandum.

It must be noted that the proposed layout as reflected by this application could be significantly altered by the findings of a Marlboro Clay Geotechnical Report because the setbacks necessary to provide the required 1.5 safety factor limits could potentially reduce the limits of the developable area on this site.

- e. This site is bounded on the north by MD 214 and the east by US 301, major roadways that are known transportation-related noise generators. Based on current traffic volume (Average Daily Traffic or ADT) data supplied by the State of Maryland, the Environmental Planning Section Noise Model projected the 65 dBA Ldn noise contour for MD 214 to be 212 feet from the centerline of the roadway and for US 301 to be 409 feet from the centerline of the roadway. The current ADT for MD 214 is significantly lower than the projected ADT based on the 2025 projections used for the General Plan. Based on the 2025 projections, the 65 dBA Ldn is projected to extend 311 feet from the centerline of MD 214.

17. In a memorandum dated June 3, 2003, the Department of Parks and Recreation offered the following comments: The staff of the Department of Parks and Recreation has reviewed the above referenced Conceptual Site Plan. The plans are in general conformance with the requirements of Zoning Bill CB-13-2002, the Adopted and Approved Bowie-Collington-Mitchellville Master Plan for Planning Area 75A, the Land Preservation and Recreation Program

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for Prince George's County, and current zoning and subdivision regulations as they pertain to public parks and recreation.

FINDINGS

The Bowie-Collington-Mitchellville Master Plan for Planning Area 75A recommends a hiker/biker trail along the stream and trail connector to the community. The applicant proposes a combination of private and public recreation facilities to meet master plan recommendations for this area and to construct the master plan hiker/biker trail along the †~~[Collington Branch]~~ east side of the main north-south roadway, with trail connectors to the community.

The applicant proposes to dedicate approximately 60 acres of property to The Maryland-National Capital Park and Planning Commission for Collington Branch Stream Valley Park. The dedicated parkland consists of the 100-year floodplain and the adjoining floodplain buffer. The Department of Parks and Recreation (DPR) staff recommends that the area of parkland dedication be extended to Central Avenue to include the entire floodplain and to provide parkland frontage on the main access road from the north.

Based on a discussion with Urban Design Section staff it was determined that they recommend removing a row of townhouses located on the south side of the entrance road from MD 214 to preserve a large wooded area and to eliminate extensive grading at this location. DPR staff believes that it would be appropriate to dedicate this area for inclusion in the Collington Branch Stream Valley Park. Prior approvals for the development of this area discussed the construction of the master planned trail and trailhead facilities at this location. †~~[DPR staff believes that a trailhead in this location would be still desirable, because it would be directly across from a five-acre recreational area and would link the two open spaces. A small parking lot across from the private park would provide convenient parking for trail users and would enhance the recreational opportunities in the development.]~~

- †~~[47:]~~ 18. In a memorandum dated April 21, 2003, the trails planner of the Transportation Planning Section offered the following comments: One master plan trail impacts the subject site. The Adopted and Approved Bowie-Collington-Mitchellville and Vicinity Master Plan recommends that a multiuse trail be constructed along the length of the subject property's frontage of Collington Branch. The Department of Parks and Recreation has acquired land for the construction of this trail in other segments of the stream valley and a portion of the trail has been approved for construction as part of the Beech Tree subdivision to the south of the subject site. A path is reflected on the submitted site plans along †~~[most of the length of the Collington Branch]~~ the east side of the main north-south roadway, with numerous connections into the community.

It is also recommended that subject site be developed in a manner that is pedestrian and bicycle compatible. This can be accomplished through a comprehensive network of sidewalks and trails linking all portions of the development to the master plan trail, recreation facilities, retail areas, and the lake. Pedestrian and bike access to the public

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open space around the lake is also desirable. The revised plans show a continuous path around the pond. Roadways that safely accommodate cyclists should also be an important component of the subject application.

Wide sidewalks, pedestrian amenities, and pedestrian scale lighting is also encouraged along the proposed Main Street and Restaurant Row. In-road bicycle facilities (such as designated bicycle lanes or wide outside curb lanes) may be appropriate along the site's primary ~~†[loop]~~ road, per the concurrence of DPW&T.

The network of proposed trails is comprehensive and links all of the areas of open space within the subject site. All of the main corridors of open space (greenways) are utilized as trail corridors and all portions of the subject site have access to the trail ~~†[along the stream valley]~~. The exact location, surface type, and width of all trails should be indicated at the time of Detailed Site Plan.

The sidewalk network proposed is comprehensive and will facilitate safe pedestrian movement throughout the subject site. Sufficiently wide sidewalks are shown along Main Street and Restaurant Road. The partial grid street pattern will also serve to make a pedestrian- and bicycle-friendly environment by creating direct connections and dispersing motor vehicles somewhat throughout the site. Additional pedestrian safety measures such as pavement markings, signage, raised crosswalks, and curb bump-outs should also be considered at the time of Detailed Site Plan.

In-road bicycle facilities are also appropriate along some of the major streets within the subdivision. Staff recommends that in-road bicycle facilities be provided along the four-lane, divided roads entering the site from MD 214 and US 301, as well as along the main ~~†[loop]~~ road (two-way street) through the subject site in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities, per the concurrence of DPW&T. The exact nature of the facility should be determined at the time of Detailed Site Plan, but it is recommended that some space be allocated for bicycles within the roadway, either with a designated bicycle lane or wide curb lanes.

Staff is particularly concerned about some of the road cross sections reflecting on-street parking. Street Sections C and E both reflect 36 feet of pavement for two travel lanes (one each way) and on-street parking on both sides. Assuming that 11-foot-wide travel lanes are used, this only allows seven feet of space for the parked vehicles and bicycle traffic. Similarly, Street Section D (a two-way street with parking on one side) appears to allow for only six feet for the parking lane. The 1999 AASHTO Guide for the Development of Bicycle Facilities recommends a minimum of 11 feet for on-street parking with bicycle traffic. This allows for sufficient space for bicycle movement outside of the travel lane, while minimizing conflict with people getting into and out of the parked cars. Street Section I allows an additional four feet for outside curb lane (or parking lane), which appears to be more adequate to accommodate all users and allows for an 11-foot-wide parking lane.

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- †~~18~~ 19. In a memorandum dated February 28, 2003, the Historic Preservation and Public Facilities Planning Section offered the following comments. There is no required finding of adequacy for public facilities, other than traffic at the time of Conceptual Site Plan. The following is for informational purposes only.

Fire and Rescue—Commercial

- a. The existing fire engine at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.17 minutes, which is within the 3.25-minute travel time guideline.
- b. The existing ambulance at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.17 minutes, which is within the 4.25-minute travel time guideline.
- c. The existing paramedic at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.17 minutes, which is within the 7.25-minute travel time guideline.
- d. The existing ladder truck at Bowie Fire Station, Company 39, located at 15454 Annapolis Road, has a service travel time of 11.55 minutes, which is beyond the 4.25-minute travel time guideline.

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

Fire and Rescue—Residential

- a. The existing fire engine at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.44 minutes, which is within the 5.25-minute travel time guideline.
- b. The existing ambulance at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.44 minutes, which is within the 6.25-minute travel time guideline.
- c. The existing paramedic at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.44 minutes, which is within the 7.25-minute travel time guideline.

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

This proposal will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance, and paramedic service.

Police

The proposed development is within the service area for Police District II-Bowie. This police facility will adequately serve the population generated by the proposed development.

School

The staff concluded that using the criteria contained CR-23-2001 and CR 38-2002, Adequate Public Facilities Regulations for Schools, this project is located in Elementary School Cluster 3, Middle School Cluster 2 and High School Cluster 2. A test for adequacy of school facilities will be given at the time of preliminary plan of subdivision. At this time, if this proposal were submitted as a preliminary plan of subdivision, it would be subject to a six-year waiting period before building permits would be issued.

†~~19.~~ 20. The City of Bowie *[will hold] held a public hearing on the application on June 9, 2003. [The city's position will be presented at the Planning Board hearing on June 12, 2003.] For the reasons stated in a memorandum dated June 11, 2003, the City recommended disapproval of the Conceptual Site Plan for Karington.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Conceptual Site Plan, CSP-02004, subject to the following conditions:

1. Prior to certification of the Conceptual Site Plan:
 - a. Ten (10) exercise stations or other acceptable recreational facilities shall be provided along the trail around the lake.
 - b. The Conceptual Site Plan Pedestrian Path Diagram shall be revised to provide the location of all walkways that are intended to be brick. At a minimum, brick walkways shall be provided along streets with retail shops, hotels, restaurants and around all village greens.

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- †[e. ~~The plan shall be revised to eliminate the finger of townhouses in the northwest corner of the development near the entrance road off of MD 214. A trailhead shall be provided in this location, connecting to the master plan trail in the stream valley. The trail behind the proposed northern hotel site shall be deleted.~~]
 - †[d. ~~Relocate the school site to the northeast office area. Convert area vacated by school site to residential.~~]
 - †[e. ~~The Phasing Plan shall be revised to include a minimum 50,000 to 75,000 square feet of retail in Phase I.~~]
 - †[e. ~~Move northern hotel site to the northeast corner of the project and convert area vacated by hotel to residential (revise FAR chart accordingly).~~]
2. At the time of the first Detailed Site Plan (other than infrastructure), details of outdoor amenities such as brick pavers, tree grates, decorative lighting, signs, banners and high quality street furniture shall be approved by the Prince George's County Planning Board. A similar theme shall be established for the entire development.
 3. At the time of preliminary plan approval, right-of-way requirements shall be determined along the following facilities:
 - a. US 301 southbound
 - b. MD 214
 - c. The MD 214/Hall Road intersection
 4. **MD 214 at Church Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. The addition of a northbound left-turn lane along Church Road.
 - b. The addition of an eastbound left-turn lane along MD 214.
 - c. The addition of a westbound left-turn lane along MD 214.
 - d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.

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5. **MD 214 at Hall Road/site access:** Prior to the approval of the first Detailed Site Plan for the subject property other than a Detailed Site Plan for infrastructure only, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for a possible signal at the intersection of MD 214 and Hall Road/site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by the responsible permitting agency. Also, prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
- a. The addition of †an eastbound exclusive right-turn lane along MD 214.
 - b. The addition of a westbound left-turn lane along MD 214.
 - c. The construction of the northbound approach to include two left-turn lanes and a shared through/right-turn lane.

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA provided that alternative improvements provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

6. **US 301 at Old Central Avenue:** Prior to the approval of the first Detailed Site Plan for the subject property other than a Detailed Site Plan for infrastructure only, the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA.
7. **US 301 at site entrance/median crossover:** Prior to the approval of the first Detailed Site Plan for the subject property other than a Detailed Site Plan for infrastructure only, the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and the site entrance/existing median crossing. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA. Also, prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

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- a. The construction of the eastbound approach to include two left-turn lanes and a right-turn lane.
- b. The widening of the median crossing to provide to eastbound lanes, turning left (northbound) onto US 301
- c. The construction of a northbound left-turn lane approaching the median crossing.
- d. The construction of a southbound right-turn lane along the southbound US 301 approach.

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA provided that alternative improvements provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

8. **Merge of ramp from eastbound MD 214 onto US 301:** Prior to the issuance of any building permits within Phase II, as defined in Condition 10, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency for the extension of the northbound merge lane to a length of no less than 400 feet subject to available right-of-way or in the alternative the elimination of said ramp by utilization of other acceptable improvement.

+9. US 301 widening:

- †a. Prior to issuance of any building permits within Phase I (other than construction buildings or model homes), as defined in Condition 11, the following road improvement shall (1) have full financial assurances, (2) have been permitted for construction through the operating agency's permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency for the addition of a new US 301 southbound lane, to extend from the southbound ramp of MD 214 approximately 6,800 linear feet toward Trade Zone Avenue.
- †b. Prior to issuance of any building permits within Phase II, as defined in Condition 11, the following road improvement shall (1) have full financial assurances, (2) have been permitted for construction through the operating agency's permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency for the addition of new acceleration/deceleration lanes from northbound US 301 at the site entrance.
- †c. The proposed widenings are subject to available right-of-way. In the event that the necessary right-of-way is not available by the time the applicant is prepared to start construction at the respective Phases, [F] the applicant shall pay to Prince George's County a sum calculated as \$725,094.25 x (FHWA Construction Cost Index at time of payment)/(FHWA Construction Cost Index for 2nd quarter, 1989). This fee may be

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assessed on a pro rata basis, with a pro rata schedule to be determined at the time of preliminary plan. In lieu of said payment, applicant may elect to install the improvements referenced in Conditions 6 †~~and~~ 8, and 9A, along with other improvements deemed necessary for adequacy along US 301, with the applicant receiving †~~the~~ credit against said fee for the cost of said improvements. The scope of the improvements shall be determined at the time of preliminary plan.

10. All off-site traffic improvements may be altered or modified at preliminary plan dependent upon phasing schedules.
11. Total development within the subject property shall be limited to uses which generate †~~approximately~~ no more than 1,313 AM and 1,925 PM peak hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I would be identified as any development which generates up to 774 AM and 1,242 PM peak hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II would be identified as any development which generates more than 774 AM and 1,242 PM peak hour trips. Rates of internal trip satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.
12. At the time of Preliminary Plan review, all proposed "Street Sections" will be further reviewed with regard to specific development proposals of adjacent properties. All typical sections along public streets must conform to the requirements of the appropriate operating agency, and any deviations from the typical section of a public street must have the approval of that agency.
13. The plan shall be revised as follows:
 - a. On the north side of the lake, a street of type "E" should be extended all the way across the north side of the lake.
14. Prior to preliminary plan signature approval, the applicant, his successors and/or assigns shall provide additional documentary evidence that the subject property is (or will be) served by public transportation through local (county Department of Public Works and Transportation) or regional (Washington Metropolitan Area Transit Authority) bus system routes and stops that are located within and in proximity to the development. This provision shall be in keeping with the requirement of the fifth criterion, establishing geographic applicability of mitigation, in the Guidelines for Mitigation Action (as established by CR-29-1994). This requirement may also be satisfied through the provision of privately funded shuttle bus service to supplement available public transportation service, in order to achieve the headway and walking distance requirement stipulated as a requirement for the use of mitigation. At the time of Detailed Site Plan, transportation planning and DPW&T staff shall review bus routing plans.

†Denotes Amendment

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15. All future plan submittals shall include a single tree line as shown on the FSD revision stamped as received by the Environmental Planning Section on May 23, 2003.
16. Prior to certification of the Conceptual Site Plan, TCPI/48/02 shall be revised as follows:
 - a. The Worksheet shall be revised as follows:
 - (1) Reflect the correct area of existing woodland on the "Net Tract" not the total woodland on the property.
 - (2) Show the correct area of proposed woodland clearing based on this conceptual plan.
 - b. Delete the TCPII notes from the plan and add the correct TCPI Notes.
 - c. Add the following notes to the TCPI in large bold type.
 - (1) "This TCPI is a conceptual plan associated with the Conceptual Site Plan only and does not approve the locations of roads, lots or utilities."
 - (2) "TCPI/48/02 shall be revised with the Preliminary Plan of Subdivision and the proposed PMA impacts will be evaluated at that time. The PMA impacts shown on this plan are not considered approved with this plan."
 - (3) "Conceptual grading, conceptual structure locations and the limit of disturbance will be evaluated with the revised TCPI during the review of the Preliminary Plan of Subdivision."
 - d. The plans shall be sealed, signed and dated by the Licensed Landscape Architect, Licensed Forester or other Qualified Professional who prepared the plans.
17. The Woodland Conservation Threshold portion of the requirement (47.52 acres) shall be satisfied as on-site preservation. The balance of the requirements may be satisfied by additional on-site preservation, on-site reforestation, or at an approved off-site mitigation bank.
18. The revised TCPI submitted with the Preliminary Plan of Subdivision shall include the following:
 - a. Show conceptual grading, structure locations, and the limit of disturbance.
 - b. An attempt shall be made to eliminate isolated Woodland Conservation Areas by adjusting the layout and providing larger contiguous forest areas in the vicinity of the PMA and thus further minimizing proposed PMA impacts.

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- c. Show the location of all anticipated stormdrain, sewer and water outfalls including those connecting to existing facilities located outside the limits of this application.
 - d. Any clearing for off-site infrastructure connections shall be mitigated at a 1:1 ratio for all woodlands cleared as part of TCPI/48/02.
19. At the time of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan shall be revised at a scale of no less than 1"=100'. Those plans shall clearly identify each component of the PMA and the ultimate limit of the PMA.
20. The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be submitted with the Preliminary Plan application. It shall include a description and justification of each proposed area of impact. The impacts to each feature of the PMA shall be quantified and shown on 8½- x 11-inch sheets.
21. Prior to the issuance of any grading permits which impact the Waters of the U.S., nontidal wetlands, or the 25-foot wetland buffer, a copy of all appropriate federal and/or State of Maryland permits shall be submitted.
22. The proposed PMA impacts shall be further evaluated with each subsequent plan review.
23. The submittal of the Preliminary Plan of Subdivision shall include a Marlboro Clay Geotechnical Report prepared in accordance with the Prince George's County "Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments."
24. Prior to certification of the Conceptual Site Plan and the Type I Tree Conservation Plan, the following note shall be placed on both plans in large bold type.
- "This plan provides a conceptual layout for the proposed development of this site which contains Marlboro clay. The location and characteristics of this clay may affect the developable area of this site.
25. The projected 65 dBA Ldn noise contours for MD 214 and US 301 shall be shown on the Preliminary Plan of Subdivision and the Detailed Site Plans for this site at 311 feet and 409 feet from the centerline, respectively. In the event the Environmental Planning Section noise projections are not used, a Phase I Noise Report shall be prepared and submitted with the Preliminary Plan of Subdivision. If residential lots are located within the limits of the 65 dBA Ldn noise contour appropriate mitigation measures shall be identified by a Phase II Noise Study at the time of Detailed Site Plan.
26. The exact acreage and timing of dedication shall be determined at the time of Preliminary Plan.

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27. The applicant shall construct ~~†[an eight-foot-wide]~~ a 10-foot-wide master-planned hiker/biker trail ~~[along the Collington Branch]~~ through the site, at a location approved by the Prince George's County Department of Parks and Recreation, consistent with the master plan, the conceptual site plan, and approved preliminary plan of subdivision.
28. The preliminary plan shall consider the extension of the master plan trail north to Central Avenue (MD 214) and south to the southern property boundary.
- ~~†[29. The applicant shall construct the master plan eight foot wide asphalt trail connector from the stream valley trail to the road adjoining the private park.]~~
- †[30] 29. Prior to submission of the first Detailed Site Plan for residential development, the applicant shall confer with the DPR concerning the exact alignment of the master plan trail along the Collington Branch. The alignment shall be approved by DPR consistent with the master plan.
- †[31] 30. The location of the trail shall be staked in the field and approved by DPR prior to construction.
- †[32] 31. The applicant, his successors, and/or assignees shall construct the trail in phase with development. Prior to issuance of the 600th residential building permit, the trail construction shall be completed.
- †[33] 32. Prior to submission of the first Detailed Site Plan for residential development, the applicant shall submit detailed construction drawings for the master-planned trail construction to DPR for review and approval. The trail shall be designed in accordance with the applicable standards in the *Parks and Recreation Facilities Guidelines*.
- †[34] 33. All master-planned trails shall be constructed to assure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed by DPR.
- †[35] 34. The handicapped accessibility of all trails shall be reviewed during the review of the Detailed Site Plan.
- †[36] 35. In-road bicycle facilities shall be considered at the time of preliminary plan along the four-lane, divided roads entering the site from MD 214 and US 301, as well as along the main loop road (two-way street) through the subject site in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities, per the concurrence of DPW&T.

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- †[37] 36. The applicant, his successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines. The complete recreational package shall, at a minimum, include facilities provided for on the Conceptual Site Plan.
- †[38] 37. The private recreational facilities shall be reviewed by the Urban Design Review Section of Development Review Division (DRD) for adequacy and proper siting, prior to approval of a Detailed Site Plan (other than infrastructure) by the Planning Board.
- †[39] 38. The developer, his successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.
- †[40] 39. Each Detailed Site Plan shall specify that all tree pits along the streets that have shops, restaurants, plazas, and/or other uses shall be connected with a continuous noncompacted soil volume under the sidewalk. Details of how this will be accomplished shall be included on the plans and shall be agreed upon by the Planning Board or its designee. The use of "CU-Soil" as a "structural soil" or other equal product for shade trees planted in tree pits is strongly encouraged.
- †[41] 40. An amphitheater or other civic feature shall be provided in close proximity to the lake.
- †[42] 41. The 25-acre central open space shall contain facilities exclusively for the use of the entire community. †~~[Any use that conflicts with the ability of the entire 25 acres to function as a community open space shall be removed or relocated at the time of preliminary plan.]~~
- †[43] 42. After approval of the Preliminary Plan of Subdivision and the detailed site plans and concurrent with the first residential grading permit, the developer shall:
- a. Contribute \$250,000 to a tax exempt 501 (c) (3) organization to be determined and to be restricted for release to a school facility used to reduce overcrowding for Bowie area schools.
 - b. Use its best efforts to locate alternative commercial or other useable space for the transitional school to permanently replace the Belair School Building. Developer services will be provided at no cost to the Board of Education of Prince George's County.
 - c. Serve on construction committee for new middle school to be located in the South Bowie area.
- †[44] 43. No individual retail user shall exceed 125,000 square feet other than a grocery store(s).

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- †[45] 44. The plan shall be revised to reduce the number of luxury residential rental units to a maximum of 490, excluding age-restricted senior units and live/work units.
- †[46] 45. The plan shall be revised to authorize an increase in residential condominium units to a minimum of 210 units.
- †[47] 46. The Detailed Site Plan shall require a landscaped and/or brick wall buffer along the property line adjacent to US 301 and MD 214.
- †[48] 47. A Karington Advisory Committee shall be established, appointed jointly by Council Members from Districts 4 and 6, with representation from surrounding residential communities to facilitate communication for discussion of uses in and status reports on Karington by having regular meetings attended by the developer.
- †[49] 48. The height of any high-rise structure, including age-restricted senior units and hotels, shall be evaluated at detailed site plan.
- †[50] 49. Developer will employ best efforts to ensure adequate representation of minority business participation in all phases and trades of project.
- †[51] ~~[Notwithstanding any conditions related to the proposed master plan trail or connections thereto, applicant will not be required to construct same until the MNCPPC or assigns constructs the required trail segments linking the proposed trail from the subject property north to Central Avenue or south to Leeland Road.]~~

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

* * * * *

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 Lowe, seconded by Commissioner Scott, with Commissioners Lowe, Scott, Eley and Hewlett voting in favor of the motion, and Commissioner Vaughns opposing the motion at its regular meeting held on Thursday, June 12, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 3rd day of July 2003.

†Denotes Amendment
*Denotes Correction
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†This is to certify that the foregoing is a true and correct copy of the reconsideration action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, March 26, 2020, in Upper Marlboro, Maryland. The adoption of this amended resolution based on the reconsideration action taken does not extend the validity period.

†Adopted by the Prince George's County Planning Board this 23rd day of April 2020.

Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

EMH:JJ:AB:rpg

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner /s/
M-NCPPC Legal Department

Date: April 20, 2020

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

February 20, 2018

Karington, LLC.
10100 Business Parkway
Lanham, MD 20706

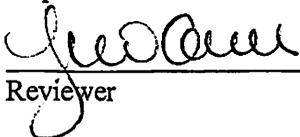
Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-04035
Karington

Dear Applicant:

This is to advise you that, on **February 15, 2018**, the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Article 28, Section 7-116(g), of the Maryland Annotated Code, an appeal of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of the final notice **February 20, 2018**.

Sincerely,
James Hunt, Chief
Development Review Division

By: 
Reviewer

Attachment: PGCPB Resolution No. **04-247(C/2)(A/2)**

cc: Persons of Record



PGCPB No. 04-247(C/2)(A/2)

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
File No. 4-04035

AMENDED CORRECTED AMENDED-CORRECTED-RESOLUTION

WHEREAS, Karington, LLC is the owner of a 381.52-acre parcel of land known as Parcels 119 and 139, Tax Map 70C, Grid 2, said property being in the 7th Election District of Prince George’s County, Maryland, and being zoned E-I-A; and

WHEREAS, on May 6, 2004, Karington, LLC filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 463 lots and 86 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-04035 for Karington 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 21, 2004, for its review and action in accordance with Article 28, Section 7-116, 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 21, 2004, the Prince George’s County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

†WHEREAS, by letter dated October 7, 2016, Matthew Tedesco and Arthur Horne, Jr., representing the owner/applicant Karington, LLC, requested a waiver and reconsideration for the conversion of certain dwelling units to lots and a modification to the phasing of transportation improvements and related findings;

†WHEREAS, on October 27, 2016, the Planning Board approved the waiver and request for reconsideration for good cause and in furtherance of substantial public interest (Rules of Procedure, Section 10(e)); and

†WHEREAS, on February 16, 2017, the Planning Board heard testimony regarding the reconsideration and approved the reconsideration, with conditions, for approval of 800 lots and 110 parcels for 1,294 dwelling units.

††WHEREAS, by letter dated July 12, 2017 Matthew Tedesco and Arthur Horne, Jr., representing the owner/applicant Karington, LLC, requested a waiver and reconsideration for the adjustment of access, circulation, and master plan trail alignment;

††Denotes (2018) Amendment

†Denotes (2017) Amendment

**Denotes (2017) Correction

*Denotes Correction

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††WHEREAS, on July 27, 2016, the Planning Board approved the waiver and request for reconsideration for good cause and in furtherance of substantial public interest (Rules of Procedure, Section 10(e)); and

††WHEREAS, on January 25, 2018, the Planning Board heard testimony regarding the reconsideration and approved the reconsideration, with conditions, for adjustment of access, circulation, and master plan trail alignment.

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 the Type I Tree Conservation Plan †[(TCPI/48/02)] (TCPI/48/02-02), and further APPROVED Preliminary Plan of Subdivision 4-04035, Karington, LLC for †[Lots 1-463] Lots 1-800 and †[Parcels 1-86] Parcels 1-110 with the following conditions:

1. Prior to signature approval of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan, TCPI/48/02-01 (see -02 revision for reconsidered TCPI), shall be revised as follows:

††[a. ~~*Whenever feasible, [R]revise the alignment of the neighborhood trails so that they are located at the top of the slopes or the bottom of the slopes, not midway up the slopes where significant grading and woodland clearing will be required.~~]

††[b] a. Add information to the TCPI that identifies the locations of all off-site road improvements that will be required and indicate which of those improvements may require the clearing of woodlands.

††[e] b. Show the location of the mitigated 1.5 safety factor line on the TCPI and the preliminary plan of subdivision and adjust the lot layout for proposed Lots 210-246, Block 'A,' so that the lots are located entirely outside the limits of the mitigated 1.5 safety factor line.

††[d] c. Prior to DSP, revise the Type I tree conservation plan to minimize the portion of PMA Impact #5 associated with the construction of the clubhouse and swimming pool. Also, revise PMA Impact 6 to further minimize and/or eliminate the proposed impact.

††[e] d. Revise the preliminary plan of subdivision and the Type I tree conservation plan to reflect the revised lot layout and the location of the mitigated 1.5 safety factor line based on "Marlboro Clay Safety Factor Exhibit A."

††Denotes (2018) Amendment

†Denotes (2017) Amendment

**Denotes (2017) Correction

*Denotes Correction

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2. Prior to signature approval of the preliminary plan of subdivision, the preliminary plan and the Type I tree conservation plan shall be revised:
 - a. So that no portion of the Patuxent River Primary Management Area (PMA) outside of the approved PMA impact area is located within the limits of a lot or parcel less than two acres in size.
 - b. To include the 10-foot-wide public utility easement parallel and contiguous to all public rights-of-way.
3. Development of this subdivision shall be in compliance with an approved Type I tree conservation plan †[(TCPI/48/02-01)] (TCPI/48/02-02). The following notes shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type I Tree Conservation Plan †[(TCPI/48/02-01)] (TCPI/48/02-02) or as modified by the Type II 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 Conservation/Tree Preservation Policy.”
4. The detailed site plan for the area that includes proposed Street ‘K’ shall address the further minimization of the proposed PMA impacts associated with that road layout and construction.
5. The detailed site plan submittal which includes Lots 210 – 246 shall include an analysis by a geotechnical engineer addressing the proposed site grading reflected on the detailed site plan including the location of the mitigated 1.5 safety factor line based on the proposed site grading.
6. Prior to approval of the first detailed site plan for the Karington Subdivision, the September 20, 2004, geotechnical report referenced by IC&E file number 40-04065-8 shall be revised to eliminate assumptions and be based on factual data and the comprehensive slope stability analysis shall be revised for the entire site to reflect the new information in accordance with the guidelines established by the Department of Environmental Resources, Permits and Review Division.
7. Prior to approval of the detailed site plan and the Type II tree conservation plan shall show a minimum 50-foot building restriction setback (unless a lesser restriction is approved by DER) from the final mitigated 1.5 slope safety factor line as determined by the slope stability analysis as approved by the Department of Environmental Resources, Permits and Review Division.
8. The final plat of subdivision shall show a minimum 50-foot building restriction line (unless a lesser restriction is approved by DER) from the limits of the mitigated 1.5 slope safety factor line.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

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9. The Type II tree conservation plan shall provide a detailed list of all required off-site road improvements and an analysis to determine if each improvement will be subject to the requirements of the Prince George's County Woodland Conservation Ordinance. The list shall indicate an approximate time frame for initiation of the proposed road improvements including responsibility for Type II tree conservation plan approvals. Any road improvement projects that are the responsibility of the applicant for this case shall mitigate the woodland clearing associated with those projects on an acre for acre basis.
10. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Patuxent River Primary Management Area, except for areas with approved impacts, and shall be reviewed by the Environmental Planning Section for accuracy prior to approval. In addition, the following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted.”
11. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans shall be submitted to the M-NCPPC Planning Department.
12. Prior to the issuance of any building permits for this site an approved stormwater management plan that is consistent with the approved detailed site plan and the Type II tree conservation plan shall be submitted to the Environmental Planning Section.
13. Failure to obtain either federal and/or state permits for the construction of the proposed lake will be considered a major change to the overall concept of this application and will require the submission and approval of a new preliminary plan of subdivision.
- ~~††[14. Subject to Condition ^{*}[41] 43, the applicant, his heirs, successors and/or assignees shall construct the master plan eight foot wide asphalt trail connector from the stream valley trail to the road adjoining the private park. The trail shall be a minimum of eight feet wide and asphalt.]~~
- ~~††[15. Prior to submission of the first detailed site plan for residential development, the applicant, his heirs, successors and/or assignees shall confer with DPR concerning the exact alignment of the master plan trail along the Collington Branch. The alignment shall be approved by DPR consistent with the master plan.]~~

††Denotes (2018) Amendment

†Denotes (2017) Amendment

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- ††14. Prior to submission of the first detailed site plan for residential development, other than for multifamily development for the first 400 units, the applicant, his heirs, successors and/or assignees shall confer with DPR concerning the exact realignment of the alternate 10-foot-wide master plan trail from MD 214/Old Central Avenue through the project to the southern property line, as further depicted in Applicant's Exhibit A. The alternate alignment shall be approved by DPR consistent with the master plan. If the alternate master plan trail is located within a private right-of-way or any privately owned land, the applicant, prior to the approval of the applicable record plat, shall provide M-NCPPC with a public access easement to ensure public access to the alternate master plan trail located within the private right-of-way or privately owned land.
- ~~††16. Subject to Condition *[41] 43, the location of the trail shall be staked in the field and approved by DPR prior to construction.]~~
- ~~††17. Subject to Condition *[41] 43, the applicant, his successors, and/or assignees shall construct the trail in phase with development. Prior to issuance of the 600th residential building permit, the trail construction shall be completed.]~~
- ††15. The applicant, his successors, and/or assignees shall construct the alternate 10-foot-wide master plan trail from MD 214/Old Central Avenue to the southern property line in phase with road construction with the exception of the southern connection of private Street W in accordance with Condition 39. Private Street W shall be platted in phase with development, at which time the applicant, his successors, and/or assigns shall provide an easement for the alternate 10 foot wide master plan trail to ensure ultimate connectivity to the southern property line.
- ~~††18. Subject to Condition *[41] 43, the applicant shall submit detailed construction drawings for the master-planned trail construction to DPR for review and approval. The trail shall be designed in accordance with the applicable standards in the *Parks and Recreation Facilities Guidelines* and all standards related to handicapped accessibility.]~~
- ††16. Prior to certificate approval of the detailed site plan for infrastructure (or an amendment thereto) that includes a portion of the proposed alternate master plan trail, the applicant shall submit detailed construction drawings for the relevant portion of the alternate master-planned trail to DPR for review and approval. The trail within the public or private right-of- way shall be designed in accordance with Applicant's Exhibit A.
- ††[19] 17. ††[A#] The 10-foot-wide alternate master-planned ††[trails] trail shall be constructed to assure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed by DPR.

††Denotes (2018) Amendment

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~~††[20]. In-road bicycle facilities shall be considered prior to the first DSP for residential development along the four-lane, divided roads entering the site from MD 214 and US 301, as well as along the main loop road (two-way street) through the subject site in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities. Wider outside curb lanes or parking lanes may be recommended at the time of detailed site plan to more adequately accommodate bicycle traffic along the designated bicycle routes, per the concurrence of DPW&T.]~~

††18. In-road bicycle facilities and/or trail facilities designed in accordance with Applicant's Exhibit A shall be considered along with the DSP for infrastructure (or any amendment thereto) along public roads entering the site from MD 214/Old Central Avenue and US 301 at the main site entrance, as well as along the main loop road (two-way street) through the subject site in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities. Wider outside curb lanes or parking lanes may be recommended at the time of detailed site plan to more adequately accommodate bicycle traffic along the designated bicycle routes, per the concurrence of DPW&T.

††[21] 19. The following note shall be placed on the final plat:

“An automatic fire suppression system shall be provided in all proposed buildings in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.”

††[22] 20. Prior to signature approval of the preliminary plan, the applicant shall determine the extent of the land that should be the subject of a Phase I archaeological investigation with the concurrence of the Development Review Division (DRD). The applicant shall complete and submit a Phase I investigation (including research into the property history and archaeological literature) for those lands determined to be subject. Prior to approval of the detailed site plan, the applicant shall submit Phase II and Phase III investigations as determined by DRD staff as needed. The plan shall provide for the avoidance and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow *The Standards and Guidelines for Archeological Investigations in Maryland (Schaffer and Cole: 1994)* and must be presented in a report following the same guidelines. This condition shall not apply if the applicant can provide evidence that these studies have been reviewed and approved.

††[23] 21. Prior to the issuance of permits *(other than infrastructure), the applicant, his heirs, successors and/or assignees shall have the scrap tires hauled by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility. A receipt shall be turned in to the Health Department.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

**Denotes (2017) Correction

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††[24] 22. **MD 214 at Church Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- a. The addition of a northbound left-turn lane along Church Road.
- b. The addition of an eastbound left-turn lane along MD 214.
- c. The addition of a westbound left-turn lane along MD 214.
- d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.

††[25. ~~MD 214 at Hall Road/site access:~~ Prior to the approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for a possible signal at the intersection of MD 214 and Hall Road/site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits, ~~†other than for infrastructure, signage, or model homes~~ within the subject property and install it at a time when directed by the responsible permitting agency. ~~†[Also, prior to the issuance of any building permits within the subject property,] Prior to any building permit that generates more than 1,047 AM and/or 1,421 PM net off-site peak hour trips or any building permit, other than for infrastructure, model homes, or signage that is otherwise within 1,400 linear feet of the proposed MD 214/Hall Road intersection, the following road improvements shall, †if deemed to be necessary by the operating agency,~~ (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- [a. ~~The addition of an eastbound exclusive right turn lane along MD 214.~~
- [b. ~~The †[addition of a] provision of an exclusive westbound left turn lane along MD 214 at the site access.~~
- [c. ~~The construction of the northbound approach to include two left turn lanes and a shared through/right turn lane, †or lane use otherwise required by SHA.]~~

††Denotes (2018) Amendment

†Denotes (2017) Amendment

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††23. Old Central Avenue at Site Access: Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage or model homes), the applicant shall submit an acceptable traffic signal warrant study to SHA for a possible signal at the intersection of Old Central Avenue at the site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency.

††[26] 24. US 301 at Old Central Avenue: Prior to the approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA. ††In addition, the applicant shall add, to the northbound approach of Old Central Avenue, an additional exclusive left-turn lane, unless modified by SHA.

††[27] 25. US 301 at site entrance/median crossover: Prior to the approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and the site entrance/existing median crossing. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits, †other than for infrastructure, model homes, or signage, within the subject property and install it at a time when directed by SHA. Also, prior to the issuance of any building permits, †other than for infrastructure, model homes or signage, within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- a. The construction of the eastbound approach to include two left-turn lanes and a right-turn lane.
- b. The widening of the median crossing to provide two eastbound lanes, turning left (northbound) onto US 301

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- c. The construction of a northbound left-turn lane approaching the median crossing.
- d. The construction of a southbound right-turn lane along the southbound US 301 approach.
- e. †Construction of a second westbound lane in the median at the WAWA crossover to provide a two-lane approach to southbound US 301 (one left and one through).

††[28] 26. US 301 widening:

- a. Prior to the issuance of any permits, †other than for infrastructure, signage, or model homes, within †[Phase I (other than construction buildings and model homes)] Phase II, as defined in the trip cap condition contained in this report, the following road improvement shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency: addition of a new US 301 southbound lane †[to extend from the southbound ramp of MD 214 approximately 6,800 linear feet toward Trade Zone Avenue.] beginning 1,000 feet north of the signal at the US 301 median crossover at the main site access and continue, to tie into the existing third southbound lane that already exists at Queen Anne Road, for a total distance of approximately 2,800 feet.
- b. Prior to the issuance of any permits within †[Phase II] Phase I that require the construction of a new access point(s) along southbound US 301, as defined in the trip cap condition contained in this report, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency: addition of new acceleration/deceleration lanes along †[northbound] southbound US 301 at the site entrance(s).
- c. The proposed widenings are subject to available right-of-way. In the event that the necessary right-of-way is not available by the time the applicant is prepared to start construction of the respective Phases, the applicant shall pay to Prince George's County a sum calculated as $\$725,094.25 \times (\text{FHWA Construction Cost Index at time of payment}) / (\text{FHWA Construction Cost Index for 2nd quarter, 1989})$. This fee may be assessed on a pro rata basis, with a pro rata schedule to be determined prior to signature approval of preliminary plan. In lieu of said payment, applicant may elect to install the improvements referenced in Condition 28A, along with other improvements deemed necessary for adequacy along

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US 301, with the applicant receiving credit against said fee for the cost of said improvements less the cost of the SHA mandated access improvements.

- ††[29] 27. MD 214 at Old Central Avenue: Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage or model homes), the applicant shall submit an acceptable traffic signal warrant study to SHA for a possible signal at the intersection of Central Avenue (MD 214) and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency.
- ††[30] 28. Total development within the subject property shall be limited to uses which generate no more than 1,313 AM and 1,925 PM peak-hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I shall be identified as any development that generates up to †[774 AM and 1,242 PM] 1,047 AM and 1,421 PM net off-site peak-hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II shall be identified as any development which generates more than †[774 AM and 1,242 PM] 1,047 AM and 1,421 PM net off-site peak-hour trips ††[~~or is within 1,400 linear feet of the proposed MD 214/Hall Road intersection~~]. Rates of internal trip satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.
- ††[31. ~~The preliminary plan of subdivision and detailed site plan(s) shall reflect the staging line of 1,400 linear feet from the Central Avenue (MD 214) and Hall Road intersection for transportation analysis.~~]
- ††[30] [32] 29. Prior to *~~signature approval of the preliminary plan~~ detailed site plan approval which includes these streets, the proposed typical sections for street types B, C, E, F, and I must have written approval by the county Department of Public Works and Transportation (or the appropriate operating agency). If such written approval is not received, street types B, C, E, and I must be revised to conform to a standard 70-foot right-of-way, and street type F must be reworked to function as street type A.
- ††[34] [33] 30. Prior to approval of the final plat of subdivision, the applicant, his successors and/or assignees shall provide additional documentary evidence that the subject property is (or will be) served by public transportation through local (county Department of Public Works and Transportation) or regional (Washington

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Metropolitan Area Transit Authority) bus system routes and stops that are located within and in proximity to the development. This provision shall be in keeping with the requirement of the fifth criterion, establishing geographic applicability of mitigation, in the Guidelines for Mitigation Action (as established by CR-29-1994). This requirement may also be satisfied through the provision of privately-funded shuttle bus service to supplement available public transportation service, in order to achieve the headway and walking distance requirement stipulated as a requirement for the use of mitigation. At the time of detailed site plan (other than infrastructure), transportation planning and DPW&T staff shall review bus routing plans.

††[32] [34] 31. Final plats shall identify that access to individual lots located along MD 214 and US 301 southbound is denied.

††[34] [35] 32. Prior to approval of the first final plat which includes residential development (excluding multifamily units), the applicant and the applicant's heirs, successors, and/or assignees shall submit a final plat and deed for land to be conveyed to M-NCPPC, ††including the additional land to be conveyed pursuant to the reconsideration approved January 25, 2018. Land to be conveyed shall be subject to the following:

- a. An original, special warranty deed for the property to be conveyed, (signed by the WSSC Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division, The Maryland-National Capital Park and Planning Commission (M-NCPPC), along with the final plat for the parkland.
- b. M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalls, curbs and gutters, and front-foot benefit charges prior to and subsequent to final plat.
- c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
- d. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair or

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improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to DPR within two weeks prior to applying for grading permits.

- e. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, DPR shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
- f. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled and underground structures shall be removed. DPR shall inspect the site and verify that land is in acceptable condition for conveyance, prior to dedication.
- g. All existing structures shall be removed from the property to be conveyed, unless the applicant obtains the written consent of DPR.
- h. The applicant shall terminate any leasehold interests on property to be conveyed to M-NCPPC.
- i. No stormwater management facilities, ††~~[or tree conservation]~~ or utility easements shall be proposed on land owned by or to be conveyed to M-NCPPC without the prior written consent of DPR. DPR shall review and approve the location and/or design of these features. If such proposals are approved by DPR, a performance bond and an easement agreement may be required prior to the issuance of grading permits.

††~~[35]~~ [36] 33. The subdivider, his successors and/or assignees shall submit a letter to the Subdivision Section indicating that the Department of Parks and Recreation has conducted a site inspection and found the land to be dedicated to M-NCPPC in acceptable condition for conveyance. The letter shall be submitted with the final plan of subdivision.

††[36] [37. ~~Subject to Condition *[41] 43, the applicant shall construct an eight foot wide master planned trail from the stream valley trail to the road adjoining the private park.]~~

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- ~~††[37] [38]. At a time to be determined at detailed site plan, the applicant shall construct a trailhead at the main access road (Street A); facilities shall be determined at the time of the DSP and may include a parking lot and a shelter.]~~
- ††34. At a time to be determined at detailed site plan, the applicant shall construct a publicly accessible trailhead in the location generally shown on Applicant's Exhibit A, or in an alternate location mutually agreeable to the applicant and DPR. Trailhead facilities may include a parking lot and a shelter. The timing of construction and the trailhead facilities shall be determined at the time of any detailed site plan that includes the trailhead location.
- ††[38] [39] 35. Proposed PMA impacts #5 and #6 shall be further evaluated during the review of the first Detailed Site Plan proposing these specific PMA impacts in order to further minimize and/or avoid the impacts once more detailed topographic, Geotechnical and grading information becomes available. If proposed PMA impact #5 cannot be sufficiently minimized the proposed pool and clubhouse shall be relocated and Parcel 79 shall be eliminated.
- ††[39] [40] 36. The applicant shall submit three original, executed recreational facilities agreements (RFA) for trail construction to DPR for their approval, three weeks prior to a submission of a final plat of subdivision. Upon approval by DPR, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
- ††[40] [41]. ~~The applicant shall submit to DPR a performance bond, letter of credit, or other suitable financial guarantee in an amount to be determined by DPR, within at least two weeks prior to applying for building permits.]~~
- ††37. In accordance with Condition 34, prior to the issuance of the fine grading permit or building permit(s) for any portion of the alternate master plan trail and related trailhead facility to be located outside of the public right-of-way, the applicant shall submit to DPR a performance bond, letter of credit, or other suitable financial guarantee in an amount to be determined by DPR.
- ††[41] [42] 38. The approval of the first detailed site plan for residential development (other than infrastructure) shall establish the timing for the submission of the recreational facilities agreements and associated bonding requirements for the public trail construction and the private recreational facilities.
- ††[42] [43]. ~~Notwithstanding any condition related to the proposed Master Plan trail or connections thereto, applicant will not be required to construct same trail until the M-NCPPC constructs or assigns the required trail segments linking the proposed trail from the subject property north to Central Avenue or south to Leland Road.]~~

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††39. Notwithstanding any condition related to the ultimate connection of the proposed alternate Master Plan trail to the southern property line, the applicant will not be required to bond, permit, or actually construct the ultimate connection to the southern property line along Street W until Street W and Prince George's Boulevard are graded and actually connected. If private Street W is not ultimately constructed, an easement for the master plan trail connection to the southern property line of the site shall still be provided in accordance with Condition 14.

††[44] 40. Pursuant to the Planning Board reconsideration action on February 16, 2017, the preliminary plan of subdivision (PPS) and TCPI (-02) shall be recertified prior to approval of a detailed site plan (not infrastructure) and shall include the following additional information:

- a. Add an additional approval block to the PPS and adjust the lot and parcel totals, including a breakdown of commercial, residential, single-family dwellings, and two family attached.
- b. Add a new general note that states "The Planning Board approved (PGCPB Resolution No. 04-247(C)(A)) a reconsideration on February 16, 2017 to convert dwelling unit types and increase the number of lots to 800 and the number of parcels to 97 with no increase to the maximum dwelling units approved of 1,294."
- c. Parcel 91 shall be adjusted to avoid impacts to tree conservation areas.
- d. The original tree line, per the approved forest stand delineation/Tree Conservation Plan Type I, shall be shown on the plans.
- e. The TCPI shall show the most current approval block.
- f. Delineate and label lot depth in accordance with Section 24-121(a)(4) of the Subdivision Regulations.
- g. Add a note to the PPS that states "The recertification of this PPS, pursuant to the reconsideration action approved on February 16, 2017 and adoption of PGCPB Resolution No. 04-247(C)(A), does not extend the validity period of the PPS, nor change the date of the original approval."
- h. Provide an inset on the PPS which reflects the applicant's "Exhibit for Typical Minimum Lot Layout" dated ~~**[February 27, 2017]~~ February 7, 2017.

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††[i] Reflect the staging line of 1,400 linear feet from the proposed Central Avenue (MD 214) and Hall Road intersection for transportation analysis.

††[j] i. Label denied access along Robert Crain Highway (US 301), with the exception of the street connections, and reflect the proposed access easements authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations with arrows with a heavy line weight, which may be subject to revisions at the time of DSP.

††[k] j. Revise the lotting pattern for Parcels 49, 72, and 73 in accordance with Applicants Access Exhibit.

††[l] k. Dimension all streets and alleys, and label.

††[45] 41. Prior to approval of the final plat, if needed, the applicant and the applicant's heirs, successors, and/or assignees shall submit a draft access easement, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, over the approved shared access to serve the commercial retail as reflected on the approved detailed site plan. If needed, the draft document shall identify the Maryland-National Capital Park and Planning Commission (M-NCPPC) as the grantee and shall submit it for review and approval. The limits of the shared access shall be reflected on the final plat. Prior to recordation of the final plat, the easement shall be recorded in Prince George's County Land Records and the liber/folio of the document shall be indicated on the final plat with the limits of the shared vehicular access. The final plat shall carry a note that vehicular access is authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations.

††[46] 42. Prior to signature approval of the preliminary plan of subdivision, the Type I tree conservation plan (TCPI) shall be revised as follows:

- a. Update the TCP approval block to the current standard with all previous approval information typed-in.
- b. Add the standard Development Review QR code approval block.
- c. Remove the steep slopes and proposed treeline.
- d. Revise the limit of disturbance to the standard line-type.
- e. Revise the location of the limit of disturbance to follow the current location of the proposed water and sewer connections.

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- f. Show the unmitigated 65 dBA Ldn noise contour with a darker line and provide labels for the line on each sheet of the plan set.
 - g. Revise the name of the qualified professional responsible for the plan on the worksheet and have the revised plan signed and dated by the qualified professional who prepared the plan.
- ††[47] 43. Prior to approval of a detailed site plan ††for residential development (not infrastructure), the following shall be demonstrated on the plans:
- a. Private recreational facilities, such as open space, small-scale neighborhood outdoor play areas, and picnic areas, in at least three locations with each location being within a 100-foot radius of the proposed townhouses.
 - b. To provide adequate pedestrian circulation and access, homeowners association open space windows, which are a minimum of eight feet-wide, shall be provided between the end unit lot lines of single-family attached (townhouse) building sticks where appropriate, as determined at the time of detailed site plan.
 - c. Homeowners association (HOA) open space shall be provided between groups of lots, which back to the HOA/M-NCPPC land along the western and southern edges of the property. The open space elements shall be provided every (15) fifteen contiguous single-family detached units, or as determined at the time of detailed site plan.
- ††44. Pursuant to the Planning Board reconsideration action on January 25, 2018, the preliminary plan of subdivision and TCPI (-03) shall be recertified prior to approval of a detailed site plan and shall include the following revisions:
- ††a. Have the revised plan signed and dated by the qualified professional who prepared the plan.
 - ††b. Indicate on the plans that Street J is to be a public right-of-way.
 - ††c. Show and label the east property line of private Street A at public Street A.
- ††45. Prior to the approval of any permits, the applicant shall vacate the right-of-way previously dedicated for the western access to MD 214 and file a plat of correction, to the plat recorded at REP 215-89, to be approved and recorded reflecting the area which has been vacated and is to be incorporated into land previously platted with REP 215-89. The plat of correction shall include all land previously shown on plat REP 215-89. With the plat of correction, the applicant shall enter

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into a memorandum of understanding (MOU) with DPW&T for the maintenance of the master plan trail within the public right-of-way and the Liber and folio of the of the MOU shall be reflected on the final plat prior to recordation, unless the operating agency agrees to maintain the master plan trail within the right-of-way.

††46. At the time of detailed site plan, appropriate transitions from in-road bicycle facilities to the master plan hiker/biker trail shall be shown.

††47. At the time of detailed site plan, which includes the access at Old Central Avenue, the Type 2 tree conservation plan shall account for the off-site woodland clearing associated with the proposed traffic circle graphically on the plan, in updates to the off-site clearing table, and in the woodland conservation worksheet, unless the traffic circle is no longer required.

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, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located in the southwest quadrant of Central Avenue and US 301.

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3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

Zone	EXISTING E-I-A	PROPOSED E-I-A
Uses	Vacant	Mixed Use Development: Single-family detached and attached homes, †multifamily ; commercial †[and institutional] retail, and hotel uses.
Acreage	381.52	381.52
Lots	0	†[463] 800
Parcels	2	†[86] 110
Square-footage:		
Retail Commercial	0	†[300,000] 475,000
Employment Space	0	†[700,000] 200,000
†[School]	0	†[25,000]
Hotel Rooms	0	†[300] 390
Total Dwelling Units:	0	1,294
Detached	0	†[170] 136
Attached	0	†[272] 664
Multifamily †[Rental]	0	†[600] 390
†[Condominium] 2-Family Attached	0	†[112] 104
†[High-Rise]	0	†[120]
†[Live-Work]	0	†[20]

4. **Environmental**—The Environmental Planning Section reviewed the preliminary plan of subdivision ~~†(PPS)~~ and Type I Tree Conservation Plans date stamped as received by the Environmental Planning Section on July 19, 2004 and the revised Geotechnical Report date stamped as received by the Environmental Planning Section on September 22, 2004. The plans as submitted have been found to address the environmental constraints of this site and the requirements of the Prince George’s County Woodland Conservation Ordinance. ~~†[Therefore, the Environmental Planning Section recommends approval of Preliminary Plan of Subdivision 4-04035 and]~~ Type I Tree Conservation Plan TCPI/48/02-01 ~~†[subject to conditions]~~ was approved with the original PPS. Type I Tree Conservation Plan TCPI/48/02-02 was approved with the reconsideration to reflect modification to the lotting pattern.

A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on the property. Transportation-related noise impacts have been found to impact this site. The soils found to occur according to the Prince George’s County Soil Survey include Adelphia fine sandy loams, Bibb silt loam, Keyport silt loam, Sandy land steep, and Westphalia fine sandy loams. Some of these

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existing soils have limitations that will have an impact during the building phase of the development. According to available information, Marlboro clay is found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this property. This property is located in the Collington Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted General Plan.

Summary of Prior Environmental Conditions Of Approval

The approval of the conceptual site plan included numerous conditions, several of which dealt with environmental issues that were to be addressed during subsequent reviews. The environmental conditions to be addressed during the review of the preliminary plan of subdivision are addressed below.

Conceptual Site Plan CSP-02004; PGCPB No. 03-135

- 15. All future plan submittals shall include a single tree line as shown on the FSD revision stamped as received by the Environmental Planning Section on May 23, 2003.**

This condition has been addressed; the revised Type I Tree Conservation Plan, TCPI/48/02-01 date stamped as received by the Environmental Planning Section on July 19, 2004, reflects the correct tree line in accordance with the FSD revision date stamped on May 23, 2003.

- 17. The Woodland Conservation Threshold portion of the requirement (47.52 acres) shall be satisfied as on-site preservation. The balance of the requirements may be satisfied by additional on-site preservation, on-site reforestation, or at an approved off-site mitigation bank.**

This condition has been addressed; the revised Type I Tree Conservation Plan, TCPI/48/02-01, date stamped as received by the Environmental Planning Section on July 19, 2004, proposes 47.52 acres of on-site preservation with the balance of the requirement proposed to be satisfied by 50.97 acres of off-site mitigation at a location to be determined.

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18. The revised TCPI submitted with the Preliminary Plan of Subdivision shall include the following:

a. Show conceptual grading, structure locations, and the limit of disturbance.

This condition has been satisfied by the revised Type I Tree Conservation Plan, TCPI/48/02-01, date stamped as received by the Environmental Planning Section on July 19, 2004. The conceptual grading, the residential structure locations, and the conceptual grading are shown on the plans as revised.

b. An attempt shall be made to eliminate isolated Woodland Conservation Areas by adjusting the layout and providing larger contiguous forest areas in the vicinity of the PMA and thus further minimizing proposed PMA impacts.

This condition has been satisfied by the revised TCPI. The 48.37 acres of on-site Woodland Conservation Preservation Areas are located adjacent to areas of forested floodplain on the site and are disconnected only by the entrance road from MD 214. All other woodland conservation areas are part of a larger contiguous forested area associated with Collington Branch.

c. Show the location of all anticipated stormdrain, sewer and water outfalls including those connecting to existing facilities located outside the limits of this application.

This condition has been satisfied by the revised TCPI. The sewer and stormdrain outfalls have been shown.

d. Any clearing for off-site infrastructure connections shall be mitigated at a 1:1 ratio for all woodlands cleared as part of TCPI/48/02.

This condition has generally been satisfied by the revised TCPI, which reflects 0.62 acre of off-site clearing on the worksheet for impacts associated with the sewer outfall, stormwater management outfalls, and some road improvements immediately adjacent to this application. However, there is no clear indication as to the need for additional off-site infrastructure associated with the construction of off-site road improvements.

19. At the time of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan shall be revised at a scale of no less than 1"=100'. Those plans shall clearly identify each component of the PMA and the ultimate limit of the PMA.

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This condition was addressed by the revised TCPI, date stamped as received by the Environmental Planning Section on July 19, 2004.

- 20. The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be submitted with the Preliminary Plan application. It shall include a description and justification of each proposed area of impact. The impacts to each feature of the PMA shall be quantified and shown on 8½- x 11-inch sheets.**

This application proposes nine distinct Patuxent River Primary Management Area (PMA) impacts totaling 18.35 acres or 15.6 percent of the total 117.4 acres of PMA found on this site. The revised letter of justification, date stamped as received by the Environmental Planning Section on July 19, 2004, was reviewed and found to adequately address some of the proposed impacts but failed to justify how other impacts were minimized to the fullest extent possible. Below is a summary of the proposed PMA impacts.

Patuxent River Primary Management Area Proposed Impacts

Impact Number	Justification and Recommendation
1	This 12.70-acre impact is associated with the construction of the proposed lake that is an integral part of the stormwater management concept approved for this site. Because of the size of the lake and its location as a central feature of the project, the impacts are justified and have been minimized to the fullest extent possible. Staff supports proposed impact #1 subject to the condition found at the end of this report.
2a	This 1.37-acre impact is necessary to provide access from MD 214 and cannot be avoided. The proposed impact has been minimized.
2b	This 0.19-acre impact is necessary for the construction of the sewer outfall that will serve the northern end of this site. The outfall has been located to minimize the distance traversed within the PMA. The proposed impact has been minimized.
3a	This 1.20-acre impact is associated with the construction of a stormwater management facility that is necessary to serve the southwestern portion of the site. Because of the topography of this site and the presence of Marlboro clays, the placement of the pond farther outside the PMA is not practical without creating other environmental impacts. The proposed impact has been minimized.
3b	This 0.04-acre impact is associated with the construction of a sewer outfall to serve the southern end of the property. The proposed impact has been minimized.
3c	This 0.45-acre impact is associated with the construction of a sewer outfall to serve the north central portion of this site. Although the alignment of this outfall is indirect, the alignment is dictated by the presence of an archeology site. During subsequent reviews it may be possible to provide a more direct route for the outfall connection after a full archeology review has been completed. The proposed impact has been minimized.

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Impact Number	Justification and Recommendation
4	This 0.34-acre impact is for the construction of a stormwater management outfall necessary to safely convey stormwater through the PMA to the existing stream. The proposed impact has been minimized.
5	This 1.10-acre impact is associated with the construction of a road to access the southwestern portion of the site and for the construction of the clubhouse and swimming pool. The impact associated with the road construction has generally been minimized but could be further minimized. However, the impacts for the clubhouse and swimming pool can be avoided by placing these amenities elsewhere. It must also be noted that this same area has been identified as a potential slope failure area associated with the Marlboro clay found on this site. Therefore, the impact associated with the road construction is supported subject to further minimization during the review of the detailed site plan. The impacts associated with the clubhouse and the swimming pool are not supported and these amenities should be relocated.
6	This 0.96-acre impact is associated with the construction of parking compounds for a proposed office building. The PMA that is being impacted includes a slope area where further minimization of the proposed impacts is practical and avoidance is possible. This proposed impact has not been minimized and is not supported.

Several conditions are included in this report to address these issues.

- 21. Prior to the issuance of any grading permits which impact the Waters of the U.S., nontidal wetlands, or the 25-foot wetland buffer, a copy of all appropriate federal and/or State of Maryland permits shall be submitted.**

This condition is to be satisfied prior to the issuance of permits.

- 22. The proposed PMA impacts shall be further evaluated with each subsequent plan review.**

The PMA impacts proposed by this application have been addressed by staff comments to Condition 20 above.

- 23. The submittal of the Preliminary Plan of Subdivision shall include a Marlboro Clay Geotechnical Report prepared in accordance with the Prince George’s County “Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments.”**

The geotechnical study, date stamped as received by the Environmental Planning Section on September 22, 2004, addresses the slopes’ stability issues associated with the Marlboro clay found to occur on this site, including the location of the mitigated 1.5 safety factor line based on the conceptual site grading as reflected on “Marlboro Clay Safety Factor Exhibit A.” It

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should be noted that the geotechnical report as submitted was based on a number of assumptions that, although acceptable for this phase of the development process, will require revisions during subsequent phases to incorporate quantifiable data and parameters. The conceptual grading and lot layout on that exhibit were adjusted to ensure that all residential lots are located outside the mitigated 1.5 safety factor line. Therefore, the required findings with respect to Section 24-131(a) of the Subdivision Ordinance could be made because no residential lots are located within the limits of the mitigated 1.5 safety factor line and no unsafe land is located within the limits of a residential lot. Furthermore, because of the proposed site grading, none of the commercial lots are located within the limits of the 1.5 safety factor line, and the creation of lots on unsafe land has been adequately addressed for this phase of the development process.

Although slope stability has been the primary concern during this phase of the development process to ensure that no lots are created on unsafe land, the presence of the Marlboro clays will be further evaluated during subsequent phases of the development process. At each subsequent development phase (detailed site plan, grading permit, and building permit) additional information shall be submitted to address the proposed site grading and refine the mitigated 1.5 slope safety factor line for the perimeter residential lots based on the proposed site grading.

Several conditions are included in this report to address these issues.

24. **Prior to certification of the Conceptual Site Plan and the Type I Tree Conservation Plan, the following note shall be placed on both plans in large bold type.**

“This plan provides a conceptual layout for the proposed development of this site which contains Marlboro clay. The location and characteristics of this clay may affect the developable area of this site.”

This condition has been addressed by the revised TCPI.

25. **The projected 65 dBA Ldn noise contours for MD 214 and US 301 shall be shown on the Preliminary Plan of Subdivision and the Detailed Site Plans for this site at 311 feet and 409 feet from the centerline, respectively. In the event the Environmental Planning Section noise projections are not used, a Phase I Noise Report shall be prepared and submitted with the Preliminary Plan of Subdivision. If residential lots are located within the limits of the 65 dBA Ldn noise contour appropriate mitigation measures shall be identified by a Phase II Noise Study at the time of Detailed Site Plan.**

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This condition has been addressed by the revised TCPI and preliminary plan of subdivision, which reflect the location of the unmitigated 65 dBA Ldn noise contours for MD 214 and US 301.

Woodland Conservation

A Detailed Forest Stand Delineation (FSD) was previously reviewed in conjunction with the approval of the Conceptual Site Plan, CSP-02004. The FSD was found to address the requirements in accordance with the Prince George's County Woodland Conservation Ordinance. Because the prior approval occurred within the last two years and no significant changes have occurred, a revised FSD is not required.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland on-site, and there are no previously approved tree conservation plans for this site.

The revised Type I Tree Conservation Plan, TCPI/48/02-01, date stamped as received by the Environmental Planning Section on July 19, 2004, addresses the requirements of the Prince George's County Woodland Conservation Ordinance. This 381.52-acre property has a net tract area of 316.80 acres and a woodland conservation threshold (WCT) of 15 percent or 47.52 acres. There are additional ¼:1, 1:1 and 2:1 replacement requirements totaling 49.24 acres associated with the clearing of woodlands above the WCT, clearing woodlands in the 100-year floodplain, and clearing woodlands for off-site infrastructure improvements. The plans as currently submitted propose to satisfy the 96.76-acre requirement with 48.37 acres of on-site preservation in priority retention areas and 48.39 acres of off-site mitigation at a location to be determined. Because of the presence of the Marlboro clay, the plan will require some minor revisions to address a revised lot layout and revised conceptual grading necessary to address the 1.5 safety factor line associated with the Marlboro clays.

Patuxent River Primary Management Area

Streams, wetlands, 100-year floodplain, severe slopes in excess of 25 percent, and steep slopes between 15 and 25 percent with high erodible soils are found on this property. These features along with their respective buffers comprise the Patuxent River Primary Management Area, or PMA. These features and the associated buffers are shown on the plans along with the ultimate limit of the PMA. A copy of the approved jurisdictional determination for wetlands and 100-year floodplain study were submitted with this application and are date stamped as received by the Environmental Planning Section on July 15, 2004, and June 15, 2004, respectively. The Environmental Planning Section concurs with the conclusions of these approvals with respect to the presence and extent of the wetlands and the 100-year floodplain on this site.

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The Subdivision Ordinance, Section 24-130(b)(5), requires that the PMA be preserved in a natural state to the fullest extent possible. A letter of justification, date stamped as received by the Environmental Planning Section on July 19, 2004, was reviewed and found to address each of the proposed PMA impacts. The TCPI and letter of justification propose nine PMA impacts including two impacts for stormwater management outfalls, three impacts for sewer outfalls, one for road construction, one for the proposed lake, one for a parking lot, and one that includes a road, swimming pool and clubhouse. Each of the proposed impacts was addressed in detail with conceptual site plan Condition 20 above. It must be noted that the impacts associated with the construction of the swimming pool and clubhouse could easily be avoided by relocating these facilities elsewhere. The proposed impacts associated with the parking compound can be further minimized or avoided and the impacts associated with proposed Street 'K' can be further minimized.

Some of the proposed residential lots are partially encumbered by the Patuxent River PMA. The approval of this plan will place a conservation easement on all portions of the PMA not specifically permitted to be cleared in accordance with this and subsequent plan approvals. Allowing portions of the PMA to remain on lots would place hardships on prospective residential lot owners by reducing the size of the usable lot far below the actual lot size, especially when many of the lots are less than 10,000 square feet in size.

Stormwater Management

A copy of the approved Stormwater Management Concept Plan, #26947-2002-00, was submitted for review with this application. That plan is not consistent with the preliminary plan of subdivision or the Type I tree conservation plan as submitted on July 19, 2004. The stormwater management concept plan proposes a different limit of disturbance, different grading of the site, different stormwater management pond locations, and even a different number of ponds.

†Reconsideration

On October 27, 2016, the Planning Board granted a request for a waiver of the Planning Board Rules of Procedure and a Reconsideration to convert dwelling unit types and adjust land uses. The applicant submitted a revised PPS and TCPI to reflect the lotting pattern requested.

†The reconsidered TCPI demonstrates that the additional proposed lots will be located within areas that were previously approved for permanent woodland clearing and grading, and no additional woodlands will be cleared as a result of the proposed lots and no additional impacts to the PMA are requested; however, proposed Parcel 91 in the northernmost pod adjacent to MD 214 is too close to the proposed woodland preservation area, which could result in complications for emergency or maintenance vehicles accessing the rear of the lots from that direction. Parcel 91 shall be adjusted or relocated prior to recertification of the TCPI.

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†The original tree line is not correctly shown on the TCPI and shall be corrected prior to certification of the reconsidered amended PPS and TCPI. Additionally, no additional impacts to the stream along the northern boundary is reflected or shall be constructed as a result of the additional impervious area from the proposed lots approved with this reconsideration.

†The Environmental Planning Section has determined that, to distinguish this amendment to the TCP to reflect the lotting pattern, the TCP will be recertified with an -02 revision (TCPI/048/02-02) with a note reflected in the approval block indicating that it is pursuant to the reconsideration and amended resolution. No changes to any of the previously approved environmental conditions were necessary for the reconsideration; however, a new condition was required to address technical corrections for the associated revised TCPI, which includes adding the new lotting pattern to the TCPI -02 revision.

5. **Community Planning**—The property is in Planning Area 74A/Employment Area. It is in the Developing Tier as described by 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. This preliminary subdivision plan for the development of a mixed-use planned community is generally consistent with the 2002 General Plan Development Pattern goals and policies for land use in the Developing Tier.

The Bowie-Collington-Mitchellville & Vicinity Master Plan (1991) designates this property as part of Employment Area 6. It was formerly known as the Collington Corporate Center and has an approved Basic Plan and Comprehensive Design Plan. The Basic Plan approved a maximum potential of 4.5 million square feet of development. The master plan shows private open space areas surrounding the property in the northern, western, central, and southern portion of the property. Also, the plan recommends a trail connecting the internal road network to a trail along Collington Branch Stream Valley Park. The Bowie-Collington-Mitchellville & Vicinity Sectional Map Amendment (1991) retained the E-I-A Zone. Subsequently, Council Bill CB-13-2002 defined and permitted a Mixed-Use Planned Community in the E-I-A Zone. This preliminary subdivision plan does not conform to the Bowie-Collington-Mitchellville & Vicinity Master Plan, which recommends employment land use for the subject property. However, Council Bill CB-13-2002 defined a mixed-use planned community as a permitted use for employment areas classified in the E-I-A Zone. Subsequently, Conceptual Site Plan CSP-02004 approved this type of development for the site.

6. **Parks and Recreation**—The staff of the Department of Parks and Recreation (DPR) has reviewed the above referenced preliminary plan application for conformance with the requirements of the of Zoning Bill CB-13-2002, conditions of the Order Affirming Planning Board Decision by the County Council of Prince George's County, Case No. †[~~SP-0200~~] SP-02004, the Adopted and Approved Bowie-Collington-Mitchellville Master Plan for Planning Area 75A, the Land

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Preservation and Recreation Program for Prince George's County, and current zoning and subdivision regulations as they pertain to public parks and recreation.

BACKGROUND

Following is the summary of the conditions of the Order Affirming Planning Board Decision by the County Council of Prince George's County, Case †[~~SP-0200~~] SP-02004; Conditions 26–35 and Conditions 39 and 51 are related to the park issues:

Condition 26: The exact acreage and timing of dedication shall be determined at the time of preliminary plan.

Condition 27: The applicant shall construct an eight-foot-wide master-planned hiker/biker trail along the Collington Branch.

Condition 28: The preliminary plan shall consider the extension of the master plan trail north to Central Avenue (MD 214) and south to the southern property boundary.

Condition 29: The applicant shall construct the master plan eight-foot-wide asphalt trail connector from the stream valley trail to the road adjoining the private park.

Condition 30: Prior to submission of the first detailed site plan for residential development, the applicant shall confer with DPR concerning the exact alignment of the master plan trail along the Collington Branch. The alignment shall be approved by DPR consistent with the master plan.

Condition 31: The location of the trail shall be staked in the field and approved by DPR prior to construction.

Condition 32: The applicant, his successors, and/or assignees shall construct the trail in phase with development. Prior to issuance of the 600th residential building permits, the trail construction shall be completed.

Condition 33: Prior to submission of the first detailed site plan for residential development, the applicant shall submit detailed construction drawings for the master-planned trail construction to DPR for review and approval. The trail shall be designed in accordance with the applicable standards in the *Park and Recreation Facilities Guidelines*.

Condition 34: All master-planned trails shall be constructed to assure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any structures shall be reviewed by DPR.

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Condition 35: The handicapped accessibility of the trails shall be reviewed during the review of the detailed site plan.

Condition 39: The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.

Condition 51: Notwithstanding any conditions related to the proposed master plan trail or conditions thereto, the applicant will not be required to construct same until M-NCPPC or assignees constructs the required trail segments linking the proposed trail from the subject property north to Central Avenue or south to Leeland Road.

DISCUSSION

The Bowie-Collington-Mitchellville Master Plan for Planning Area 75A recommends a hiker/biker trail along the Collington Branch Stream and a trail connector to the community. The applicant proposes a combination of private and public recreation facilities to meet master plan recommendations and the requirements of the Subdivision Ordinance.

The applicant did not identify the parkland dedication. Staff recommendations are based on the master plan recommendations and the conditions of the conceptual site plan approved by the County Council of Prince George's County as described above. The Department of Parks and Recreation (DPR) staff recommends that the area of parkland dedication include the entire floodplain and floodplain buffer from Central Avenue to the southern property boundary.

Prior approvals for the development of this area discussed the construction of the master-planned trail and trailhead facilities at this location. DPR staff believes that a trailhead at the main access road from Central Avenue would still be desirable, because it would be directly across from a community recreational area and would link the two open spaces. A small parking lot across from the community recreational park would provide convenient parking for trail users and would enhance the recreational opportunities in the development.

The applicant shows the master planned trail in the proposed sewer right-of-way in the Collington Branch Stream Valley. This area is identified as a wetlands and any trail constructed at this location would be extremely difficult to maintain. In addition, this area is isolated and would be difficult to police and could be unsafe. DPR staff recommends that the master plan trail be located along the edge of the floodplain closer to the development. The trail would not be as isolated, would be safer, and easier to build and maintain and result in less environmental disturbance. A final decision on the location and extent of the trail should be made at Detailed Site Plan

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In summary, and in accordance with the conditions of Conceptual Site Plan SP-02004 and Section 24-134 of the Subdivision Regulations, the Park Planning and Development Division of the Department of Parks and Recreation further recommends the provision of parkland dedication as shown on attached DPR Exhibit "A," construction of the trails and trailhead facilities on dedicated parkland, and the provision of private recreational facilities.

†Reconsideration

Based on the reconsideration action taken for the conversion, an overall reduction of less than \$20,000 in the value of the required on-site private recreational facilities has resulted due to the reduction of the estimated population. The revision to the lotting pattern proposed with the reconsideration does not result in a modification to the decision for mandatory dedication.

†Condition 26 of the zoning decision indicated that the determination for the amount and timing of the conveyance of parkland was to be determined at the time of PPS. The PPS was originally certified without addressing the timing of conveyance, but did delineate an area of dedication of 31.5 acres. Prior to signature approval of the reconsidered PPS, the land area of dedication shall be revised to clearly label the ±27,211 square feet now owned by Prince George's County, west of the entrance along MD 214.

†With the reconsideration, the Planning Board established a condition for the conveyance of parkland to M-NCPPC consistent with the standard used for PPS approvals, and recommended by DPR. The condition requires that the parkland be platted and the deed for conveyance be submitted with the first final plat that includes residential development, excluding multifamily.

††On January 25, 2018, the Planning Board granted a Reconsideration for the realignment of the master plan trail. In 2004, the Planning Board approved Preliminary Plan 4-04035 with conditions 14, 15, 16, 18, 19, 35, 37, 38, 41 and 43 most of which were related to the development of trail called for in the adopted Master Plan along Collington Branch Stream Valley with trailhead facilities located within the Karington subdivision.

††The Preliminary Plan 4-04035 established timing for the dedication of parkland and the construction of the trails and trailhead facilities on dedicated parkland. However, in 2017, the applicant proposed a major realignment of road infrastructure, which affected access to the planned trail and future public trailhead facilities located in the western part of the site. The vehicular and pedestrian access to the planned trail and trailhead facilities is no longer viable due to severe slopes, floodplain and wetlands on the dedicated parkland. As such, the planned trail needs to be realigned to fit into the new road system and to provide the most convenient public access to the trail and trailhead facilities.

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††Given the challenges associated with the location of the master-planned trail, the most appropriate alternate location for the trail is along the major loop road within the subdivision. As such, the associated conditions of approval are modified to allow for the realignment of the master plan trail.

7. **Trails**—Two master plan trails impact the subject site. The Adopted and Approved Bowie-Collington-Mitchellville and Vicinity Master Plan recommends that a multiuse trail be constructed along the length of the subject property’s frontage of Collington Branch. The Department of Parks and Recreation has acquired land for the construction of this trail in other segments of the stream valley, and a portion of the trail has been approved for construction as part of the Beech Tree subdivision to the south of the subject site. This trail is reflected on the submitted preliminary plans along most of the length of the Collington Branch, with several connections into the community. The preliminary plan reflects the extension of the master plan trail to MD 214, as suggested in Condition 28 of the approved CSP. Conditions related to this trail were included in the resolution for the CSP and are reiterated below.

The master plan also recommends a connector trail from the stream valley trail into the subject site. Numerous connector trails are shown, with major connections shown to the lake and along the southern edge of the subject site. These connections meet the intent of the master plan. It is recommended that the major connector trails (from the stream valley trail to the lake and along the southern edge of the subject site) be a minimum of eight feet wide and asphalt. In-road bicycle facilities (such as designated bicycle lanes or wide outside curb lanes) were recommended along the site’s primary loop road at the time of CSP and have been reflected on the preliminary plan by the applicant. The exact nature of these facilities should be determined at the time of DSP. The CSP condition regarding these facilities has been reiterated below.

Staff is particularly concerned about some of the road cross sections reflecting on-street parking. Street Sections C and E both reflect 36 feet of pavement for two travel lanes (one each way) and on-street parking on both sides. Assuming that 11-foot-wide travel lanes are used, this only allows seven feet of space for the parked vehicles and bicycle traffic. Similarly, Street Section D (a two-way street with parking on one side) appears to allow for only six feet for the parking lane. The 1999 *AASHTO Guide for the Development of Bicycle Facilities* recommends a minimum of 11 feet for on-street parking with bicycle traffic. This allows for sufficient space for bicycle movement outside of the travel lane, while minimizing conflict with people getting into and out of the parked cars. Street Section I allows an additional four feet for the outside curb lane (or parking lane), which appears to be more adequate to accommodate all users and allows for a wider parking lane. Roads intended for use as bicycle facilities should include adequate space to accommodate bicycle traffic, in keeping with the guidelines contained in AASHTO.

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It is also recommended that the subject site be developed in a manner that is pedestrian and bicycle compatible. Discussion involving this occurred during the CSP phase of the proposal. This can be accomplished through a comprehensive network of sidewalks and trails linking all portions of the development to the master plan trail, recreation facilities, retail areas, and the lake. The applicant has proposed the construction of the master plan trail, a network of neighborhood trail connectors, and in-road bicycle facilities. Standard and wide sidewalks will further enhance this network. These facilities are reflected on the subject application and meet the requirements for the approved resolution for CSP-02004.

The network of proposed trails is comprehensive and links all of the areas of open space within the subject site. All of the main corridors of open space (greenways) are utilized as trail corridors and all portions of the subject site have access to the trail along the stream valley. The exact location, surface type, and width of all trails should be indicated at the time of Detailed Site Plan. Additional neighborhood trail connections shown on the Pedestrian Path Diagram (at the time of CSP) were not included on the preliminary plan. Staff recommends that these connections be added to the preliminary plan, as they will provide important connections from the residential community to the trail network, including the master plan trail. At the time of detailed site plan for the area around the lake, numerous pedestrian connections to the trail around the lake should be shown, whether these are sidewalk connections or neighborhood connector trails.

Sidewalk Connectivity

The sidewalk network proposed at the time of CSP is comprehensive and will facilitate safe pedestrian movement throughout the subject site. Wide sidewalks are shown along Main Street and Restaurant Road. The partial grid street pattern will also serve to make a pedestrian- and bicycle-friendly environment by creating direct connections and dispersing motor vehicles somewhat throughout the site. Additional pedestrian safety measures such as pavement markings, signage, raised crosswalks, and curb bump-outs should also be considered at the time of Detailed Site Plan. A detailed analysis of the pedestrian network and pedestrian safety measures will occur at the time of DSP.

††On January 25, 2018, the Planning Board granted a Reconsideration for the adjustment of the site access, circulation and realignment of the master plan trail. The master plan trail is realigned from the stream valley to alongside internal roads within the subject site. Exhibit A, submitted by the applicant with the reconsideration, reflects the realignment and includes a cross section for the trail. The design includes a 10-foot-wide asphalt trail with a 10-foot wide landscape strip, which buffers the trail from automobile traffic and provides a more “park like” along the road edge. The current design extends from MD 214 and through the subject development to the planned sports complex just south of the subject site. Traffic calming, pedestrian safety features, and improvements to the planned pedestrian crossing of MD 214 will be evaluated at the time of DSP. The landscape strip/buffer along the trail is wider than what is typically included in road

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construction and will provide an ample separation for trail users from motor vehicle traffic and green space for the street trees. The wider buffer was intended to create a more “park like” setting along the trail than is typically found along a sidewalk or sidepath.

††It has not been determined if the roads will be maintained by DPW&T or the City of Bowie. The City of Bowie currently has a signed and recorded agreement to annex the site. However, this agreement is contingent on the approval of tax increment financing (TIF), which has not occurred yet. If the TIF is not implemented for the site, the City of Bowie will not annex the property, at least under the current agreement. If the subject site is annexed into the municipality, the City of Bowie may maintain the trail.

††Discussions with DPW&T have indicated that if the trail is to be maintained by the County, some revisions to the cross section will have to be made to bring it into conformance with the approved Road Specifications and Standards. DPW&T will not maintain the trail as currently proposed by the applicant. It is a “non-standard” treatment, meaning that it does not match or comply with their road specifications and standards. For DPW&T to accept maintenance of the facility, it would have to meet the requirements included in STD. 100.18, DPW&T’s standard road section for a Concrete Hiker/Biker Trail within an Urban Right-of-way. More specifically, the applicant proposes a 10-foot-wide asphalt trail and a 10-foot-wide landscape strip/buffer between the trail and the curb. Both of these dimensions would have to be reduced to eight feet to comply with the standard. Furthermore, for DPW&T to accept maintenance of the trail, it would have to be concrete, not asphalt.

††To address the non-standard right-of-way and maintenance requirements of DPW&T, the applicant will construct the trail as shown on Exhibit A within the public right-of-way and develop an (MOU) Memorandum of Understanding for the maintenance of the trail. This will allow for a wider asphalt trail and the inclusion a wider landscaped buffer than is typically found in the road specifications and standards.

8. **Transportation**—The transportation staff determined that a traffic study detailing weekday analyses was needed. In response, the applicant submitted a traffic study dated July 2003. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. Comments from the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) were received on the same study during review of Conceptual Site Plan CSP-02004 and were addressed at that time.

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Growth Policy—Service Level Standards

The subject property is located within the Developing Tier, as defined in the General Plan for Prince George’s County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections, and other facilities: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections subject to meeting the geographical criteria in the guidelines.

Unsignalized intersections: *The Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Analysis of Traffic Impacts

The traffic study for the conceptual site plan examined the site impact at seven intersections in the area:

- MD 214/Church Road
- MD 214/Hall Road/site entrance (unsignalized)
- MD 214 SB/Old Central Avenue (unsignalized)
- MD 214 NB/Old Central Avenue (unsignalized)
- US 301 SB/median break/site entrance (unsignalized)
- US 301 NB/median break/site entrance (unsignalized)
- US 301/Trade Zone Avenue

The City of Bowie expressed a concern during review of the Conceptual Site Plan about the two left-hand merges onto US 301 from MD 214. Staff did communicate this concern to the applicant, but the analyses of these merges were not included in the traffic study. The staff analysis includes service levels for these two merges (from EB MD 214 onto NB US 301 and from WB MD 214 onto SB US 301).

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Also, the traffic study did not include traffic information at the location where the main site access onto US 301 is proposed. The study merely assumes that the through trips along US 301 and the applicant's trips are the only trips at that location. However, that location currently exists as a median break that serves as access to a large gas station and convenience store. Based on older counts at this location, the staff analysis includes this use as a base case.

The existing conditions at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
	MD 214 and Church Road	1,196	924	C
MD 214 and Hall Road/site entrance	562.8*	49.5*	--	--
†[MD 214] <u>US 301</u> SB and Old Central Avenue	70.2*	73.6*	--	--
†[MD 214] <u>US 301</u> NB and Old Central Avenue	107.0*	170.0*	--	--
US 301 SB and site entrance/existing median break	20.4*	23.5*	--	--
US 301 NB and site entrance/existing median break	25.2*	30.5*	--	--
US 301 and Trade Zone Avenue	1,075	1,259	B	C
Merge of MD 214 EB onto US 301 NB	No CLV		B	B
Merge of MD 214 WB onto US 301 SB	No CLV		B	B
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

The area of background development includes approximately 2.7 million square feet of nonretail space as well as over 1,500 residences. Background conditions also assume the widening of US 301 between MD 214 and MD 725, which is shown in the current county Capital Improvement Program (CIP) with 100 percent funding within six years. Full funding in this circumstance includes an assumption that the majority of funding would come from developer contributions and from the State of Maryland. The widening of US 301 is assumed with the provision that area developments would contribute to the funding of the improvements.

Background conditions, with the US 301 CIP improvement in place, are summarized below:

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BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
MD 214 and Church Road	1,618	1,471	F	E
MD 214 and Hall Road/site entrance	+999*	496.5*	--	--
†[MD-214] <u>US 301 SB and Old Central Avenue</u>	+999*	+999*	--	--
†[MD-214] <u>US 301 NB and Old Central Avenue</u>	+999*	+999*	--	--
US 301 SB and site entrance/existing median break	46.2*	34.2*	--	--
US 301 NB and site entrance/existing median break	35.7*	123.0*	--	--
US 301 and Trade Zone Avenue	1,008	1,322	B	D
Merge of MD 214 EB onto US 301 NB	No CLV		B	C
Merge of MD 214 WB onto US 301 SB	No CLV		C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

The site is proposed for development as a mixed-use community. †[~~The proposal described in the submitted traffic study is as follows:~~] On October 27, 2016, the Planning Board granted a waiver of the Rules of Procedure and a Reconsideration for the modification of the phasing of transportation improvements. In a letter dated November 7, 2016 (Lenhart to Masog), the applicant's traffic consultant detailed a revised phasing plan for the site, with Phase I identified as up to 1,047 AM and 1,421 PM net off-site peak-hour trips, and Phase II identified as more than 1,047 AM and 1,421 PM net off-site peak-hour trips, up to the overall trip cap for the site. Subsequent to November 7, 2016, the applicant submitted a revised land use distribution list that was received on January 12, 2017 which was a revision to the applicant's original reconsideration Exhibit C that reflects the land uses, which were analyzed below in the Trip Generation Summary "As of 1/12/2017".

†[Phase I/Phase II/Total (2009/2013)]

- ~~110/60/170 single family detached residences~~
- ~~177/95/272 townhouse residences~~
- ~~554/298/852 high rise apartment/condo residences~~
- ~~200,000/100,000/300,000 square feet retail~~
- ~~455,000/245,000/700,000 square feet "office"~~

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- 200/100/300 hotel rooms
- 0/250/250 student school]

†[To a small degree, the quantities in the traffic study do not match those shown on the preliminary plan. The preliminary plan shows 161 single family detached residences and 302 townhouses. Nonetheless, the Conceptual Site Plan is approved with a firm trip cap, meaning that the various uses can change in quantity but the total trip generation of the site must remain within the cap. With slightly more trips generated by the lotted residential component, one of the other components of the site must decrease slightly in order to meet the mandated trip cap.]

†As to below referenced Transportation Planning Section Table:

Trip Generation Summary, 4-04035, Karington, Uses as of 1/12/2017								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Residential – Phases I and II								
Single Family Detached	136	units	20	82	102	80	42	122
Townhouses	768	units	108	430	538	399	215	614
Apartments	390	units	39	164	203	152	82	234
Internal Trips			-21	-24	-45	-95	-71	-166
Net Residential Trips – Phases I and II			146	652	798	536	268	804
Office – Phases I and II	200,000	square feet	110	36	146	40	110	150
Internal Trips			-5	-7	-12	-12	-18	-30
Net Office Trips – Phases I and II			105	29	134	28	92	120
Hotel – Phases I and II	390	rooms	122	84	206	119	115	234
Internal Trips			-23	-24	-47	-41	-62	-103
Net Hotel Trips – Phases I and II			99	60	159	78	53	131
Retail	475,000	square feet	243	156	399	713	713	1,426
Internal Trips			-53	-47	-100	-147	-144	-291
Pass-By Trips (40 percent of external trips)			-76	-44	-120	-226	-228	-454
Net Retail Trips			114	65	179	340	341	681
Total Trips Utilized in Analysis			464	806	1,270	982	754	1,736
Original Trip Cap for 4-04035					1,313			1,925

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Therefore, site trip generation shown in the traffic study is determined to be acceptable and takes into account rates of internal trip satisfaction (due to the fact that the site is proposed for mixed-use development) as well as pass-by trips for retail. The site trip generation is 1,313 AM peak-hour trips (669 in, 644 out) and 1,925 PM peak-hour trips (954 in, 971 out). The site trip distribution and assignment used in the traffic study has been reviewed, and it should be revised to reflect the following:

- a. The assignment did not specifically include the assignment of pass-by trips. While these types of trips do not have an impact on intersections far away from the site, they could have a significant impact on intersections adjacent to the site.
- b. The retail assignment used the same trip distribution as was used for office. This is not appropriate, as the potential retail market is within the immediate area, while employees are likely to come from farther away. A greater portion of the retail assignment should have been directed toward Hall Road and toward Church Road, with less from the south and east of the site.
- c. A portion of potential employees on the site and potential students on the site could come from south Bowie via Hall Road. Similarly, there are services in south Bowie that residents within the community would access via Hall Road. There is a strong justification for a small assignment of three percent of site trips for these uses to be oriented toward Hall Road to the north of the site.

~~††[As a means of ensuring that the Phase II improvements are completed, it was determined that development in the northern part of the site near the proposed MD 214/Hall Road connection should immediately trigger the start of Phase II. Therefore, it is determined that development within 1,400 linear feet of the MD 214/Hall Road/site entrance intersection will immediately trigger the start of Phase II development. Any related final plats shall reflect this staging line.]~~

~~†[It should be noted that the traffic study utilizes “industrial park” trip rates from the guidelines rather than general office trip rates. This is acceptable, and the]~~ The site will be capped on the trips rather than the square footage. A number of minor errors have also been observed in the total traffic assignment shown in the traffic study. With the revised trip distributions and assignments, the following results are obtained under total traffic for each phase of development:

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TOTAL TRAFFIC CONDITIONS – Phase I				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
MD 214 and Church Road	1,618	1,471	F	E
MD 214 and Hall Road/site entrance	+999*	+999*	--	--
† [MD-214] <u>US 301</u> SB and Old Central Avenue	+999*	+999*	--	--
† [MD-214] <u>US 301</u> NB and Old Central Avenue	+999*	+999*	--	--
US 301 SB and site entrance/existing median break	+999*	+999*	--	--
US 301 NB and site entrance/existing median break	+999*	+999*	--	--
US 301 and Trade Zone Avenue	1,038	1,393	B	D
Merge of MD 214 EB onto US 301 NB	No CLV		C	C
Merge of MD 214 WB onto US 301 SB	No CLV		C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

TOTAL TRAFFIC CONDITIONS – Phase II				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
MD 214 and Church Road	1,767	1,471	F	E
MD 214 and Hall Road/site entrance	+999*	+999*	--	--
† [MD-214] <u>US 301</u> SB and Old Central Avenue	+999*	+999*	--	--
† [MD-214] <u>US 301</u> NB and Old Central Avenue	+999*	+999*	--	--
US 301 SB and site entrance/existing median break	+999*	+999*	--	--
US 301 NB and site entrance/existing median break	+999*	+999*	--	--
US 301 and Trade Zone Avenue	1,084	1,447	B	D
Merge of MD 214 EB onto US 301 NB	No CLV		D	D
Merge of MD 214 WB onto US 301 SB	No CLV		C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

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Given these analyses, several intersections within the study area would operate unacceptably in one or both peak hours. Each of these intersections is discussed in a separate section below.

MD 214/Church Road

In response to the inadequacy at the MD 214/Church Road intersection, the applicant has proffered mitigation in accordance with the Guidelines for Mitigation Action and the requirements of that portion of Section 24-124. The applicant proposes to employ mitigation by means of the fifth criterion in the Guidelines for Mitigation Action, which were approved by the District Council as CR-29-1994. Criterion (e) is very complex and is restated below:

The development is located in an area in which public water and sewer is currently available, which meets all adequate public facilities findings (except those for transportation) with existing facilities or facilities having 100 percent construction funding in the county or state programs, and which is within ½ mile of a bus stop having 15-minute headways or better and load factors of 100 percent or less.

Each element of that requirement is discussed below:

- a. The development is in an area where public water and sewer is currently available. This is clear from all information provided.
- b. In accordance with the District Council's action on CDP-9902 and CDP-9903 approving Oak Creek Club, it was determined that the acceptance by an applicant of conditions that would provide adequacy for public facilities was an acceptable basis for approving the use of mitigation. Therefore, regardless of any determination of the adequacy of schools for the subject case, as long as appropriate conditions for adequacy are imposed, mitigation can be employed.
- c. The entire site must be within ½ mile of bus services having quality and capacity. The quality of service is defined by a 15-minute headway—in other words, a bus must operate every 15 minutes during peak hours. Also, the bus service must operate with a load factor of 100 percent or less, wherein a load factor of exactly 100 percent means that every seat on the bus, on average, is full (which leaves all standing room available for additional patrons). In this case, the applicant has provided a statement of intent to (a) seek service of the site by existing public bus services that currently operate at the periphery of the site; or (b) to provide services that will meet the requirements to utilize mitigation. This is somewhat similar to Oak Creek Club, and the District Council's action on CDP-9902 and CDP-9903 approving Oak Creek Club serves as a determination that this type of proffer is an acceptable basis for approving the use of mitigation.

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In this circumstance, the applicant's proffer carries as much credibility as that for Oak Creek Club—if not more—for the following reasons:

- (1) The services at the intersection of MD 214 and Hall Road operate every 15 minutes, meaning that a portion of the site is already within the ½-mile distance required by the guidelines.
- (2) The mixed-use nature of the development, along with the density of residential development, would make the site a good candidate for extending existing bus services. Likewise, these same features could also make private bus services more viable.
- (3) The layout of the site makes it very easy to serve with either a through route or a route that circulates through the site.

Given the determinations above, and particularly given the District Council's approval of a case having a similar situation, the site is deemed eligible to employ mitigation at the MD 214/Church Road intersection.

The applicant recommends the improvements described below to mitigate the impact of the applicant's development in accordance with the provisions of Section 24-124(a)(6). The improvements include:

- a. The addition of a northbound left-turn lane along Church Road.
- b. The addition of an eastbound left-turn lane along MD 214.
- c. The addition of a westbound left-turn lane along MD 214.
- d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.

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The impact of the mitigation actions at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 214/Church Road				
Background Conditions	F/1657	E/1500		
Total Traffic Conditions—Phase I and II	F/1767	F/1679	+110	+179
Total Traffic Conditions w/Mitigation	E/1598	C/1293	-169	-386

There are options for improving this intersection to LOS D, the policy level of service at this location. Providing a third westbound through lane along MD 214 through the intersection would result in LOS D in the AM peak hour. While this action would pose operational problems to the west of the intersection where three lanes would merge back to two, it would appear that the operational problems would be no greater than those posed by providing the third eastbound through lane, as proffered above.

As the CLV at MD 214/Church is between 1,450 and 1,813 during either peak hour, the proposed action must mitigate at least 150 percent of the trips generated by the subject property, according to the guidelines. The above table indicates that the proposed action would mitigate at least 150 percent of site-generated trips during each peak hour, and it would provide LOS D during the PM peak hour. Therefore, the proposed mitigation at MD 214 and Church Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.

The mitigation plan was reviewed by DPW&T and SHA. DPW&T had no comments. SHA did review these improvements in connection with a previous application and deemed them to be acceptable.

MD 214/Hall Road and site entrance

The traffic study proffers signalization at this location, along with a lane configuration that includes three northbound approach lanes and turn lanes into the site on the eastbound and westbound approaches on MD 214. With a signal in place, the intersection would operate at LOS D, with a CLV of 1,422 during the AM peak hour. Similarly, the intersection would operate at LOS D, with a CLV of 1,417 during the PM peak hour. This is acceptable.

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†On October 27, 2016, the Planning Board granted a waiver of the Rules of Procedure and a Reconsideration for the modification of the phasing of transportation improvements. Given that the operational and adequacy issues at the MD 214/Hall Road and site entrance intersection are largely the result of the addition of the fourth leg and the site traffic to the intersection, it is determined that the transportation improvements at this location can occur at the Phase II level of development, as described herein.

†Given the proposed revision to phasing which would involve development of the site from the southeast corner and the east side toward the north and west, the MD 214/Old Central Avenue intersection becomes critical as it serves virtually all of site traffic during the initial phase. The applicant proposes the study of signalization at this location, with installation if deemed warranted by the responsible operating agency. This is acceptable.

US 301/Old Central Avenue

The traffic study proffers signalization at this location, which is actually two separate intersections along the northbound and southbound lanes of US 301. With signals in place at each location, the intersections would both operate at LOS B during the AM peak hour. Similarly, the intersections would operate at LOS A (the one along southbound US 301) and LOS C (the one along northbound US 301) during the PM peak hour. This is acceptable.

US 301/Site Entrance

The traffic study proffers signalization at this location, which is actually two separate intersections along the northbound and southbound lanes of US 301. The analysis also assumes a three-lane eastbound approach from the site, with one lane turning southbound along US 301 and the remaining two lanes continuing across southbound US 301 and continuing to dual northbound left-turn lanes at northbound US 301. †Also, a second westbound lane in the median at the WAWA crossover is assumed to provide a two-lane approach to southbound US 301 (one left and one through). With a signal in place, the southbound US 301 intersection would operate at LOS D, with a CLV of 1,307 during the AM peak hour. Similarly, the intersection would operate at LOS C, with a CLV of 1,267 during the PM peak hour. With a signal in place at the intersection along northbound US 301, the intersection would operate at LOS B, with a CLV of 1,030 during the AM peak hour. Similarly, the intersection would operate at LOS D, with a CLV of 1,418 during the PM peak hour. This is acceptable.

Merge of ramp from MD 214 eastbound onto US 301 northbound

During review of the Conceptual Site Plan, the Highway Capacity Manual analysis indicated that this merge would operate at LOS E during the PM peak hour under total traffic. The length of this merge lane was severely constrained. The merge has recently been lengthened, however, to a length of 400 feet with an extended taper, and per new computations does operate acceptably given future traffic volumes. Therefore, recent construction has satisfied this condition, and it will not be carried forward.

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US 301 between MD 214 and MD 725

As noted earlier, background conditions also assume the widening of US 301 between MD 214 and MD 4, which is shown in the current county Capital Improvement Program (CIP) with 100 percent funding within six years. Full funding in this circumstance includes an assumption that the majority of funding would come from developer contributions and from the state. The widening of US 301 is assumed with the provision that area developments would contribute to the funding of the improvements.

CIP Project FD669161 (US 301 Improvements) provides that \$21,550,000 in construction funds will be provided by “other” sources, which is further described as being developer contributions and the State of Maryland. Another \$2.5 million is specifically proposed to come from developer funding. The current CIP makes no reference regarding what portion of the \$21.55 million will come from the State of Maryland versus the development community. However, in a February 1998 letter to the Planning Board, the Deputy Chief Administrative Officer of Prince George’s County advised that it was, at that time, still the intent of the county to obtain \$2.5 million in developer contributions. The cost estimate used for this project was based on 2nd quarter 1989 data. Based on the county’s letter, staff has identified participating developments and the associated share of project contributions along the US 301 corridor. To date, the following developments have made financial commitments towards the aforementioned CIP improvements through Planning Board resolutions:

Collington South	4-97044	PB97-214(C)	\$456,000.00
Marlboro Square	4-96084	PB96-342	\$30,880.00
Meadowbrook	4-89227	PB90-102	\$106,948.31
Beech Tree	CDP-9706	PB98-50	\$1,194,805.08
	TOTAL		\$1,788,633.39

Under CDP-9706 for Beech Tree, the application generated an average of 1,600 vehicle trips per peak hour along US 301. That property was required to pay \$1,194,805, or \$746.75 per trip.

The subject application would generate an average of 971 vehicle trips per peak hour along US 301. Using the same dollar payment per trip, the Conceptual Site Plan was approved with a requirement to pay \$725,094.25 toward the CIP project. However, the Conceptual Site Plan was approved by the Planning Board and affirmed by the District Council with permission to install a number of improvements that could be credited against the amount paid, with the pro rata to be paid only if the necessary right-of-way is not available. The improvements included in that list are:

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- a. **The traffic signal warrant studies and potential signalizations at the US 301/Old Central Avenue intersections.** It is currently unclear whether signals will be warranted due to the low side street traffic volumes. As this is an operational issue and not an improvement for which right-of-way would generally be needed, this should not be included in the list of improvements that can be credited against a pro-rata payment.
- b. **The proposed improvements at the merge of MD 214 eastbound onto northbound US 301.** This memorandum determines that this improvement has been constructed and need not be carried over. Therefore, this certainly will not be credited against a pro-rata payment.
- c. **The addition of a third through lane southbound along US 301 between the MD 214 ramp and Trade Zone Avenue.** It should be noted that SHA can require (as they have in many cases around the county), as a part of access approval, a third through lane along the 3,800 feet that composes the subject property's frontage along US 301. In other words—pro rata or not—this applicant would have to build most of the third lane along this frontage. It is clearly not supportable to allow a credit against off-site responsibilities the costs that would be needed to provide access to the site.

†On October 27, 2016, the Planning Board granted a waiver of the Rules of Procedure and a Reconsideration for the modification of the phasing of transportation improvements. Given that the operational and adequacy issues along the section of southbound US 301 is the result of future traffic, it is determined that the off-site portion of the widening, beginning 1,000 feet north of the signal at the US 301 median crossover at the main site access and continues to tie into the existing third southbound lane that already exists at Queen Anne Road for a total distance of approximately 2,800 feet, can occur at the Phase II level of development, as described herein. The addition of acceleration/ deceleration lanes and additional widening along southbound US 301 at any of the site access points shall be determined by SHA at the time that those access points are permitted.

Therefore, it will be recommended at this stage of approval that the approved pro rata be strictly a payment toward off-site and unfunded widening of US 301. It must be noted that, while there are significant impacts along southbound US 301 that the applicant is helping to alleviate, the impacts along northbound US 301 are equal and opposite, and there are minimal improvements being done to alleviate those impacts. That is the purpose of the pro-rata payment.

††On January 25, 2018, the Planning Board granted a Reconsideration for the modification of access to the site. By letter dated July 24, 2017 (Lenhart to M-NCPPC Development Review Division), an analysis was provided, detailing operating conditions at three critical intersections under the revised access configuration: MD 214/Hall Road, MD 214/Old Central Avenue, and Old

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Central Avenue/site access. This analysis has been reviewed in accordance with the procedures as detailed in the "Transportation Review Guidelines," and has been deemed to be acceptable. For the three intersections critical to this analysis, when analyzed with traffic using counts, existing lane configurations, and approved development as utilized in the 2005 traffic study for the subject property, operate as follows:

††BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	MD 214 at Hall Road	1,224	919	C
MD 214 at Old Central Avenue	1,163	764	C	A
Old Central Avenue at site access	future			

††Total traffic from the approved 2005 traffic study is summarized below:

††TOTAL TRAFFIC CONDITIONS WITH EXISTING ACCESS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	MD 214 at Hall Road	1,393	1,302	D
MD 214 at Old Central Avenue	1,198	837	C	A
Old Central Avenue at site access	future			

††With the deletion of the MD 214/Hall Road access and the provision of a new access point onto Old Central Avenue, revised total traffic is summarized below:

††TOTAL TRAFFIC CONDITIONS WITH REVISED ACCESS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	MD 214 at Hall Road	1,381	1,126	C
MD 214 at Old Central Avenue	1,550	1,242	E	C
Old Central Avenue at site access	1,020	983	B	A

††Two intersections in the above table require further discussion:

††Old Central Avenue at site access: In place of requiring the MD 214/Hall Road/site access and the related traffic control improvements, the PPS submitted by the applicant reflects a roundabout at this location. It was determined that a roundabout at this location conforms to the adequacy findings required by the Transportation Guidelines and meets the v/c ratio of 0.85 or less. The Maryland State Highway Administration (SHA) has jurisdiction at this location, and will

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determine signal warrants and lane configurations at the time of detailed site plan. At this time, SHA has not agreed to the implementation of the roundabout and may require that the applicant construct a signalized intersection at this location. The right-of-way reflected on the PPS is sufficient to accommodate either improvement.

††MD 214 at Old Central Avenue: This intersection has been analyzed in its current configuration with a single-lane approach for Old Central Avenue. The analysis indicates that the addition of an exclusive left-turn lane is needed for acceptable operations.

Consistency With Conceptual Site Plan

Prior application CSP-02004 contains a number of transportation-related conditions. The status of the transportation-related conditions, as provided in the District Council's order affirming the Planning Board's decision on the case, is summarized below:

- Condition 3: This condition requires that rights-of-way for the master plan facilities be determined at the time of preliminary plan. This has been done.
- Condition 4: This condition requires roadway improvements at the MD 214/Church Road intersection. Identical conditions will be recommended for this plan, and they will be enforceable at the time of building permit.
- Condition 5: This condition requires the provision of a traffic signal warrant study at the MD 214/Hall Road/north site access intersection prior to Detailed Site Plan. This condition also requires roadway improvements at that location. Identical conditions will be recommended for this plan, and they will be enforceable at later approval stages.
- Condition 6: This condition requires the provision of a traffic signal warrant study at the US 301/Old Central Avenue intersections prior to Detailed Site Plan. Identical conditions will be recommended for this plan, and they will be enforceable at later approval stages.
- Condition 7: This condition requires the provision of a traffic signal warrant study at the US 301/east site access intersection prior to Detailed Site Plan. This condition also requires roadway improvements at that location. Identical conditions will be recommended for this plan, and they will be enforceable at later approval stages.

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- Condition 8: This condition requires the modification and lengthening of the merge from eastbound MD 214 to northbound US 301. The merge area has recently been lengthened to 400 feet with an extended taper and found to be acceptable under total traffic. Therefore, this condition is deemed to be satisfied and will not be carried forward.
- Condition 9a: This condition requires provision of a third through lane of a length of 6,800 linear feet along southbound US 301. Approximately 3,800 feet of this lane is along the frontage of the subject property, and this portion can reasonably be requested of the applicant by SHA as a part of frontage/access-related improvements. An identical condition will be recommended for this plan, and it will be enforceable at the time of building permit.
- Condition 9b: This condition requires acceleration and deceleration lanes along northbound US 301 at the east site access. This improvement can reasonably be requested of the applicant by SHA as a part of frontage/access-related improvements. An identical condition will be recommended for this plan, and it will be enforceable at the time of building permit.
- Condition 9c: This condition allows the applicant to pay a pro-rata fee toward the widening of US 301. It allows this payment in the event that right-of-way for improvements listed in Conditions 6, 8, and 9a is not available. Furthermore, the condition allows the costs of these improvements to be credited against the pro-rata fee. The condition finally states that the scope of improvements along US 301 shall be determined at the time of preliminary plan. The determination has been made, and the condition will be carried forward in amended form in accordance with the earlier discussion in this memorandum.
- Condition 10: This condition states that off-site traffic improvements may be altered or modified at the time of preliminary plan dependent upon phasing schedules. The applicant has forwarded no change in the phasing schedule, and no change is proposed herein.
- Condition 11: This condition sets trip caps for Phases I and II. This condition will be enforced with subsequent applications, and will be carried forward with this plan.
- Condition 12: This condition requires further review of proposed street sections. The portion of the development on the north and west sides of the proposed lake is proposed to be private streets, and the sections proposed in these areas are acceptable. However, the typical sections for street types B, C, E, F, and I are all proposed for public streets, and each type is slightly nonstandard. It does not appear that

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DPW&T approval of the revised typical sections has been received. This issue must be resolved prior to signature approval of the preliminary plan.

Condition 13: This condition requires the provision of a street of type E along the north side of the lake. The current plan shows this street; therefore, the condition is met.

Condition 14: This condition requires the provision of documentary evidence of service by public transportation. This evidence is required as a means of establishing the geographic applicability of the fifth criterion for the use of mitigation. This documentary evidence has not been received to date, but is required to be submitted and reviewed prior to signature approval of the subject plan.

Plan Comments

MD 214 is a master plan expressway, and existing southbound US 301 is a master plan arterial facility. Existing rights-of-way along both facilities is sufficient to accommodate future recommendations. It is noted that the master plan recommends a future interchange at MD 214 and Hall Road, and the preliminary plan makes no provision for right-of-way for the ramps and overpass associated with this interchange. The area where the interchange is planned is shown on the plan as green space adjacent to a possible hotel site. Since no development is intended at this location by either the conceptual or the preliminary plan, it could be purchased by SHA (or some other public agency) at the time that an interchange becomes needed. Because there is no current need for adequacy nor is there any conceptual plan for the interchange, dedication is not required.

Additionally, the master plan shows an extension of Prince George's Center Boulevard (I-2) onto the subject property. This facility and connection were not reflected on the approved conceptual site plan. In general, sub-collector roadways are shown on master plans as a means of addressing specific land and access needs of the plan. The I-2 facility is viewed as a roadway that was intended to link the employment-oriented land uses of Collington Corporate Center to the larger Collington Center development. It was not intended as an alternate route for trucks to access Collington Center; MD 214 is not a commercial corridor outside of the Capital Beltway, and Collington Center already has other access points onto US 301, which is a more appropriate facility for truck access. And while future peak-hour traffic could become very heavy at Trade Zone Avenue, there will be another access point onto US 301 between Trade Zone Avenue and Leeland Road. With the proposed site plan, the Collington Corporate Center property will change from a strictly employment/industrial site to a residential/mixed-use site. In general, master plan recommendations attempt to separate industrial traffic from communities. In considering the change that the subject plan presents, the extension of I-2, besides being unneeded, may actually be undesirable.

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†Denotes (2017) Amendment

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The general circulation plan is mostly acceptable. However, the subdivision plan indicates three public street access points onto the site from southbound US 301. It is also noted that the key map used for identifying proposed typical sections indicates the possibility of a driveway access to US 301 in the vicinity of Parcel 60. Any access point must be approved by SHA. However, given that southbound US 301 is identified as a future arterial facility, any driveways must be reviewed as a variation request from Section 24-121(a)(3). No such variation request has been filed or reviewed. Therefore, access onto US 301 southbound from the subject property shall be limited to proposed Streets B, G, and J, as labeled on the plan. Record plats shall indicate access denial for individual lots onto US 301 southbound (and MD 214).

† Vehicular Access Easement 24-128(b)(9)

The PPS reflects nine parcels which have frontage on US 301, a designated arterial roadway. A variation to Section 24-121(a)(3) was not filed nor granted for direct access from any parcel to US 301 or MD 214. In order to avoid a potentially hazardous or dangerous traffic situation, the Planning Board has authorized the use of an easement as a means of vehicular access to these parcels pursuant to Section 24-128(b)(9) of the Subdivision Regulations, to which M-NCPPC shall be the grantee. At the time of DSP, the access easement shall be delineated on the plan to serve these parcels. The Section 24-128(b)(9) easement, by definition, is a driveway and not a "street." The access easement shall be a unifying element for the commercial component and must create an identifiable route through the development pod, not only for vehicles, but for pedestrians and commercial/residential areas beyond. The route will be reviewed for a level of comfort for all users, and not be reduced to a circuitous route through a parking lot and will connect to the public streets (G and J). To accomplish this, the applicant will submit a cross section at the time of DSP which should include landscaping (shade), lighting, and adequate space for pedestrians, as appropriate and determined with the DSP.

The revised PPS submitted on January 18, 2017 included three parcels, which had no frontage on a street and were therefore "landlocked." There are no provisions for the use of an easement in this instance without frontage on a street. The applicant has filed Applicant Access Exhibit to adjust Parcels 49, 72, and 73 prior to recertification to provide each parcel frontage on a street.

Transportation Issue Conclusions

Based on the preceding findings, adequate transportation facilities ~~† [would]~~ will exist to serve the proposed development as required under Section 24-124 of the Prince George's County Code. ~~† [if the application is approved with the transportation improvements noted.]~~

9. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003. (The following figures are without the Condo/High Rise Apartment units. Those units will be included in the findings at a later date.)

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Final School APF Numbers

Finding

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 3	Middle School Cluster 2	High School Cluster 2
Dwelling Units	1294 sfd	1294 sfd	1294 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	310.56	77.64	155.28
Actual Enrollment	6141	5131	10098
Completion Enrollment	198.24	217.62	398.97
Cumulative Enrollment	180.48	139.74	279.96
Total Enrollment	6830.28	5565.38	10932.21
State Rated Capacity	5858	4688	8770
Percent Capacity	116.60%	118.72%	124.65%

Source: Prince George's County Planning Department, M-NCPPC, December 2003

County Council bill CB-31-2003 establishes a school facilities surcharge in the amounts of \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings.

This project meets the adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003 and CB-31-2003, and CR-23-2003. The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

10. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.

Residential (single-family)

- a. The existing fire engine at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 3.37 minutes, which is within the 5.25-minute travel time guideline.

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- b. The existing ambulance at Bowie Fire Station, Company 43, has a service travel time of 3.37 minutes, which is within the 6.25-minute travel time guideline.
- c. The existing paramedic at Bowie Fire Station, Company 43, has a service travel time of 3.37 minutes, which is within the 7.25-minute travel time.

The residential portion of the proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance and paramedic services.

Commercial (and multifamily residential)

- a. The existing fire engine service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 3.37 minutes, which is beyond the 3.25-minute travel time guideline.
- b. The existing ambulance service at Bowie Fire Station, Company 43, has a service travel time of 3.37 minutes, which is within the 4.25-minute travel time guideline.
- c. The existing paramedic service at Bowie Fire Station, Company 43, has a service travel time of 3.37 minutes, which is within the 7.25-minute travel time guideline.
- d. The existing ladder truck service at Bowie Fire Station, Company 39, located at 15454 Annapolis Road, has a service travel time of 11.55 minutes, which is beyond the 4.25-minute travel time guideline.

These findings are in conformance with the standards and guidelines contained in the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. To alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

- 11. **Police Facilities**—The proposed development is within the service area for Police District II-Bowie. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of January 2, 2004, the county had 823 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for an additional 57 sworn personnel. This police facility will adequately serve the population generated by the proposed subdivision.

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12. **Health Department**—The Health Department noted the presence of domestic trash, an abandoned truck and house trailer, and scrap tires on the property. The trash and debris must be disposed of properly. The tires must be hauled by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility. A receipt must be turned in to the Health Department.
13. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, #26947-2002-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. This plan incorporates the Low Impact Development technique. The approval was valid through June 30, 2004. A new Stormwater Management Concept Plan must be approved prior to signature approval of the preliminary plan.
14. **Cemeteries**—The property is part of *Willow Brook*, the antebellum plantation of the Clarke family. The Clarke family cemetery on part of this property was previously moved to St. Barnabas' church. The applicant should be alert to possible additional burials. In addition, documentary and archeological investigation should be required to determine whether there exists physical evidence of slave dwellings or burials or other significant archeological resources.
15. **Public Utility Easement**—The preliminary plan does not include the required ten-foot-wide public utility easement parallel and contiguous to all public rights-of-way. Prior to signature approval the preliminary plan must be revised to show this easement. The easement will be included on the final plat.
- †16. **Reconsideration**—On October 27, 2016, the Planning Board granted a waiver of the Rules of Procedure and a Reconsideration. On February 16, 2017, the Planning Board heard the applicant's request and approved the PPS subject to amended findings and conditions and a revised PPS and TCPI.

†Background

On June 12, 2003, the Planning Board approved CSP-02004 for the subject site, which is located in the E-I A Zone (PGCPB Resolution No. 03-135(C)) for the development of the property in accordance with the M-X-T Zone, pursuant to CB-013-2002, subject to specific findings. On January 27, 2004, the District Council affirmed the Planning Board's decision subject to conditions. Section 27-500(c) of the Zoning Ordinance, as amended by CB-013-2002, required the development to comply with the requirements of Part 10, which contains regulations including lot sizes, building groups, and units in a row.

†On November 15, 2016, CB-073-2016 was adopted by the County Council and took effect on December 30, 2016. This Council bill provides, in Part 10, Subdivision 1, Section 27-544(e)(1), that "for property that is located in the E-I-A (Employment and Institutional Area) Zone and is

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subject to Sections 27-276, 27-500, and 27-501 of this Subtitle, the following regulations shall be advisory only.” Therefore, any modification of the regulations in the M-X-T Zone will not require a variance. This reconsideration proposes lots which do not meet the standards of the M-X-T Zone (Section 27-548(h)). While the applicant did submit a variance for lot size and building width, with the adoption of CB-073-2016, acting on the variance is not required and was therefore withdrawn on November 29, 2016 by the applicant.

†Urban Design

The Urban Design Section has reviewed the reconsideration request, which represents a significant change of the development program from the prior approval. In general, while the overall unit count remains unchanged (1,294) the proposed development project reflects the creation of fee simple lots that results in a more than 40 percent increase in the total number of lots, mainly of single-family attached dwellings and more than 35 percent reduction of multifamily dwellings. In addition, the proposed development project also reduces the amount of gross floor area for the employment uses. For both single-family detached and single-family attached units, some of the proposed lots, except for a limited number, are narrower than the previously approved lots. As a result of the reduction in the lot width to the proposed 16 feet wide for interior units, most of the proposed lots cannot meet the recommended lot size, which is 1,800 square feet in the M-X-T Zone for TH lots. Originally, the applicant filed an “Exhibit for Typical Minimum Lot Layout” dated November 23, 2016 which did not provide a common open space element between the sticks of TH lots and provided only 12 feet between the end unit dwelling units. The Urban Design Section had concerns about the proposed lotting pattern and the relationship among the narrow lots in both single-family detached and attached sections. A large number of small lots, especially those 16 feet wide concentrated in several sections, may create a monotonous streetscape because there are no breaks between the continuous narrow lots. Urban Design stated that above all, the proposed lotting pattern, especially between TH building sticks will create practical difficulty for homeowners carrying out regular yard maintenance such as mowing one’s own lawn because of the inability to access the rear yards reasonable. Therefore, at the time of DSP, homeowners association (HOA) open space areas, a minimum of eight feet wide, should be provided at appropriate locations to provide openings for pedestrian circulation and access.

HOA open space shall also be provided between groups of single-family lots which back to the HOA/M-NCPPC land along the western and southern edges of the property. The open space elements will provide windows into the open space features and be provided between every 15 contiguous, single-family detached units, or as determined at the time of DSP to provide a visual break and a relief view to the green areas of the site.

In addition, the large concentration of small townhouses also creates demands for more open space and recreational facilities. Private recreational facilities, such as small-scale neighborhood outdoor play areas and picnic areas or open space elements in at least three locations to be within a 100-foot radius of the proposed townhouses should be provided and reviewed by the Urban

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Design Section of the Development Review Division (DRD) for adequacy and property siting at time of detailed site plan. Smaller townhouse lots also necessitate highly articulated architectural design of the models in order to achieve a high-quality development. At least three townhouse models with varied architectural including both front-and rear-loaded garage options should be provided within each proposed townhouse section at the time of DSP. At least 70 percent of the townhouses should have a full brick or equivalent masonry façade finish. Highly visible end units should also have a minimum four architectural features. Approval of this reconsideration includes conditions to address the issues of open space and recreational needs and views, at time of DSP that may result in a loss of townhouse lots.

The Planning Board's approval of the PPS, including the number of dwelling units, lots, and parcels, cannot be resubdivided or increase by a zoning action pursuant to a determination at the time of DSP. Therefore, the Planning Board also required that General Note 19 on the approved PPS be revised as reflected on the PPS filed with the reconsideration because it previously stated that the property could be resubdivided at the time of DSP.

The applicant has indicated that a modification to the layout, including a shifting of the internal road network, may be proposed with the DSP, which will be reviewed for substantial conformance to the PPS at that time.

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 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 Harley, seconded by Commissioner Vaughns, with Commissioners Harley, Vaughns, Squire and Hewlett voting in favor of the motion, and with Commissioner Eley absent at its regular meeting held on Thursday, October 21, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 18th day of November 2004.

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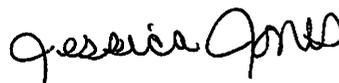
*This is to certify that the foregoing, indicated in underline and deletion, is a true and correct copy of the reconsideration action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission relating to further division of the property, the addition of 200 lots, and modification to the transportation phasing on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, February 16, 2017, in Upper Marlboro, Maryland. The adoption of this amended resolution, based on the reconsideration action taken, does not extend the validity period of this preliminary plan of subdivision (PPS), nor modifies the original approval date of the PPS of October 21, 2004.

**This resolution was corrected administratively on June 8, 2017.

††This is to certify that the foregoing, indicated in underline and deletion, is a true and correct copy of the reconsideration action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission relating to access, circulation and master plan trail alignment on the motion of Commissioner Geraldo, seconded by Commissioner Doerner, with Commissioners Geraldo, Doerner, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, January 25, 2018, in Upper Marlboro, Maryland. The adoption of this amended resolution, based on the reconsideration action taken, does not extend the validity period of this preliminary plan of subdivision (PPS), nor modifies the original approval date of the PPS of October 21, 2004.

††Adopted by the Prince George's County Planning Board this 15th day of February 2018.

Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

PCB:JJ:SC:rpg

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department
Date 2/16/18

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†Denotes (2017) Amendment

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

January 10, 2006

Karington, LLC
8181 Professional Place
Hyattsville, Maryland 20785

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-05042
Karington

Dear Applicant:

This is to advise you that on **January 5, 2006** the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of the final notice **January 10, 2006** of the Planning Board's decision unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or any Person of Record in the case; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

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

Please direct any future communication or inquiries regarding this matter to Ms. Redis C. Floyd, Clerk of the Council, at the above address.

Very truly yours,
Faroll Hamer
Development Review Division

By: 
Reviewer

cc: Redis C. Floyd, Clerk to the County Council
Persons of Record

PGCPB No. **05-258**
E:\forms\resol\dsp



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 05-258

File No. DSP-05042

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on December 8, 2005 regarding Detailed Site Plan DSP-05042 for Karington, the Planning Board finds:

1. **Request:** The application is for grading and construction of a lake on the subject property.
2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	E-I-A	E-I-A
Use(s)	None	None
Acreage	381.52	381.52
Lots	0	0
Parcels	2	2
Square Footage/GFA	0	0
Dwelling Units:	0	0

Conformance to Evaluation Criteria

3. **Mixed-Use Planned Community:** The detailed site plan for infrastructure is in conformance with the requirements for a Mixed-Use Planned Community in the E-I-A Zone. A conceptual site plan is required for Mixed-Use Planned Community. The District Council approved CSP-02004 on January 27, 2004.
4. **Conceptual Site Plan CSP-02004:** The detailed site plan for infrastructure is in general conformance with the requirements of CSP-02004. For environmental issues, see Finding 6 below.
5. **Preliminary Plan 4-04035:** The detailed site plan for infrastructure is in general conformance with the requirements of 4-04035. For environmental issues, see Finding 6 below.

Referrals

6. The Environmental Planning Section recommends approval of Detailed Site Plan DSP-05042 and TCPII/126/05 subject to the environmental conditions in the Recommendation section.

Background

The Environmental Planning Section previously reviewed this site in conjunction with the approval of a Conceptual Site Plan, CSP-02004 (with TCPI/48/02), and a Preliminary Plan of Subdivision, 4-04035 (with TCPI/48/02-01). Both approvals contained numerous conditions that must be addressed with the current application.

Site Description

This 381.52-acre site in the E-I-A Zone is located in the southwest quadrant of the intersection of US 301 and MD 214. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on the property. Transportation-related noise has been found to impact this site. The soils found to occur according to the Prince George's County Soil Survey include Adelphia fine sandy loams, Bibb silt loam, Keyport silt loam, Sandy land steep, and Westphalia fine sandy loams. Some of these existing soils have limitations that will have an impact during the building phase of the development. According to available information, Marlboro clay is found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this property. This property is located in the Collington Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted General Plan.

SUMMARY OF PRIOR ENVIRONMENTAL CONDITIONS OF APPROVAL

The approval of the Conceptual Site Plan and the Preliminary Plan of Subdivision included numerous conditions, several of which dealt with environmental issues that were to be addressed during subsequent reviews. The environmental conditions to be addressed during the review of the specific design plan are addressed below.

PGCPB No. 03-135; Conceptual Site Plan, CSP-02004

- 15. All future plan submittals shall include a single tree line as shown on the FSD revision stamped as received by the Environmental Planning Section on May 23, 2003.**

Comment: This condition has been addressed; the revised Type I Tree Conservation Plan, TCPI/48/02-01, date stamped as received by the Environmental Planning Section on July 19, 2004, reflects the correct tree line in accordance with the FSD revision date stamped on May 23, 2003.

- 17. The Woodland Conservation Threshold portion of the requirement (47.52 acres) shall be satisfied as on-site preservation. The balance of the requirements may be satisfied by additional on-site preservation, on-site reforestation, or at an approved**

off-site mitigation bank.

Comment: This condition has been addressed. The approved Type I Tree Conservation Plan, TCPI/48/02-01, proposes 47.52 acres of on-site preservation with the balance of the requirement proposed to be satisfied by 50.97 acres of off-site mitigation at a location to be determined. The Type II Tree Conservation Plan (TCPII) shows this requirement being met.

18. The revised TCPI submitted with the Preliminary Plan of Subdivision shall include the following:

a. Show conceptual grading, structure locations, and the limit of disturbance.

Comment: This condition has been addressed on the approved Type I Tree Conservation Plan, TCPI/48/02-01.

b. An attempt shall be made to eliminate isolated Woodland Conservation Areas by adjusting the layout and providing larger contiguous forest areas in the vicinity of the PMA and thus further minimizing proposed PMA impacts.

Comment: This condition has been addressed on the approved TCPI. All woodland conservation areas proposed are contiguous to larger forested areas.

c. Show the location of all anticipated stormdrain, sewer and water outfalls including those connecting to existing facilities located outside the limits of this application.

Comment: This condition has been satisfied by the revised TCPI. The sewer and stormdrain outfalls have been shown. On the TCPII, however, a new impact proposed to a regulated feature appears to be proposed in order to install a stormdrain outfall. This issue is addressed further in the Environmental Review section below.

d. Any clearing for off-site infrastructure connections shall be mitigated at a 1:1 ratio for all woodlands cleared as part of TCPI/48/02.

Comment: This condition has generally been satisfied by the approved TCPI, which reflects 0.62 acre of off-site clearing on the worksheet for impacts associated with the sewer outfall, stormwater management outfalls, and some road improvements immediately adjacent to this application. The TCPII does not show off-site impacts for connections that will clearly be needed. This issue is addressed further in the comments in the Environmental Review section.

19. **At the time of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan shall be revised at a scale of no less than 1"=100'. Those plans shall clearly identify each component of the PMA and the ultimate limit of the PMA.**

Comment: This condition was addressed by the approved TCPI.

20. **The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be submitted with the Preliminary Plan application. It shall include a description and justification of each proposed area of impact. The impacts to each feature of the PMA shall be quantified and shown on 8½- x 11-inch sheets.**

Comment: Impacts were proposed with the preliminary plan review and were reviewed. Certain impacts are required to be minimized further in subsequent reviews. A new impact is shown on the TCPII that was not previously approved. Comments regarding this impact are discussed in the Environmental Review section below.

21. **Prior to the issuance of any grading permits which impact the Waters of the U.S., nontidal wetlands, or the 25-foot wetland buffer, a copy of all appropriate federal and/or State of Maryland permits shall be submitted.**

Comment: This condition is to be satisfied prior to the issuance of permits.

22. **The proposed PMA impacts shall be further evaluated with each subsequent plan review.**

Comment: Comments regarding this condition are discussed in the Environmental Review section below.

23. **The submittal of the Preliminary Plan of Subdivision shall include a Marlboro Clay Geotechnical Report prepared in accordance with the Prince George's County "Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments."**

Comment: A Geotechnical Study was submitted during the review of the preliminary plan. A revised study was submitted with the DSP application.

24. **Prior to certification of the Conceptual Site Plan and the Type I Tree Conservation Plan, the following note shall be placed on both plans in large bold type.**

"This plan provides a conceptual layout for the proposed development of this site which contains Marlboro clay. The location and characteristics of this clay may affect the developable area of this site."

Comment: This condition has been addressed on the approved TCPI.

25. **The projected 65 dBA Ldn noise contours for MD 214 and US 301 shall be shown on the Preliminary Plan of Subdivision and the Detailed Site Plans for this site at 311 feet and 409 feet from the centerline, respectively. In the event the Environmental Planning Section noise projections are not used, a Phase I Noise Report shall be prepared and submitted with the Preliminary Plan of Subdivision. If residential lots are located within the limits of the 65 dBA Ldn noise contour appropriate mitigation measures shall be identified by a Phase II Noise Study at the time of Detailed Site Plan.**

Comment: This condition has been addressed on the approved TCPI and preliminary plan of subdivision, which reflect the location of the unmitigated 65 dBA Ldn noise contours for MD 214 and US 301. The revised TCPII and the DSP show the noise contours.

PGCPB No. 04-247(C); Preliminary Plan 4-04035 and TCPI /48/02

1. **Prior to signature approval of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan, TCPI/48/02-01, shall be revised as follows:**

- a. **Whenever feasible, revise the alignment of the neighborhood trails so that they are located at the top of the slopes or the bottom of the slopes, not midway up the slopes where significant grading and woodland clearing will be required.**

Comment: This condition will be further evaluated during the review of the Type II tree conservation plan. At the present time the DSP and TCPII do not show trail locations.

- b. **Add information to the TCPI that identifies the location of all off-site road improvements that will be required and indicate which of those improvements may require the clearing of woodlands.**

Comment: This condition has been addressed on the approved TCPI.

- c. **Show the location of the mitigated 1.5 safety factor line on the TCPI and the preliminary plan of subdivision and adjust the lot layout for proposed Lots 210-246, Block 'A,' so that the lots are located entirely outside the limits of the mitigated 1.5 safety factor line.**

Comment: The plans show the mitigated 1.5 safety factor line; however, it is not consistent with the revised geotechnical study. Because the geotechnical study will require additional information, the study and the plans are required to be revised.

- d. **Prior to DSP, revise the Type I tree conservation plan to minimize the portion of PMA Impact #5 associated with the construction of the clubhouse and swimming pool. Also, revise PMA Impact 6 to further minimize and/or eliminate the proposed impact.**

This condition has not been addressed. It appears that there was a typographical error in the writing of the condition, because Type I TCPs are not typically revised at the time of DSP review. The TCPII, however, does not show the minimization of impact #5 or impact #6—it shows the same limit of disturbance as was shown on the TCPI that was required to be revised.

At this time, the TCPII submitted is for the rough grading of the site. Because the location of the recreational facilities (impact #5) and the access road to the area (impact #6) have not been finalized, the areas of PMA impact should be eliminated from the TCPII for rough grading. The impacts will be further evaluated in subsequent reviews of the Type II tree conservation plan for the development of the property when more detailed information is provided.

In addition, the plan shows an impact to the PMA that requires an approved variation request that was not received during the review of the preliminary plan. The design that results in the proposed impact can be revised to result in no impact to the PMA. This impact must be eliminated.

At this time, the final layout and design of the site has not been provided to or reviewed by staff. As such, the limits of disturbance at the perimeter of the site are not final. Because the sensitive environmental features are located on the western portion of the site, the areas adjacent to the sensitive features should not be disturbed until the final layout and design of these areas are approved by the Planning Board. Delaying the disturbance to the western part of the site will result in a minimization of the overall development impacts because the erosion and sediment controls would be installed in phases and they would not be required to support a large area of disturbed ground.

Recommended Condition: Prior to certification of the DSP for infrastructure clearing and grading, the TCPII shall be revised to show the elimination of impacts #5 and #6 as referenced during the preliminary plan review. The TCPII shall also eliminate all clearing and grading from areas that are not necessary for

the construction of the entrance road from Central Avenue and the large stormwater management pond in the center of the site and any PMA impacts that do not have approved variation requests.

- e. **Revise the preliminary plan of subdivision and the Type I tree conservation plan to reflect the revised lot layout and the location of the mitigated 1.5 safety factor line based on "Marlboro Clay Safety Factor Exhibit A".**

Comment: This condition will be addressed in the future review of the TCPII when more detailed information about the site is provided.

2. **Prior to signature approval of the preliminary plan of subdivision, the preliminary plan and the Type I tree conservation plan shall be revised:**

- a. **So that no portion of the Patuxent River Primary Management Area (PMA) outside of the approved PMA impact area is located within the limits of a lot or parcel less than two acres in size.**

Comment: This condition has been addressed on the approved TCPI.

- b. **To include the 10-foot-wide public utility easement parallel and contiguous to all public rights-of-way.**

Comment: This condition has been addressed on the approved TCPI.

3. **Development of this subdivision shall be in compliance with an approved Type I tree conservation plan (TCPI/48/02-01). The following notes shall be placed on the final plat of subdivision:**

"This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/48/02-01), or as modified by the Type II 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 Conservation/Tree Preservation Policy."

Comment: This condition will be addressed when the final plat is reviewed.

4. **The detailed site plan for the area that includes proposed Street 'K' shall address the further minimization of the proposed PMA impacts associated with that road layout and construction.**

Comment: See discussion of Condition 1.d. above.

5. **The detailed site plan submittal which includes Lots 210 – 246 shall include an analysis by a geotechnical engineer addressing the proposed site grading reflected on the detailed site plan including the location of the mitigated 1.5 safety factor line based on the proposed site grading.**

Comment: See discussion of the geotechnical study below.

6. **Prior to approval of the first detailed site plan for the Karington Subdivision, the September 20, 2004, geotechnical report referenced by IC&E file number 40-04065-8 shall be revised to eliminate assumptions and be based on factual data and the comprehensive slope stability analysis shall be revised for the entire site to reflect the new information in accordance with the guidelines established by the Department of Environmental Resources, Permits and Review Division.**

This condition has not been fully addressed. A revised geotechnical study was received by the Environmental Planning Section on October 12, 2005. The study was reviewed by DER and the chief building inspector and was found to meet the required parameters of the study; however, additional information is required to complete the review.

The current application is only for rough grading of the site; however, if the lot configuration changes due to the results of the study, the limits of disturbance may be revised to preserve more woodland on-site. In addition, the phasing of the project is desirable from a stream protection perspective.

Recommended Condition: Prior to certificate approval of the DSP for infrastructure, the October 12, 2005, geotechnical report referenced by IC&E file number 40-04065-8 shall be revised to include three additional slope stability cross sections at the south side of street A, south side of Street T, and the north side of Street K. The comprehensive slope stability analysis shall be revised for the entire site to reflect the new information in accordance with the guidelines established by the Department of Environmental Resources, Permits and Review Division. Certification of the study shall be received from the chief building inspector prior to certificate approval of the DSP that shows these areas to be disturbed.

7. **Prior to approval of the detailed site plan, the Type II tree conservation plan shall show a minimum 50-foot building restriction setback (unless a lesser restriction is approved by DER) from the final mitigated 1.5 slope safety factor line as determined by the slope stability analysis as approved by the Department of Environmental Resources, Permits and Review Division.**

Comment: This condition has not been addressed because the final slope stability cross sections have not been provided.

8. **The final plat of subdivision shall show a minimum 50-foot building restriction line (unless a lesser restriction is approved by DER) from the limits of the mitigated 1.5 slope safety factor line.**

Comment: This condition has not been addressed because the final slope stability cross sections have not been provided.

9. **The Type II tree conservation plan shall provide a detailed list of all required off-site road improvements and an analysis to determine if each improvement will be subject to the requirements of the Prince George's County Woodland Conservation Ordinance. The list shall indicate an approximate time frame for initiation of the proposed road improvements including responsibility for Type II tree conservation plan approvals. Any road improvement projects that are the responsibility of the applicant for this case shall mitigate the woodland clearing associated with those projects on an acre for acre basis.**

Comment: This condition has not been addressed. No information has been provided regarding the required off-site road improvements.

Recommended Condition: Prior to certificate approval of the DSP for infrastructure, a list of the required road improvements for the project shall be provided and the TCPII shall be revised to show all off-site clearing on the TCPII. Revise the worksheet to provide for all off-site clearing at a ratio of 1:1.

10. **At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Patuxent River Primary Management Area, except for areas with approved impacts, and shall be reviewed by the Environmental Planning Section for accuracy prior to approval. In addition, the following note shall be placed on the plat:**

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted.”

Comment: This condition will be addressed when the final plat is reviewed.

11. **Prior to the issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans shall be submitted to the M-NCPPC Planning Department.**

Comment: This condition is to be addressed prior to the issuance of permits.

12. **Prior to the issuance of any building permits for this site an approved stormwater management plan that is consistent with the approved detailed site plan and the Type II tree conservation plan shall be submitted to the Environmental Planning Section.**

Comment: There are no building permits associated with this DSP. A copy of the approved technical stormwater management plan will be required prior to the issuance of any building permits.

13. **Failure to obtain either federal and/or state permits for the construction of the proposed lake will be considered a major change to the overall concept of this application and will require the submission and approval of a new preliminary plan of subdivision.**

Comment: No evidence has been provided regarding the required approvals for the construction of the lake. If permits are not approved for the lake, the permit for the rough grading plan cannot be approved. As stated in a previously approved condition (Condition 11 above) copies of federal and state permits are required prior to issuance of any permit that shows impacts to regulated features.

ENVIRONMENTAL REVIEW

- a. A detailed forest stand delineation (FSD) was previously reviewed in conjunction with the approval of the Conceptual Site Plan, CSP-02004. The plan was found to generally address the requirements of the Woodland Conservation Ordinance.

Comment: No further information regarding the detailed FSD is required.

- b. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because there is a previously approved tree conservation plan on the site.

The Type II Tree Conservation Plan, TCPII/126/05, dated stamped as received by the Environmental Planning Section on September 7, 2005, addresses the requirements of the Prince George's County Woodland Conservation Ordinance. This 381.52-acre property has a net tract area of 316.80 acres and a woodland conservation threshold (WCT) of 15 percent, or 47.52 acres. As currently designed, there is an additional 1/4:1 replacement requirement totaling 47.74 acres associated with the clearing of woodlands above the WCT, clearing woodlands in the 100-year floodplain, and clearing woodlands for off-site infrastructure improvements. The plans as currently submitted proposes to meet the woodland conservation requirement with 48.49 acres of on-site preservation in priority retention areas and 49.83 acres of off-site mitigation.

The TCPII requires revisions. The previously reviewed FSD plan shows a total of 89 specimen trees on the site; however, no specimen trees were shown on the approved Type I Tree Conservation Plan, TCPI/48/02-01, or the Type II Tree Conservation Plan, TCPII/126/05. The plans are devoid of specimen trees and the associated specimen tree table. The TCPII will need to be revised to show the location of all specimen trees and the specimen tree table, as well as the tree protection devices for trees to be saved.

The DSP and TCPII show limits of disturbance that are confusing in a few areas. The limit of disturbance (LOD) is shown in two different locations for the same woodland edge. Revise the plans to show one LOD for the site.

Sheet T4 of the TCPII shows the additional clearing of woodland across the southeastern end of Preservation Area 1, south of the proposed stormwater management pond. Clearing of this area will impact the Primary Management Area. The Prince George's County Planning Board did not approve this impact and it was not shown on the TCPI. This impact must be eliminated.

The tree preservation and specimen tree sign details are shown on the plan detail sheet; however, the locations of the signs are not shown on the plans as required by the ordinance. Revise the plans to show the signs at the proper spacing.

The TCPII does not show any off-site utility connections. Two sewer connections are shown from the site into the Collington Branch stream valley where a trunk line exists. It is not clear where the off-site water lines exist and where connections will be made. Because this application has conditions related to the provision of woodland conservation for off-site utility connections and road improvements these must be clearly shown on the plans and mitigated at a ratio of 1:1. The worksheet currently lumps the off-site clearing in with the remainder of the clearing, resulting in a ¼:1 mitigation ratio. If these features are not to be installed with the infrastructure DSP, then a statement is needed regarding what features are being installed under the label "infrastructure."

The TCPII shows several areas where the PMA has been shown in a different configuration than that shown on the TCPI.

Recommended Condition: Prior to certificate approval of the DSP for infrastructure, the TCPII shall be revised as follows:

- (1) Show all specimen trees and provide the required specimen tree table.
- (2) Show the location of all preservation and specimen tree signs throughout the site. Show the preservation signs at a spacing of no more than 50 feet apart.

- (3) Revise the cover sheet to show all the areas that are to be cleared as shaded and update the worksheet as needed.
 - (4) Show all proposed utility connections and off-site road improvements clearly and provide for the off-site clearing in the worksheet at a ratio of 1:1 or provide a note clearly stating what infrastructure features are proposed to be installed.
 - (5) Show only one limit of disturbance throughout the site.
 - (6) Revise the TCPII to address all other conditions of approval.
 - (7) Revise the plan to eliminate the preservation of woodlands on lots (see Sheet 13 of 15).
 - (8) Revise the plans to correctly show the PMA as shown on the previously approved plans.
 - (9) Have the revised plan signed and dated by the qualified professional that prepared the plan.
7. In a memorandum dated September 21, 2005 (Rea to Wagner), the Department of Environmental Resources has indicated that the detailed site plan for infrastructure is consistent with the approved stormwater management concept plan #2694-2002.
8. Phase I archeological survey is recommended by the Planning Department on the Karington property. This property was historically part of Willow Brook, the antebellum plantation of the Clarke family. The Clarke family cemetery on part of this property was previously moved to St. Barnabas' Church. Developers should be alert to possible additional burials. Eight archeological sites were identified in 2002 within the property as part of a Phase I investigation of the Collington Center North Development. Also, the site is located at the headwaters of Collington Branch. Numerous archeological sites have been identified along Collington Branch.
- Phase I archeological investigations should be conducted according to Maryland Historical Trust (MHT) guidelines, *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994) and report preparation should follow MHT guidelines and the *American Antiquity* or *Society of Historical Archaeology* style guide. Archeological excavations shall be spaced along a regular 15-meter or 50-foot grid and excavations should be clearly identified on a map to be submitted as part of the report.
9. The detailed site plan for infrastructure 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, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/126/05) and further APPROVED Detailed Site Plan DSP-05042 for the above-described land, subject to the following conditions:

1. Prior to certification of the DSP for infrastructure, the TCPII shall be revised to avoid impacts #5 and #6 as referenced in the preliminary plan until subsequent DSPs that pertain to said impacts are submitted for review of minimization efforts. Prior to approval of the grading permit for the rough grading of the site, a copy of an approved Erosion and Sediment Control Plan shall be submitted that shows the proposed phasing of the clearing and grading.
2. Prior to certificate approval of the DSP for infrastructure, the October 12, 2005, geotechnical report referenced by IC&E file number 40-04065-8 shall be revised to include three additional slope stability cross sections at the south side of street A, south side of Street T, and the north side of Street K. The comprehensive slope stability analysis shall be revised for the entire site to reflect the new information in accordance with the guidelines established by the Department of Environmental Resources, Permits and Review Division. Certification of the study shall be received from the chief building inspector prior to certificate approval of the DSP that shows these areas to be disturbed.
3. Prior to certificate approval of the DSP for infrastructure, a list of the required road improvements for the project shall be provided and the TCPII shall be revised to show all off-site clearing on the TCPII. The worksheet shall be revised to provide for all off-site clearing at a ratio of 1:1.
4. Prior to certificate approval of the DSP for infrastructure, the TCPII shall be revised as follows:
 - a. Show all specimen trees and provide the required specimen tree table.
 - b. Show the location of all preservation and specimen tree signs throughout the site. Show the preservation signs at a spacing of no more than 50 feet apart.
 - c. Revise the cover sheet to show all the areas that are to be cleared as shaded and update the worksheet as needed.
 - d. Show all proposed utility connections and off-site road improvements clearly and provide for the off-site clearing in the worksheet at a ratio of 1:1 or provide a note clearly stating what infrastructure features are proposed to be installed.
 - e. Show only one limit of disturbance throughout the site.
 - f. Revise TCPII to address all other conditions of approval.
 - g. Revise the plan to eliminate the preservation of woodlands on lots (see sheet 13 of 15).

- h. Revise the plans to correctly show the PMA as shown on the previously approved plans.
 - i. Have the revised plan signed and dated by the qualified professional that prepared the plan.
5. Prior to the issuance of a grading permit, a Phase I archeological investigation shall be conducted according to Maryland Historical Trust (MHT) guidelines, *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994) and report preparation shall follow MHT guidelines and the *American Antiquity* or *Society of Historical Archeology* style guide. Archeological excavations shall be spaced along a regular 15-meter or 50-foot grid and excavations should be clearly identified on a map to be submitted as part of the report.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Vaughns, with Commissioners Squire, Vaughns and Eley voting in favor of the motion, and with Chairman Hewlett absent at its regular meeting held on Thursday, December 8, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 5th day of January 2006.

Trudye Morgan Johnson
Executive Director

Frances J. Guertin
By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:GW:rmk

APPROVED AS TO LEGAL SUFFICIENCY.
George Johnson
M-NCPPC Legal Department
Date 12/28/05



July 6, 2021

Karington, LLC
10100 Business Parkway
Lanham, MD 20706

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-19021
South Lake Commercial – Phase 1

Dear Applicant:

This is to advise you that, on **July 1, 2021**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of this final notice of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: Adam Bossi
Reviewer

Attachment: PGCPB Resolution No. **2021-79**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on June 24, 2021, regarding Detailed Site Plan DSP-19021 for South Lake Commercial - Phase 1, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) proposes 900,656 square feet of retail and commercial development to include a sports complex, hotels, grocery store, gas station in combination with a food and beverage store, and various commercial retail uses within the South Lake mixed-use planned community.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	E-I-A	E-I-A
Use(s)	Vacant	Commercial
Gross Tract Area (acres)	59.83	59.83
Parcels	0	28
Gross Floor Area (square feet)	0	900,656

OTHER DEVELOPMENT DATA

Provided Parking Spaces *	
Standard Spaces	1,566
Modified Standard Spaces**	142
Compact Spaces	208
Handicapped Accessible Spaces	98
Total Spaces Provided	2,014
Loading Spaces Provided (12 ft. by 33 ft.)	31

Note: *Per Sections 27-574 and 27-583 of the Prince George’s County Zoning Ordinance, there is no specific required number of parking or loading spaces in the M-X-T Zone. The applicant is required to submit an analysis to be approved by the Prince George’s County Planning Board. See Finding 7 for a discussion of the parking analysis.

****The City of Bowie approved BD-1-20 for a reduction in the dimensions of 142 non-handicap/ nonparallel standard-sized parking spaces to 9 by 18 feet within DSP-19021.**

Floor Area Ratio (FAR) in the M-X-T Zone

Base Density	0.40 FAR
Residential	1.00 FAR*
Total FAR	1.40 FAR
Total FAR	0.28 FAR**

Notes: *Additional density is allowed, in accordance with Section 27-545(b)(4), Optional method of development, of the Prince George’s County Zoning Ordinance, for providing 20 or more dwelling units.

****This DSP proposes only a portion of the commercial uses of the mixed-use planned community that was approved under Conceptual Site Plan CSP-02004. The proposed approximate FAR noted is inclusive of the development approved in DSP-19023 and proposed in DSP-21002 and DSP-19021. It is noted that the FAR is not shown on this DSP and conditions related to the FAR are included herein.**

3. **Location:** The subject property is located in the southwest quadrant of the intersection of MD 214 (Central Avenue) and US 301 (Robert Crain Highway). The property is in Planning Area 74A, Council District 4, and is within the municipal limits of the City of Bowie.
4. **Surrounding Uses:** The site of this DSP is bounded to the north by vacant land in the Employment and Institutional Area (E-I-A) Zone where multifamily residential use is proposed under DSP-16054 as part of the South Lake development. The site is further bounded to the south by wooded land in the E-I-A Zone and industrial uses beyond; to the west by land in the E-I-A Zone presently being development for residential uses approved by DSP-19023, as part of the South Lake development; and to the east by the right-of-way of the southbound lanes of US 301.
5. **Previous Approvals:** This subject site has a long approval history that can be dated back to the 1970s. In 1975, the Prince George’s County District Council approved Zoning Map Amendment A-9248, to rezone the subject site from the Rural Residential Zone to the E-I-A Zone, as part of Collington Center development. Subsequently, a Comprehensive Design Plan, CDP-7802 was approved by the Prince George’s County Planning Board in 1978, but nothing further was pursued on the subject property.

In 2002, the Prince George’s County Council adopted Council Bill CB-13-2002 that introduced the concept of a mixed-use planned community use and allowed it within the E-I-A Zone for properties meeting specific criteria, including conformance with the regulations of the Mixed Use-Transportation Oriented (M-X-T) Zone. Based on this legislation, Conceptual Site Plan

CSP-02004 was approved by the Planning Board on June 12, 2003 (PGCPB Resolution No. 03-135). The District Council affirmed the Planning Board's decision and approved the CSP on January 27, 2004, with 42 conditions. The development concept was for a mixed-use planned community consisting of 463 lots, 86 parcels, 300,000 square feet of commercial and retail space, 700,000 square feet of employment space, 25,000 square feet of space for annexation to Prince George's County Community College, a 300-room hotel, and 1,294 dwelling units. The residential component consisted of 170 detached units, 272 attached units, 600 multifamily rental units, 112 condominium units, 120 high-rise units, and 20 live-work units. Preliminary Plan of Subdivision (PPS) 4-04035 was approved by the Planning Board (PGCPB Resolution No. 04-247(C)) in June 2003 and the resolution was subsequently corrected multiple times. This PPS was reconsidered by the Planning Board on October 7, 2016 to convert approximately 200 multifamily condominium units to fee simple townhouse lots, to make changes to the phasing of off-site traffic improvements, and other modifications. On February 16, 2017, the Planning Board heard testimony and approved the reconsideration with 47 conditions for 800 lots and 110 parcels for a total of 1,294 dwelling units (PGCPB Resolution No. 04-247(C/3) (A/2)).

A DSP for infrastructure, DSP-05042, was approved by the Planning Board (PGCPB Resolution No. 05-258) on December 8, 2005 for site grading, infrastructure development, and construction of a central lake. No construction occurred on the subject property. An amendment to DSP-05042 was submitted in August 2007, but subsequently withdrawn. A second amendment, DSP-05042-02, was submitted for Planning Director review on December 23, 2016, to revise the site design, but the application fell dormant. The review of DSP-05042-02 was revived in June 2019 and approved by the Planning Director on February 5, 2020, to provide for revisions to site grading and roadway layout for three segments of the main roadways leading into the subject site from the ramp of MD 214 and US 301.

The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* retained the subject site in the E-I-A Zone.

In 2016, the County Council adopted CB-73-2016 that provided numerous revisions to the mixed-use planned community regulations in the M-X-T Zone that are applicable to the subject site. Subsequently, the applicant filed a new PPS to resubdivide an 11-acre piece of land previously included as part of Outparcels A and B in PPS 4-04035. PPS 4-17027 was approved by the Planning Board (PGCPB Resolution No. 19-06) on January 10, 2019, for 66 lots and 3 parcels, subject to 23 conditions.

On April 16, 2020, the Planning Board approved DSP-19023, which included a mix of 1,035 single-family attached and detached dwelling units and amended the previously approved CSP-02004. The application has been amended one time and was approved by the Planning Director on April 14, 2021, for minor lot line adjustments.

The Planning Board approved DSP-19024 Umbrella Architecture for the single-family attached, two-family attached, and the single-family detached dwellings in DSP-19023, on April 16, 2020.

DSP-21002 has been filed and is currently under review for the multifamily development north of the commercial DSP area, and will be heard by the Planning Board on the same day as the subject application.

The site also has an approved Stormwater Management (SWM) Concept Plan, 26947-2002-03, and the applicant has indicated that approval of revisions are pending to the project's SWM technical plans. Updates to stormwater plan approvals are intended to make these plans consistent with development proposed in DSP-19021.

6. **Design Features:** The subject DSP proposes development of 900,656 square feet of commercial uses on 59.83 acres as the first phase of commercial development in the larger 381.53-acre South Lake mixed-use planned community. This phase of the South Lake project is located at the southeast corner of the larger development. A series of buildings is proposed to include a sports complex, three hotels, a grocery store, a gas station, various pad sites, and inline commercial retail uses. A total of 27 commercial spaces are provided, ranging in size from approximately 5,000 square feet to 207,770 square feet.

The commercial area lies south of Gwynn Brook Way, which is proposed to have a right-in/right-out only intersection with US 301 southbound, with the multifamily residential development proposed with DSP-21002 beyond. It also lies on the north and south sides of Marketplace Boulevard, which is proposed to have a full signalized intersection with US 301, to allow for crossovers of the median to the northbound side. It then extends west to surround a proposed roundabout at the intersection of Marketplace Boulevard, Fairmont Drive, and Prince George's Boulevard, with the main residential portion of South Lake, as approved in DSP-19023, to the west, north, and south. A new section of the Collington Branch Trail, a 10-foot-wide master-planned trail, is provided on the east side of Prince George's Boulevard and Fairmont Drive, along the western portion of the Phase 1 commercial area. Proposed sidewalks and crosswalks connect all of these roads to all of the commercial buildings.

Because of these roadways, the Phase 1 commercial development area is divided into three pods. The southern pod includes Buildings 1-9, the northern pod is the largest and includes Buildings 10-23 and the western pod includes Buildings 24-26. The subject DSP provides for a general site design and template for architecture for the commercial development. Design details for specific buildings, pad sites, and site features for future tenants will need to be reviewed under future DSPs or amendments to the subject DSP, which may be done by the Planning Director, or designee, pursuant to Section 27-289(c) of the Zoning Ordinance.

Architecture

A cohesive architectural palette is provided for Buildings 1, 2, 11, 21, 22, and 23, which incorporates a variety of materials, textures, and colors including split-faced concrete block, architectural louvers, fiber cement panels, ample fenestration, and canopies. This general architectural theme is intended to be carried through into the design of the remaining buildings to provide visual cohesion throughout the Phase 1 development area. Buildings 1 and 2 include a proposed sports complex and physical therapy offices. These buildings are connected and are two stories in height. Building 11 is a single-story strip center with shopfront retail and/or restaurant

space. Buildings 21, 22, and 23 include a grocery store and inline retail shopfront, and/or restaurant space. Separate architectural elevations are provided for Building 10, which is proposed as a Sheetz-brand gas station, eating and drinking establishment, and food or beverage store. The Sheetz building will be primarily clad with brick with a stone veneer water table at its base and will sit adjacent to US 301, with the gas station canopy behind it. Red canopies are included over building entrances and windows, including drive-through windows on the side facing US 301. Outdoor seating is provided adjacent to the Sheetz building. The gas station canopy includes stone veneer and paneling in white and red and is complimentary to the building design.

Lighting

A photometric plan provides for lighting of areas of the site outside of the proposed public street network. Public street lighting for this site is subject to the City of Bowie requirements and will require future permitting through the City. For areas outside of the public street network, appropriate lighting is provided, with the exception of the south side of Building 1, where no lighting is shown. Appropriate lighting is needed in this location, and a condition has been included herein for its inclusion.

Signage

Building-mounted signage is shown on Buildings 1, 2, 11, 21, 22, and 23 for illustrative purposes on architectural plans included in the DSP. Therefore, a condition is included herein requiring a comprehensive building-mounted signage plan be approved, prior to issuance of sign permits, except for the Sheetz on proposed Parcel L, for which full details are provided and found to be acceptable.

There are a total of four freestanding signs proposed for the Phase 1 commercial development area and one pylon sign for the Sheetz gas station (for a total of five proposed freestanding signs). As identified by the DSP, freestanding signs 1 and 2 are similarly designed monument signs of approximately 17 and 18 feet in height, respectively. These signs include spaces for future tenant identification on metal panels and a stone veneer base. Sign 4 is a 5-foot high, 30-foot-long monument sign identifying the South Lake development within the proposed roundabout and will be subject to the approval of the City of Bowie since it is within their public right-of-way. Freestanding sign 3 is a 55-foot-tall pylon sign to include the South Lake name and logo, tenant identification signage, and a 378-square-foot electronic display screen, at the intersection of Marketplace Boulevard and US 301. The pylon sign is to be constructed of painted steel, fiber cement panels, and high-density wood panels.

Building- and canopy-mounted signage for Building 10, the proposed Sheetz gas station and convenience store, is provided. Six building-mounted signs, totaling approximately 144-square feet, and three gas canopy-mounted signs, with an area of 156 square feet, are proposed. A single 25-foot-tall pylon sign is also provided for the Sheetz gas station and convenience store. The Planning Board finds the signage acceptable and appropriate, given the scale of the development. However, the Sheetz pylon sign should be redesigned to add a stone veneer base that will blend with the other proposed signage and the stone-wrapped gas station canopy columns. This revision is conditioned herein.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Prince George's County Zoning Ordinance for a mixed-use planned community in an E-I-A Zone.

- a. The proposed commercial development is part of a mixed-use planned community, as defined by Section 27-107 of the Zoning Ordinance, and is a permitted use in the E-I-A Zone.
- b. The South Lake development is a mixed-use planned community in the E-I-A Zone. Section 27-500 of the Zoning Ordinance provides direction for this development, as follows:

(c) **A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10.**

The overall South Lake development plan includes a mix of residential, employment, commercial retail, commercial office, hotels, and recreational uses. In addition, Section 27-501(c), Regulations for a Mixed-Use Planned Community, of the Zoning Ordinance, provides further direction, as follows:

- (1) **A Mixed-Use Planned Community shall meet all purposes and requirements applicable to the M-X-T Zone, as provided in Part 10, and shall be approved under the processes in Part 10.**
- (2) **Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.**

This DSP was filed in accordance with the M-X-T Zone requirements. If there were not these specific requirements for a mixed-use planned community, a specific design plan would have had to have been filed for any development in the E-I-A Zone.

- c. Section 27-544(e), Regulations in the M-X-T Zone, of the Zoning Ordinance, includes the following additional standards for a mixed-use planned community that are relevant to the review of this commercial DSP:

- (1) **A Mixed Use Planned Community shall conform to the purposes, regulations, and required findings and review process set forth in Division 2 of this Part, for the M-X-T Zone, however, for property that is located in the E-I-A (Employment and Institutional Area) Zone and is subject to Sections 27-276, 27-500, and 27-501 of this Subtitle, the following regulations shall be advisory only.**
- (2) **It shall include retail, residential and office/employment uses. The use mixture shall consist of the follow, based on the total gross floor area (GFA) for residential, retail, and office combined:**

Total Gross Floor Area	Minimum	Maximum
Residential (at least 2 different types)	50%	90%
Retail	10%	20%
Office/Employment	0%	40%

The entire South Lake project is proposed, thus far (DSP-19023, DSP-21002, and DSP-19021), to include approximately 3,912,273 square feet of gross floor area, with a total floor area ratio (FAR) of 0.28. Of that approximately 82 percent is residential, 12 percent is retail, and 5 percent is to be dedicated to office and employment uses. The gross floor area associated with the three proposed hotels (260,696 square feet) is included in the FAR and makes up the remaining 7 percent.

- (3) **It may include hotel uses. Hotel use is not included in the residential, retail or office/employment categories for purposes of calculating gross floor area for percentages of use. There is no percentage restriction applied to the hotel uses.**

Three hotels are included in this DSP. The square footage of the hotel use is not included for the purposes of calculating gross floor area for percentages of use.

- (4) **It may provide at least one institutional or civic use, may have an integrated network of streets, sidewalks, and open space, public or private, and should give priority to public space and appropriate placement of institutional and civic uses.**

An integrated network of streets, sidewalks, and open spaces is provided throughout the South Lake site. The public street network will eventually be dedicated to and operated by the City of Bowie. The Collington Branch Trail will provide a linear public space for walking and bicycling through the South Lake development. A trailhead area with an informational kiosk, pavilion, picnic benches, bicycle racks, and bicycle fix-it station is provided adjacent to Building 27 along the trail. Connections are provided from the trailhead to the

Phase 1 commercial development area and residential development to the west, approved under DSP-19023.

- (5) **Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.**

The proposed development conforms with requirements of the M-X-T Zone for a mixed-use planned community with the conditions included herein.

- (6) **The community should be focused on a central public space that is surrounded by a combination of commercial, civic, cultural or recreational facilities.**

(A) **The space should be a minimum of twenty-five (25) acres and may include a lake.**

(B) **It should be designed with adequate amenities to function as a fully shared space for the entire community.**

A central public space of 25.35 acres is provided adjacent to the west of proposed Buildings 24, 25, and 26, as approved under DSP-19023.

- (7) **The community should contain additional, linked open space in the form of squares, greens and parks that are accessible, visible, safe and comfortable.**

(A) **The open spaces should provide a variety of visual and physical experiences.**

(B) **Some of these open spaces should be bordered by buildings and be visible from streets and buildings.**

As a whole, South Lake includes parks, playgrounds, trails, and open spaces located throughout the site, primarily in residential portions of the development. Locations of these features, and the variety of recreational amenities and comfort features included, provide for a variety of visual and physical experiences. Most park and open space areas are located within walking distance of dwellings and are visible from streets and buildings. Parks and open spaces are accessed by the development's comprehensive system of sidewalks and trails. The Collington Branch Trail also provides a linear public space and multimodal transportation route through South Lake, with future connections to lands north and south of the development.

(8) The retail uses may be designed to:

- (A) Create a sense of place by creating a design that provides amenities such as plazas, parks, recreational opportunities, entertainment and cultural activities, public services and dining; and provides attractive project gateways and public spaces.**

As a whole, the South Lake development, inclusive of the subject DSP, provides amenities including plazas and park spaces, and recreational opportunities including the Collington Branch Trail. A mix of retail, restaurant, and entertainment uses are envisioned with the subject DSP. Future DSPs or amendments for specific tenants will continue to refine and enhance the activities, services, and dining available.

- (B) Create outdoor amenities, such as brick pavers, tree grates, decorative lighting, signs, banners, high quality street furniture and extensive landscaping, including mature trees.**
- (C) Create attractive architecture by: using high quality building materials such as stone, brick or split-face block, and providing architectural elements such as façade articulation in fifty (50) foot to seventy-five (75) foot increments, second floor levels, dormer windows, canopies, arcades, varied roofscapes and customized shopfronts to create a street-like rhythm.**
- (D) Promote attractiveness by designing attractive, quality façades of all commercial buildings where the façade is visible from public space; and completely screening loading, service, trash, HVAC and other unsightly functions.**

The subject DSP provides for site furnishings and landscaping throughout the commercial development in appropriate locations. Architectural elevations for Buildings 1, 2, 11, 21, 22, and 23 show the incorporation of high-quality building materials including split-face block and brick, and elements such as façade articulation, varied rooflines, and colorful shopfronts. Trash and loading areas are screened.

Final designs for commercial buildings and outdoor spaces are to be reviewed in future DSPs or amendments to this DSP, as specific tenant outfitting is to be completed.

- (E) Creating a retail area where, if the front of a retail store fronts a street: pedestrians may travel with ease, with attractive walkways and continuous street front experiences to maximize the quality of**

the pedestrian environment; crosswalks may run through and across the parking lots and drive aisles to connect all buildings and uses; sidewalks may be wide, appealing, shaded and configured for safe and comfortable travel; pedestrian walkways may be separated from vehicular circulation by planting beds, raised planters, seating walls, on-street parallel parking and/or structures; walking distances through parking lots may be minimized and located to form logical and safe pedestrian crossings, and walkways may be made more pedestrian-friendly through the use of arcades, canopies, street trees, benches and tables and chairs.

Roadways through the development include sidewalks on both sides with crosswalks logically located to promote safe and efficient pedestrian movement. Landscaping, seating, and site furnishings are shown in public areas. The DSP provides a guiding plan for development of the Phase 1 commercial area of South Lake, and as specific tenants are selected, future DSPs or amendments to this DSP will provide additional details for each building site.

- (F) Shield and enhance the surrounding view through techniques such as screening views of parking lots along the main frontal streets with green bermed and landscaped strips, or a low brick (or other quality material) wall, in order to screen parking from the public frontage streets, and ensuring that attractive buildings are to be visible from the public frontage streets.**
- (G) Minimize expanse of parking lots through the use of landscape islands or the location of buildings and streets.**

Landscape strips and street trees are provided throughout the development to screen parking from public frontage streets. In addition, a majority of the proposed buildings are shown to front on the public streets, with parking mostly to the sides and rears.

- (H) Provide a hierarchy of pedestrian-scaled, direct and indirect, high quality, energy efficient lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses.**

The photometric plan provided with the DSP shows sufficient lighting will be provided in public spaces, along sidewalks, buildings, and signage, as appropriate. LED lighting is to be utilized throughout the development.

- (I) **Create a signage package for high quality signs and sign standards and requirements for all retail and office tenants and owners, which shall address size, location, square footage, materials, logos, colors and lighting. For office and retail uses, a Conceptual Site Plan for Signage shall be approved prior to release of any sign permits. All sign permits shall conform to the approved Conceptual Site Plan for Signage.**

Part 12 of the Zoning Ordinance notes that signage regulations for the M-X-T Zone are approved by the Planning Board at the time of DSP. This DSP provides only illustrative building-mounted signage in the Phase 1 commercial area, except for the Sheetz on proposed Parcel L. Therefore, the Planning Board finds that prior to sign permits, a comprehensive building-mounted sign plan be approved, as conditioned herein.

- (J) **Enhance retail pad sites designs to be compatible with the main retail component. If the retail pad sites are located along the public frontage streets, parking should be located to the rear and sides of the pad sites.**
- (K) **Green areas should be provided between pad sites.**
- (L) **Restaurants adjacent to the central public space/lake should have attractive outdoor seating areas.**

Retail pad sites are laid out on the site plans to be located primarily on public frontage streets with green areas shown between them. A restaurant with an area for outdoor eating is located adjacent to the central public open space.

- d. Section 27-546(d), Site Plans, of the Zoning Ordinance contains the following required findings for the Planning Board to grant approval of a DSP in the M-X-T Zone:

- (1) **The proposed development is in conformance with the purposes and other provisions of this Division;**

The proposed development is in conformance with the purposes of the M-X-T Zone, as stated in Section 27-542(a) of the Zoning Ordinance, as follows:

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an**

expanding source of desirable employment and living opportunities for its citizens;

The DSP proposes 900,656 square feet of commercial development as part of a larger mixed-use planned community adjacent to the major intersections of MD 214, Old Central Avenue, and US 301. The South Lake development will provide new housing, business, and employment opportunities within a growing part of Prince George's County and the City of Bowie.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

The commercial development proposed by this DSP is the second phase of the South Lake mixed-use planned community. The site design provides for 27 commercial buildings for a mix of retail, restaurant, entertainment, and hotel uses. This development will be adjacent to residential portions of South Lake and connected by a comprehensive street and sidewalk network. Future development of South Lake is planned to include additional commercial, employment, and residential uses.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

South Lake maximizes the development potential available by locating a mixed-use planned community development in close proximity to MD 214 and US 301, major roadways that connect to the larger regional highway system.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

This commercial portion of the South Lake development is located in close proximity to the planned residential portion, reducing the need for automobile use. This portion of the project also includes a comprehensive sidewalk system and will develop a section of the master-planned Collington Branch Trail on the east side of its main north-south roadway, facilitating walking and bicycle use.

- (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

As a mixed-use planned community, the South Lake development will include a mix of residential and nonresidential uses combined in a manner to encourage a vibrant 24-hour environment.

- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

The completed mixed-use planned community will include a horizontal mix of residential and nonresidential land uses blended together harmoniously.

- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The commercial development proposed is carefully designed to create a distinctive visual character. Future phases of development will further create a dynamic, functional relationship among uses.

- (8) **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

This commercial development is one of multiple phases to develop a mixed-use planned community. The overall South Lake development is not a single-purpose project and intends to create a vibrant, new community allowing for an economy of scale.

- (9) **To permit a flexible response to the market and promote economic vitality and investment; and**

This DSP proposes Phase 1 commercial development at South Lake, which includes 27 buildings for a variety of uses. The DSP provides a general site layout and architectural theme to guide the development as future tenants are identified in response to the market.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

A general architectural palette is provided by this DSP for the larger commercial retail buildings and sports complex. Future DSPs or amendments to this DSP will be reviewed as individual pad sites and buildings are identified for construction, allowing for freedom of design.

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

This property is in the E-I-A Zone, so this requirement is not applicable. The proposed mixed-use planned community, including the residential portion proposed by this DSP, is being reviewed under M-X-T Zone requirements, in accordance with CB-73-2016.

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The development proposed is the first commercial phase of the larger South Lake mixed-use planned community, will be oriented towards US 301, and will become a catalyst for future development within the community and improvement within this area of the County.

- (4) The proposed development is compatible with existing and proposed development in the vicinity;**

This commercial phase of the South Lake development is compatible with adjacent uses as shown in the underlying CSP. Future development proposed within South Lake will be reviewed under separate DSP applications to ensure compatible design is provided for the entire mixed-use planned community.

- (5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

Buildings and other amenities have been carefully designed and placed to create a cohesive, quality commercial development. Attention has been paid to the provision of public amenities, including a well-connected circulation system, seating areas, and other site furnishings.

- (6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The DSP is the first commercial phase of a mixed-use planned community and has been designed as a self-sufficient entity intended to be integrated into the larger South Lake development. CSP-02004, as amended, provides the overall development scheme for this mixed-use planned community.

- (7) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

This project is designed to be pedestrian-friendly, with 5-foot-wide sidewalks, walking trails, and street trees throughout. In addition, a segment of the Collington Branch Trail will be built as a 10-foot-wide asphalt trail on the east side of the main north-south roadway in South Lake. The trail will connect to Prince George's Boulevard and the proposed Prince George's County Liberty Sports Complex to the south, and Old Central Avenue to the north, where future off-site connections are envisioned by the Prince George's County Department of Parks and Recreation (DPR).

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

Appropriate attention has been paid to scale, design, amenities, materials, and landscaping proposed in areas for pedestrian activities and gathering places. Seating areas, bicycle racks, and other furnishings are provided, as are landscaping and lighting to create a quality environment.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development.**

The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

This application is a DSP, and this finding does not apply.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

Two PPS covering the entire South Lake site, 4-04035 and 4-17027 were most recently approved in 2018 and 2019, respectively. Adequacy findings were made through these PPS, and the DSP is consistent with these approvals.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

This DSP proposes the first commercial phase of South Lake, a mixed-use planned community containing approximately 381 acres in total. Approval has been requested, in accordance with the provisions of this section and Section 27-548 of the Zoning Ordinance.

- e. The DSP is also in conformance with the applicable additional regulations of the M-X-T Zone in Section 27-548, as follows:

- (a) **Maximum floor area ratio (FAR):**

(1) **Without the use of the optional method of development -- 0.40 FAR;**
and

(2) **With the use of the optional method of development -- 8.00 FAR.**

The DSP indicates that the base FAR for this phase of the South Lake mixed-use planned community will be approximately 0.28, based on the total area of the CSP. However, an FAR chart needs to be provided on the plan, as conditioned herein.

- (b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The proposed uses are located in more than one building and on more than one lot, as allowed.

- (c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

The DSP shows a layout for the first commercial phase of development of this mixed-use planned community, and provides the required information.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The landscaping, screening, and buffering issues have been reviewed, along with this DSP, in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Finding 11 below provides an evaluation of the landscaping proposal.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The FAR for the entire South Lake mixed-use planned community proposed thus far is 0.28 and was determined utilizing the specified methodology.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

Improvements proposed do not interfere with the air space above or ground below public rights-of-way.

- (g) **Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

Some of the proposed parcels do not have frontage on, nor direct access to, a public street, which does not conform to PPS 4-04035. This issue is discussed further under Finding 9 below, resulting in multiple conditions herein to ensure conformance with the PPS and this requirement.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be...**

This standard does not apply to this proposed commercial development.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

As stated, this requirement is not applicable within a mixed-use planned community.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

The proposed South Lake mixed-use planned community site is in the E-I-A Zone, with proposed development subject to the requirements of the M-X-T Zone, in accordance with CB-73-2016.

- f. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio are outlined in Section 27-574(b). The parking for the large residential areas of DSP-19023 was determined to be sufficient; the submitted parking analysis covers the commercial uses in this DSP and the adjacent multifamily residential use in DSP-21002. The following are the major points highlighted in the parking analysis:
- (1) The methodology in Section 27-574 requires that parking be computed for each use, in accordance with Section 27-568 of the Zoning Ordinance. The parking schedule shows that the uses would require 2,770 parking spaces.
 - (2) Using the time-of-day analysis for both weekday and weekend conditions, the applicant indicates that the maximum requirement is the weekday maximum of 2,172 parking spaces. This is the base requirement per Section 27-574.
 - (3) The plan provides 2,605 spaces to serve both DSP-19021 and DSP-21002. Within the limits of the subject DSP, 2,014 spaces are provided.

Based on information offered, it is determined that the parking analysis submitted by the applicant and its conclusions are acceptable.

- g. Section 27-583, Number of spaces required in M-X-T Zone, of the Zoning Ordinance contains requirements for determining the total number of loading spaces. The DSP proposes 27 commercial buildings on multiple parcels and proposes a total of 31 loading spaces. Larger buildings and tenants have dedicated spaces, while smaller pad sites share loading spaces located in between buildings, as allowed. The Planning Board finds the proposed loading sufficient to accommodate the proposed buildings and development.
8. **Conceptual Site Plan CSP-02004:** As further detailed in Finding 5, CSP-02004 was approved by the District Council in January 2004 for a mixed-use planned community consisting of 463 lots, 86 parcels, 300,000 square feet of commercial and retail space, 700,000 square feet of employment space, 25,000 square feet of space for annexation to Prince George's County Community College, a 300-room hotel, and 1,294 dwelling units. Dwellings consisted of 170 detached units, 272 attached units, 600 multifamily rental units, 112 condominium units, 120 high-rise units, and 20 live-work units.

The applicant amended CSP-02004, with the approval of DSP-19023, as allowed by Section 27-282(g) of the Zoning Ordinance and contained in PGCPB Resolution No. 03-135(C)(A). Revisions to the CSP included changes to the site's roadway and infrastructure layout, lot and parcel arrangement, roadway sections, master-planned trail

alignment, and phasing program. Conformance with the applicable conditions of the amended CSP-02004 are as follows:

- 2. At the time of the first Detailed Site Plan (other than infrastructure), details of outdoor amenities such as brick pavers, tree grates, decorative lighting, signs, banners and high-quality street furniture shall be approved by the Prince George's County Planning Board. A similar theme shall be established for the entire development.**

The subject DSP provides design details for attractive outdoor amenities including site furnishings and site identity signage. A consistent design palette for these features is provided for this portion of the mixed-use planned community. Future DSP reviews will be expected to provide similar design details around a similar theme.

- 7. US 301 at site entrance/median crossover: Prior to the approval of the first Detailed Site Plan for the subject property other than a Detailed Site Plan for infrastructure only, the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and the site entrance/existing median crossing. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA. Also, prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
 - a. The construction of the eastbound approach to include two left-turn lanes and a right-turn lane.**
 - b. The widening of the median crossing to provide to eastbound lanes, turning left (northbound) onto US 301**
 - c. The construction of a northbound left-turn lane approaching the median crossing.**
 - d. The construction of a southbound right-turn lane along the southbound US 301 approach.**

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA provided that alternative improvements provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

The required study was completed and determined that signalization is warranted at the proposed intersection of Marketplace Boulevard and US 301. The required signalization and the improvements within this condition are currently in the design and permitting process with the Maryland State Highway Administration (SHA).

11. **Total development within the subject property shall be limited to uses which generate †[~~approximately~~] no more than 1,313 AM and 1,925 PM peak hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I would be identified as any development which generates up to 774 AM and 1,242 PM peak hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II would be identified as any development which generates more than 774 AM and 1,242 PM peak hour trips. Rates of internal trip satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.**

The area of DSP-19023 includes the entirety of PPS 4-17027 and a portion of PPS 4-04035. As shown in the trip generation table below, the subject application is within the trip cap shown in this condition. Also, as shown in the trip generation table, the commercial development within this application plus prior approved development places the overall South Lake development within Phase II.

Trip Generation Summary: DSP-21002: South Lake Multifamily								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Trip Cap from PPS 4-17027			-	-	48	-	-	56
Trip Cap from PPS 4-04035			-	-	1,313	-	-	1,925
Combined Trip Cap			-	-	1,361	-	-	1,981
Previous Approved DSP-19023								
Two-Family/Two Over Two	128	Units	18	71	89	66	36	102
Townhouses	562	Units	79	314	393	293	157	450
Single Family Detached	345	Units	52	206	258	202	109	311
Current Application DSP-21002								
Multifamily	325	Units	34	135	169	127	68	195
Total Residential (Approved and Current)			183	726	909	688	370	1,058
Less Internal Trips			-18	-21	-39	-31	-21	-52
Net Residential (Approved and Current)			165	705	870	657	349	1,006
Pending DSP-19021								
Office	196.342	Sq. Ft.	107	36	143	40	107	147
Less Internal Trips			-3	-6	-9	-12	-17	-29
Hotel	394	Rooms	113	78	191	137	132	269
Less Internal Trips			-19	-22	-41	-58	-58	-116
Retail	443.608	Sq. Ft.	232	142	374	785	851	1,636
Less Internal Trips			-49	-40	-89	-164	-169	-333
Less Pass-By Trips (50% of net external trips)			-91	-51	-142	-310	-341	-651
Total Net Commercial Trips: Pending			290	137	427	418	505	927
Total Commercial and Residential Trips: Current Application Plus Pending			455	842	1,297	1,075	854	1,929
Trips Utilized from PPS 4-17027			-	-	48	-	-	56
Trips Utilized from PPS 4-04035			-	-	1,249	-	-	1,873

17. **The Woodland Conservation Threshold portion of the requirement (47.52 acres) shall be satisfied as on-site preservation. The balance of the requirements may be satisfied by additional on-site preservation, on-site reforestation, or at an approved off-site mitigation bank.**

The approved Type I Tree Conservation Plan, TCPI-048-02-01, proposed 47.52 acres of on-site preservation with the balance of the requirement proposed to be satisfied by 50.97 acres of off-site mitigation at an undetermined location. The currently submitted TCPII-126-05-05 indicates a woodland conservation threshold (WCT) of 57.23 acres, based on the inclusion of the 100-year floodplain into the net tract area per House Bill HB-2007- 588, resulting in a woodland conservation requirement of 106.34-acres being met on-site with woodland preservation on the adjusted net tract.

22. The proposed PMA impacts shall be further evaluated with each subsequent plan review.

New primary management area (PMA) impacts were proposed with the current DSP and TCPII application that were not approved with the PPS. Because the application was grandfathered, no additional impacts can be approved with the DSP and the applicant subsequently withdrew the request for additional impacts. All impacts currently proposed to the PMA can be found in general conformance with the impacts previously approved with the PPS, and the previously approved impacts have been further minimized with the current application.

†[40] 39. **Each Detailed Site Plan shall specify that all tree pits along the streets that have shops, restaurants, plazas, and/or other uses shall be connected with a continuous noncompacted soil volume under the sidewalk. Details of how this will be accomplished shall be included on the plans and shall be agreed upon by the Planning Board or its designee. The use of "CU-Soil" as a "structural soil" or other equal product for shade trees planted in tree pits is strongly encouraged.**

The subject DSP does not propose tree pits. Future DSPs for specific commercial tenants will be evaluated for conformance with this requirement.

†[44] 43. **No individual retail user shall exceed 125,000 square feet other than a grocery store(s).**

The subject DSP proposes only one retail tenant larger than this square footage for a grocery store.

†[47] 46. **The Detailed Site Plan shall require a landscaped and/or brick wall buffer along the property line adjacent to US 301 and MD 214.**

The DSP shows a landscaped buffer for the portion that abuts US 301.

†[49] 48. **The height of any high-rise structure, including age-restricted senior units and hotels, shall be evaluated at detailed site plan.**

The DSP shows two hotels that are each six stories high, and are the tallest structures proposed. These buildings are located with the western pod, adjacent to the central open space within South Lake. The Planning Board finds this an appropriate height for this type of use and location, which can help emphasize the central focal point.

9. Preliminary Plan of Subdivision 4-04035: PPS 4-04035 was approved by the Planning Board (PGCPB Resolution No. 04-247(C)) in June 2003 and was subject to multiple corrections and

reconsiderations. The governing version of this PPS was reconsidered by the Planning Board on January 25, 2018 (PGCPB Resolution No. 04-247(C/3)(A/2)). The conditions that are pertinent to the review of this DSP are discussed, as follows:

††~~[30]~~ **28.** **Total development within the subject property shall be limited to uses which generate no more than 1,313 AM and 1,925 PM peak-hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I shall be identified as any development that generates up to †[774 AM and 1,242-PM] 1,047 AM and 1,421 PM net off-site peak-hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II shall be identified as any development which generates more than †[774 AM and 1,242-PM] 1,047 AM and 1,421 PM net off-site peak-hour trips ††[or is within 1,400 linear feet of the proposed MD 214/Hall Road intersection]. Rates of internal trip satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.**

The area of DSP-19021 includes PPS 4-04035. As shown in the trip generation table presented in Finding 8 above, the subject application is within the trip cap shown in this condition.

††~~[32]~~ ~~[34]~~ **31.** **Final plats shall identify that access to individual lots located along MD 214 and US 301 southbound is denied.**

In accordance with the approved PPS, access is to be provided via public street connections from US 301. No direct access to the lots or parcels is approved. However, the DSP illustrates a direct access driveway from Parcels U and V to US 301. This access shall be eliminated, in accordance with the condition above and Section 24-121(a)(3) of the Prince George's County Subdivision Regulations, or it should be redesigned to a public street, if it is acceptable to the City of Bowie. Access to the commercial development shall be provided from the existing platted public rights-of-way to internal access easement(s) serving the commercial parcels along US 301, which is discussed further under Condition 41 below.

††34. **At a time to be determined at detailed site plan, the applicant shall construct a publicly accessible trailhead in the location generally shown on Applicant's Exhibit A, or in an alternate location mutually agreeable to the applicant and DPR. Trailhead facilities may include a parking lot and a shelter. The timing of construction and the trailhead facilities shall be determined at the time of any detailed site plan that includes the trailhead location.**

The DSP proposes a trailhead located on Parcel Y, along the master plan trail route and across from an intersection with the residential development. Details of amenities proposed at this trailhead are also provided. Appropriate conditions are included herein to ensure construction timing and public accessibility is preserved and required through appropriate covenants at the time of final plat.

††37. In accordance with Condition 34, prior to the issuance of the fine grading permit or building permit(s) for any portion of the alternate master plan trail and related trailhead facility to be located outside of the public right-of-way, the applicant shall submit to DPR a performance bond, letter of credit, or other suitable financial guarantee in an amount to be determined by DPR.

††39. Notwithstanding any condition related to the ultimate connection of the proposed alternate Master Plan trail to the southern property line, the applicant will not be required to bond, permit, or actually construct the ultimate connection to the southern property line along Street W until Street W and Prince George's Boulevard are graded and actually connected. If private Street W is not ultimately constructed, an easement for the master plan trail connection to the southern property line of the site shall still be provided in accordance with Condition 14.

Private Street W, as shown on the PPS, was approved in DSP-05042-02 as a public street serving as an extension of Prince George's Boulevard into the subject property. The master plan trail was relocated within the public right-of-way, which has been dedicated, removing the need for an easement for a connection to the southern property line of the site. Construction of the master plan trail will occur in concert with construction of the roadway.

††[45] 41. Prior to approval of the final plat, if needed, the applicant and the applicant's heirs, successors, and/or assignees shall submit a draft access easement, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, over the approved shared access to serve the commercial retail as reflected on the approved detailed site plan. If needed, the draft document shall identify the Maryland-National Capital Park and Planning Commission (M-NCPPC) as the grantee and shall submit it for review and approval. The limits of the shared access shall be reflected on the final plat. Prior to recordation of the final plat, the easement shall be recorded in Prince George's County Land Records and the liber/folio of the document shall be indicated on the final plat with the limits of the shared vehicular access. The final plat shall carry a note that vehicular access is authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations.

PPS 4-04035 anticipated access easements for access to parcels adjacent to US 301, a designated arterial roadway, to which direct access was denied, in accordance with Condition 31. In order to avoid a potentially hazardous or dangerous traffic situation, the Planning Board approved the use of an easement as a means of vehicular access to these parcels (shown as Parcels K, L, S-V, and X on the subject DSP) pursuant to

Section 24-128(b)(9) of the Subdivision Regulations, to which the Maryland-National Capital Park and Planning Commission shall be the grantee. The alignment of this access easement to serve these parcels should be delineated on the DSP, prior to certification. The arrangement of buildings and internal connections reflected on the DSP provides for driveways that access lots fronting on internal public streets such that each parcel will not necessarily have individual access and the driveway locations are consolidated to certain areas. An access easement will also be required for these common driveways.

In addition to its alignment, other details are required to ensure that the access easement functions as a unifying element for the commercial component and creates an identifiable route through the development pod, not only for vehicles, but for pedestrians and users of the commercial and residential areas throughout the site and beyond. The access route shall be reviewed for a level of comfort for all users, not be reduced to a circuitous route through parking lots, and should be designed to connect to the adjoining public streets. The easement should be established as a distinct shared-access route that is clearly superior to an interior parking lot drive aisle. To accomplish this, the applicant should submit an easement cross section, which should include landscaping, lighting, and adequate space for pedestrians in addition to providing vehicular access. The easement shall be located so that each parcel is provided ingress and egress to the easement, including pedestrian connections and refuge, so that each parcel and the building(s) thereon are accessible. Modification of the parcel layout, building pad sites, and parking locations are anticipated, in order to accomplish the overall design described and conditioned herein.

10. **Detailed Site Plan DSP-05042 and its amendments:** DSP-05042 was an infrastructure DSP that was approved by the Planning Board on December 8, 2005, with five conditions. None of the conditions are related to the review of this DSP. DSP-05042 was amended by the Planning Director once, as approved on February 5, 2020, with no conditions.
11. **2010 Prince George's County Landscape Manual:** In accordance with Section 27-548, landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the Landscape Manual. This DSP is subject to the requirements of Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

The DSP provides the necessary plantings and schedules, in conformance with the Landscape Manual, with the exception of Section 4.3. The applicant requested Alternative Compliance, AC-21010, as follows:

The applicant has requested to provide an alternative design for proposed parking lot #7 to conform with the requirements of Section 4.3-2, Parking Lot Interior Planting Requirements. Parking lot #7 is located on proposed Parcel Q and will primarily serve a future grocery store, which will be located east of the intersection of Marketplace Boulevard and Fairmont Drive. Per Section 4.3 (c)(2)(G) of the Landscape Manual, a minimum of one interior planting island is

required on average for every ten contiguous parking spaces. Specifically, the applicant provides the following:

REQUIRED: Section 4.3 (c)(2)(A) Parking Lot Interior Planting Requirements for parking lots 7,000 square feet or larger

Parking Lot Area	130,686 square feet
Interior landscape area required	13% or 16,990 square feet
Minimum number of shade trees required (1 per 300 square feet of interior planting area provided)	57

PROVIDED: Section 4.3 (c)(2)(A) Parking Lot Interior Planting Requirements for parking lots 7,000 square feet or larger

Parking Lot Area	130,686 square feet
Interior landscape area provided	13.6% or 17,766 square feet
Minimum number of shade trees provided	64

Justification

Per Section 4.3 (c)(2)(G) of the Landscape Manual, a minimum of one interior planting island is required on average for every ten contiguous parking spaces. However, for parking lot #7, the applicant proposes a planting island on average every 14 spaces. To offset the negative visual impact of the longer contiguous parking bays, the applicant proffers an increase in the total interior planting area and the number of the shade trees. The proposed interior planting area equals six percent more than the normally required area of interior landscape area. The proposed planting of 64 shade trees equals 12 percent more than the normally required number of shade trees. The additional plantings are distributed throughout the parking lot.

The proposed design, while deficient in the frequency of the required interior landscape islands, is still able to provide the amount of interior planting area within the surface parking lot and the number of shade trees required while providing more than the minimum 160 square feet of contiguous land area per tree. The plant materials proposed are part of the approved lists in the Landscape Manual. Given the large size of this parking lot, the Planning Board finds that larger caliper shade trees shall be installed that will provide an increased level of quality, durability, and shade for parking lot #7. An additional 776 square feet of interior landscape area, beyond the 13 percent required, and 7 trees above the required 1 shade tree per 300 square-foot planting area ratio have been proposed in parking islands central to the parking lot. These additional trees provide shade for the surface parking lot which is a key goal of Section 4.3-2 of the Landscape Manual.

The Planning Board finds that the applicant's proposal is equally effective as normal compliance with Section 4.3(c)(2)(G), if the applicant provides a larger caliper size for the proposed 64 shade trees in the parking lot at the time of planting. The Landscape Manual specifies the minimum size

for planting shade trees to be 2.5- to 3-inch caliper, 8 to 10 feet in height. The Planning Board finds that the proposed 64 shade trees in parking lot #7 be a minimum of 3- to 3.5-inch caliper in size. The larger caliber trees will ensure that a tree canopy will be established sooner in the parking lot to provide shade and visual relief once the trees are installed.

The Planning Board **APPROVES** of Alternative Compliance AC-21010, from the requirements of Section 4.3(c)(2)(G), Parking Lot Interior Planting, of the 2010 *Prince George's County Landscape Manual*, for Parking Lot #7 of South Lake Commercial - Phase 1, subject to one condition which has been included herein.

12. Prince George's County Woodland Conservation and Tree Preservation Ordinance:

The project is grandfathered with respect to the environmental regulations of Subtitles 24 and 27 of the Prince George's County Code, that came into effect on September 1, 2010, because the site has a previously approved PPS and DSP. The project is subject to the Woodland Conservation and Tree Preservation Ordinance effective February 1, 1993, because it has previously approved TCPs.

The 381.52-acre site contains 303.18 acres of existing woodland on the net tract, under the definition for net tract area in House Bill HB-2007-588. The site has a WCT of 57.23-acres, or 15 percent of the net tract, as tabulated. The TCPII submitted with the application (Revision -05) shows a total woodland conservation requirement of 106.34 acres, and further shows this requirement will be met by providing 106.74-acres of on-site woodland preservation.

The woodland conservation worksheet is not consistent with the woodland conservation sheet summary table, which indicates that only 104.23 acres of woodland preservation has been identified on the plans, and that there is a shortage of 2.11 acres of woodland conservation provided. The TCPII plan requires revisions to show how the full woodland conservation requirement is being fulfilled, to provide additional notes and details if needed to address the methodology proposed, and to address any technical revisions required by the Environmental Technical Manual (ETM).

The TCPII plan shall be in conformance with all technical requirements found in Subtitle 25 and the ETM, prior to signature approval, subject to conditions included herein.

13. Prince George's County Tree Canopy Coverage Ordinance: A 10 percent tree canopy coverage (TCC) requirement applies to this E-I-A-zoned site, in accordance with the Tree Canopy Coverage Ordinance. The commercial development proposed by the subject DSP encompasses 59.83 acres, requiring 5.98 acres of TCC, for this portion of the South Lake development. The subject application provides a schedule showing that 8.43 acres of TCC will be provided through woodland conservation within the South Lake development and tree plantings proposed with the landscape plan. Therefore, the TCC requirements have been met.

14. Further Planning Board Findings and Comments from Other Entities: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Community Planning**—The Planning Board adopts a memorandum dated May 3, 2021 (McCray to Bossi), incorporated herein by reference, which noted that pursuant to Part 3, Division 9, Subdivision 2, of the Zoning Ordinance, master plan conformance is not required for this application.
- b. **Subdivision**—The Planning Board adopts a memorandum dated May 27, 2021 (Gupta to Bossi), incorporated herein by reference, which provided an analysis of the subject DSP's conformance with the prior approvals and noted that the DSP is not in substantial conformance with the approved PPS, as discussed in Finding 9 above. Multiple conditions to address this and other technical issues have been included herein.
- c. **Environmental**—The Planning Board adopts a memorandum dated May 26, 2021 (Finch to Bossi), incorporated herein by reference, which provided environmental conditions that have been included in this approval. Summarized analysis is as follows:

A Natural Resources Inventory-Equivalency Letter, NRI-128-2019 was approved on October 12, 2019, because the site has a previously approved and implemented TCPH.

Preservation of Regulated Environmental Features/Primary Management Area

A statement of justification (SOJ) for impacts to regulated environmental features was originally submitted and reviewed as part of PPS 4-04035. Specific impacts to PMA were approved at that time. No new PMA impacts are being proposed with the amended DSP-19021 and the revised TCP2 submitted on May 14, 2021, which show further minimization of PMA impacts. An SOJ for revised and new impacts to PMA dated May 27, 2020 was withdrawn by the applicant.

The Planning Board supports the proposed reduction of previously approved impacts that are no longer necessary because the reduced impacts further enhance the protection of regulated environmental features in priority conservation areas and is consistent with the retention of environmental features on the site to the fullest extent possible.

Stormwater Management

The site has a SWM Concept Plan Approval Letter (26947-2002-03) and plans approved on May 8, 2020 by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) subject to conditions, with an expiration date of May 8, 2023. The approval is to address the overall SWM requirements of the site. This project is grandfathered because the SWM plans and sediment control plans were approved prior to May 4, 2010. The applicant proposes to mitigate on-site stream impacts through a payment of \$243,500 into the Little Paint Branch Watershed Stream Restoration Project, as outlined in the Nontidal Wetland Permit. The check shall be deposited in the Paint Branch Stream Enhancement Project. The extension of the SWM both include the following added conditions:

- “8). Slope stability analysis is required at time of permit review.
- “9). Required water quantity will consist of extended detention, Cpv, and 100-year attenuation.”

The South Lake project was annexed into the City of Bowie in December 2019. Review comments dated May 20, 2021, provided by DPIE on DSP-19021 requested the following:

”Provide the City of Bowie municipality Stormwater Management Concept case number with approval letter and approved Concept Plans. The Detailed Site Plan filed under Case No. DSP-19021 is to be consistent with the Stormwater Management Concept Plans approved by the City of Bowie.”

Prior to certification of the DSP, the TCPII shall show the proposed SWM features consistent with the City of Bowie SWM concept approval letter and approved concept plans.

- d. **Transportation**—The Planning Board adopts a memorandum dated May 25, 2021 (Masog to Bossi), which reviewed the subject DSP for conformance with the applicable conditions of prior approvals that have been included in the findings of this report. This application is consistent with the revision to CSP-02004, the PPS, and the DSP currently under review for the multifamily portion of the development and is acceptable, as shown.
- e. **Pedestrian and Bicycle Facilities**—The Planning Board adopts a memorandum dated May 24, 2021 (Ryan to Bishop), which reviewed the subject application for conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B*, and Subtitle 27 to provide the appropriate pedestrian and bicycle transportation recommendations. In addition, a review of the applicable conditions of prior approvals was provided and is included in the findings of this report, as appropriate. The additional comments provided in the referral are as follows:

The pedestrian system, if revised as conditioned, is convenient and comprehensively designed by providing connections throughout the subject site and by allowing multiple connections to the shared use path that runs adjacent to the site. The provided improvements support separated pedestrian routes and the pedestrian system has been designed to encourage pedestrian activity.

Further, it was determined that the pedestrian and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines, pursuant to Sections 27-274 and 27-546 of the Zoning Ordinance, and meets the findings for pedestrian and bicycle transportation purposes, as conditioned herein.

- f. **Historic Preservation**—The Planning Board adopts a memorandum dated May 18, 2021 (Stabler and Smith to Bossi), incorporated herein by reference, which indicated that a Phase I archeology survey was conducted on the subject property in 1991. No archeology sites were identified within the confines of this DSP. No additional archeological investigations are recommended. This proposal will not impact any historic sites or resources or known archeological sites.
- g. **Permit Review**—The Planning Board adopts a memorandum dated May 26, 2021 (Bartlett to Bossi), which provided an analysis of applicable regulations and actions taken by the City of Bowie.
- h. **Prince George's County Health Department**—The Planning Board adopts a memorandum dated April 6, 2021 (Adepoju to Bossi), incorporated herein by reference, in which the Health Department provided four comments relative to there being no food facilities or grocery stores within a 0.5 mile radius of this site, and floor plans of the proposed restaurants must be submitted to DPIE for food facility permits.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement**—The Planning Board adopts a memorandum dated May 20, 2021 (Giles to Bossi), incorporated herein by reference, in which DPIE provided that MD 214, US 301, and MD 978 are State-maintained roadways; therefore, right-of-way dedication and roadway improvements are to be coordinated with SHA, as determined necessary. Additional roadway issues will have to be coordinated with the City of Bowie, as they are within their municipal limits. Since the property has been annexed into the City of Bowie, a SWM concept plan is required to be approved by the City of Bowie. The proposed site will require a City of Bowie stormdrain/SWM technical approval. These issues will be addressed at time of permitting.
- j. **Prince George's County Police Department**—The Police Department did not provide comments on the subject application.
- k. **Prince George's County Fire/EMS Department**—The Planning Board adopts an email dated April 5, 2021 (Reilly to Bossi), in which the Fire/EMS Department provided a comment regarding emergency egress and hydrant coverage of proposed Pad Site 1. The DSP has since been revised such that the building on this site is now surrounded by drive aisles.
- l. **Prince George's County Department of Parks and Recreation**—The Planning Board adopts a memorandum dated May 21, 2021 (Burke to Bossi), in which DPR found the subject DSP is for development of commercial and retail uses only and is therefore not subject to the mandatory dedication of parkland. However, the plans include sections of the master plan trail along its frontage on the proposed extension of Prince George's Boulevard and Fairmont Drive, as well as a trailhead facility with amenities. The master plan trail is proposed as a 10-foot-wide paved trail to be located on the east side of the aforementioned roads, and will extend along the entire frontage, connecting proposed

sections of the trail in Collington Business Park and National Capital Business Park to the south, ultimately reaching downtown Upper Marlboro, and north to the City of Bowie. The proposed trailhead facility will be located on the east side of Fairmont Drive and will include a small pavilion with two picnic tables, benches, bike racks and a bicycle service kiosk, a community kiosk, and waste receptacles. The details of the facilities provided with this application will be evaluated by the Urban Design Section of the Prince George's County Planning Department.

- m. **Washington Suburban Sanitary Commission**—The Planning Board adopts comments received April 15, 2021 (Djourshari to Heath), in which WSSC provided an amended letter of findings with conditions for the proposed South Lake Development.
- n. **City of Bowie**—The Planning Board adopts a memorandum dated May 11, 2021 (Bowie City Council to Hewlett), incorporated herein by reference, in which it was noted that the Bowie City Council conducted a virtual public hearing on May 3, 2021 and voted to recommend APPROVAL of DSP-19021, subject to conditions that have either been addressed through plan revisions or are included in this approval. The one condition regarding the location of Sign 1 was not included, as that sign is outside of the limits of this DSP.

In addition, it is noted that the Council of the City of Bowie approved BD-1-20 for a reduction in the dimensions of 142 nonhandicap/ nonparallel standard-sized parking spaces to 9 by 18 feet within DSP-19021.

- 15. As required by Section 27-285(b)(1) of the Zoning Ordinance, if it is approved with the proposed conditions, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
- 16. In accordance with Section 27-285(b)(2), this DSP is in general conformance with CSP-02004.
- 17. Section 27-285(b)(4) provides the following required finding for approval of a DSP:
 - (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the amended DSP and revised tree conservation plan submitted for review.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type II Tree Conservation

Plan TCPII-126-05-05 and APPROVED Alternative Compliance AC-21010, and further APPROVED Detailed Site Plan DSP-19021 for the above described land, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:
 - a. Provide the permitted and proposed floor area ratio, to include the development from DSP-19023, DSP-21002, and DSP-19021 relative to the area of CSP-02004.
 - b. Revise the Sheetz freestanding sign to include a masonry base that complements the building architecture and the other proposed freestanding signs.
 - c. Provide shade trees with a minimum 3- to 3.5-inch caliper in Parking Lot 7. The applicant shall revise the landscape plan, the plant schedule, and the Section 4.3 Landscape Schedule accordingly to reflect these changes.
 - d. Resolve the discrepancy in the number of parking spaces shown on the DSP for Pad Site 10, the architectural plan, and the parking tabulation.
 - e. Show proposed shade trees in the islands at the northwestern and southwestern corners of the Sheetz building.
 - f. Provide "Do Not Enter" signs from the parking area south of the Sheetz building into the drive-through lane.
 - g. Revise the photometric plan to include all on-site lighting and add pole- or building-mounted light fixtures, if needed, to eliminate the following unlit areas:
 - (1) At the trailhead,
 - (2) Between Pad Sites 20 and 27,
 - (3) Between Pad Sites 24, 25, and 26,
 - (4) In the trash area between Pad Sites 11 and 12,
 - (5) Between Pad Sites 14 and 15,
 - (6) In the southeastern area of Pad Site 16, and
 - (7) In the area northeast and south of Pad Site 1.
 - h. Revise the plans to provide 5-foot-wide pedestrian paths, composed of sidewalks, crosswalks, and curb ramps that meet ADA requirements at the following locations:

- (1) East side of Marketplace Boulevard to the proposed Pad Site 10 building entrance,
 - (2) East side of parcel M through proposed Parcel S, connecting to sidewalks shown along proposed Pad Site 14,
 - (3) East side of Marketplace Boulevard to proposed Pad Site 23, subject to grading limitations,
 - (4) Proposed entrance of Pad Site 2 along the drive aisle to the entrance of Pad Site 9,
 - (5) Proposed entrance of Pad Site 11 along the drive aisle to the entrance of Pad Site 17,
 - (6) Proposed entrance of Pad Site 17 along drive aisles and through Parcel X parking lot to Pad Site 19, and
 - (7) Proposed entrance of Pad Site 22 through the parking lot to the entrance of Pad Site 14.
- i. Revise the plans to provide continental-style crosswalks at the following locations:
- (1) Crossing Eastern Avenue from the northeast corner of Pad Site 20, unless modified by the City of Bowie, with written correspondence.
 - (2) Crossing Fairmont Drive from the southwest corner of Pad Site 27, unless modified by the City of Bowie, with written correspondence.
 - (3) Crossing Fairmont Drive from the northwest corner of Pad Site 21, unless modified by the City of Bowie, with written correspondence.
 - (4) Crossing the drive aisle between Pad Site 16 and Pad Site 17, providing a link between sidewalks.
 - (5) Crossing both vehicular entrances to proposed Pad Site 10.
 - (6) Crossing Marketplace Drive connecting sidewalks along the frontage of Pad Site 11 and Pad Site 7, unless modified by the City of Bowie, with written correspondence.
- j. Provide the alignment and cross section of an access easement to serve the parcels adjacent to US 301 (Robert Crain Highway), and parcels which front on but do not have individual access from internal public streets. The cross section shall be designed to be visually and functionally distinguishable from interior parking lot drive aisles and include

details for landscaping, lighting, and pedestrian and vehicular facilities to serve each parcel, as described by the findings contained herein.

- k. Remove the driveway access located on Parcels U and V to US 301 (Robert Crain Highway), or, if acceptable to the City of Bowie, redesign the access as a public street, including use of a public street standard and providing a continuous connection from US 301 to a public right-of-way internal to the site.
- l. Delete land-locked Parcels D, E, H, and W and incorporate their areas into adjoining parcels, or modify the configuration of these parcels to provide frontage onto a public street, in accordance with Section 24-128(a) of the Prince George's County Subdivision Regulations.
- m. Correct General Note 2 on sheet 1 of the DSP to list Outparcels D, E, and F, recorded in Plat Book ME 254 page 65, as the subject property.
- n. Revise General Note 16 on sheet 1 of the DSP to reflect the variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, which was approved pursuant to Final Plat of Subdivision 5-19182 (PGCPB Resolution No. 2020-108) for location of public utility easements along US 301 (Robert Crain Highway).
- o. Delineate proposed parcel property lines using a thicker property line symbol and correct the plans to provide all property line bearings and distances, removing all instances of overlapping text and ensuring all text is legible.
- p. Revise the parcel designations so that development parcels are provided numeric designations and open space parcels are provide alpha designations in sequential order.
- q. Provide a table for the proposed parcels, giving their acreage, ownership, and use.
- r. Extend 10-foot public utility easements across all private driveways to ensure continuity.
- s. Provide a development tracking chart to tabulate total number of lots and parcels approved under various DSP applications for the overall South Lake development.
- t. Provide a slope stability analysis demonstrating the location of the mitigated 1.5 safety factor line, based on the revised grading plan.
- u. Include the safety factor line and the required building setback line on the DSP and Type II tree conservation plan and legend, as applicable, and include a note to identify whether the plan sheet includes or does not include a 1.5 mitigated safety factor line, as determined by the Prince George's County Department of Permitting, Inspections and Enforcement. A note shall be added if there is no 1.5 mitigated safety factor line on the plan sheet.

- v. Revise the DSP and Type II tree conservation plan, as applicable, to show the delineation of the 100-year floodplain based on a required 100-year floodplain study approved by the Prince George's County Department of Permitting, Inspections and Enforcement.
- w. Revise the Type II tree conservation plan (TCPII), as follows:
 - (1) Use the standard symbols and labeling provided in the Environmental Technical Manual in the legend and on the plan set.
 - (2) Provide a complete legend of all graphic elements represented on the plan set and place it on all plans included in the plan set.
 - (3) Tree protection signs should be identified as temporary or permanent. Add a detail of a temporary tree protection sign suitable for use during construction to the plan set, and show how the signage is attached to the temporary tree protection fence. Temporary tree protection signs shall be spaced 50 feet apart.
 - (4) Provide a detail for the installation of permanent tree protection signs after the removal of temporary devices. Add a post-type of permanent tree protection detail to the plan and provide notes for implementation. Permanent tree protection signage should be spaced 50 feet apart.
 - (5) Add a graphic for the 1.5 safety factor line to the legend.
 - (6) Add the prior approval dates and signatures in typeface to the approval block.
 - (7) Add the standard non-native invasive species management notes to the detail sheet.
 - (8) Add all current and applicable standard Type 2 Tree Conservation Notes to the plan as found in the Environmental Technical Manual and address all woodland conservation methodologies applied on-site.
 - (9) Label all stormwater management (SWM) features on the site by type and identifier on the final technical SWM plan.
 - (10) Where retaining walls are proposed, woodland conservation shall be set back a minimum of 10 feet from the top and bottom of the walls to allow for a work and maintenance zone.
 - (11) Add all metes and bounds on property lines that are external to the development.

- (12) Reconcile the amount of woodland preservation provided in the woodland conservation summary table, the woodland preservation provided on the net tract, and demonstrate how the woodland conservation requirement for the site will be fully met.
 - (13) Revise the TCPII, as necessary to address all other conditions of approval.
 - (14) Adjust and reconcile all worksheets and tables to reflect any revisions to the TCPII.
 - (15) Have the revised plan signed and dated by the qualified professional that prepared the plan.
2. Prior to approval of a final plat, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that a business owner or other appropriate community association has been established for the retention and maintenance of open space parcels with the subject detailed site plan. The draft covenants shall be submitted to the Subdivision Section to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.
 3. Prior to approval of the final plat for Parcel Y, provide a covenant, or other appropriate mechanism, assuring public accessibility to the proposed trailhead facility.
 4. Prior to approval of building permits, the applicant, and the applicant's heirs, successors, and/or assignees shall convey to the business owners or community association land, as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:
 - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division.
 - b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
 - c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.

- e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division.
 - f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.
5. The applicant, and the applicant's heirs, successors, and/or assignees shall construct the proposed trailhead in phase with development. However, no later than prior to approval of the 600th residential building permit within DSP-19023, the trailhead construction shall be completed.
 6. Prior to approval of any building-mounted sign permits, except for those on proposed Parcel L for the Sheetz building, obtain approval from the Prince George's County Planning Board, or its designee, of a comprehensive building-mounted signage plan for all Phase 1 commercial tenants.
 7. Qualifying modifications and/or minor amendments to the DSP for future commercial tenants may be reviewed and approved by the Planning Director or designee, pursuant to Section 27-289(c).

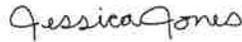
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

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 Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, June 24, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 1st day of July 2021.

Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

EMH:JJ:AB:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: June 29, 2021