

R E S O L U T I O N

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 November 5, 2020, regarding Detailed Site Plan DSP-07031-04 for Melford Property, Pod 6, the Planning Board finds:

1. **Request:** The subject application is a detailed site plan (DSP) for approval of a 61,809-square-foot inpatient rehabilitation facility on proposed Lot 5 in Pod 6.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use	Office, Research and Development	Office, Research, and Development, and Inpatient Rehabilitation Facility
Total DSP Acreage	38.88	38.88
Area of DSP-07031-04	6.48	6.48
Total Lots	6	6

PARKING AND LOADING TABULATION

Use*	Number of Spaces Provided**
Total On-site Surface Parking	143
Handicap-Accessible	27
Standard Spaces	116
Total Loading Spaces	1
Inpatient Rehabilitation Facility	1

Note: *Parking is listed only for the inpatient rehabilitation facility, as parking for the other uses has been previously approved.

**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 has included an analysis to be approved by the Prince George’s County Planning Board. See Finding 9 for a discussion of the parking analysis.

3. **Location:** The entire Melford property is located in the northeastern quadrant of the intersection of MD 3 (Robert Crain Highway) and US 50/US 301 (John Hanson Highway) in Planning Area 71B and Council District 4, within the City of Bowie. The specific limits of this DSP are located on existing Lots 5 and 6 in Pod 6, which is located in the southwest quadrant of Marconi Drive and Melford Boulevard.
4. **Surrounding Uses:** The overall Melford site is bounded to the north by Sherwood Manor, an existing subdivision of single-family detached dwelling units in the Residential-Agricultural (R-A) Zone, and a vacant property, known as the Patuxent River Park, owned by The Maryland National Capital Park and Planning Commission in the Reserved Open Space Zone; to the east by the Patuxent River, and beyond by the Globecom Wildlife Management Area located in Anne Arundel County; to the south by the US 50/ US 301 right-of-way and a small vacant property in the Open Space (O-S) Zone; and to the west by the MD 3 right-of-way. The specific area of this DSP is located in Pod 6 in the southeast portion of the overall Melford development.
5. **Previous Approvals:** On January 25, 1982, the Prince George's County District Council approved Zoning Map Amendment (Basic Plan) A-9401 for the overall Melford development (formerly known as the Maryland Science and Technology Center), with 10 conditions (Zoning Ordinance No. 2-1982). The Zoning Map Amendment rezoned the property from the R-A and O-S Zones to the Employment and Institutional Area (E-I-A) Zone. On July 7, 1986, the District Council approved Comprehensive Design Plan CDP-8601, affirming the prior Prince George's County Planning Board decision (PGCPB Resolution No. 86-107) for the Maryland Science and Technology Center, with 27 conditions and 2 considerations. Between 1986 and 2005, several specific design plans (SDPs) and preliminary plans of subdivision (PPS) were approved for the development.

The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* (Bowie and Vicinity Master Plan and SMA) rezoned the property from the E-I-A Zone to the M X-T Zone. Conceptual Site Plan CSP-06002 was approved by the Planning Board on January 11, 2007 for a mixed-use development consisting of hotel, office, retail, restaurant, research and development, and residential (366 single-family detached and attached units and 500 multifamily units) uses. Subsequently, on May 11, 2009, the District Council approved CSP-06002 with 4 modifications and 29 conditions, rejecting the residential component of the proposed development. Over the years, numerous DSPs have been approved for the subject property, in support of the office, flex space, hotel, and institutional uses, although not all have been constructed.

On May 6, 2014, the District Council approved the *Plan Prince George's 2035 Approved General Plan* (Plan 2035), which created new center designations to replace those found in the 2002 *Prince George's County Approved General Plan* and classified the Bowie Town Center, including the subject site, as a Town Center. The subject site retained its status as an Employment Area in the plan.

CSP-06002-01 was approved by the Planning Board on December 4, 2014 (PGCPB Resolution No. 14-128) for the addition of 2,500 residential units, including 500 townhouses,

1,000 age-restricted multifamily dwelling units, 268,500 square feet of retail uses; and 260,000 square feet of office space, to the previous CSP development. The CSP amendment was appealed and heard by the District Council on February 23, 2015. The District Council subsequently issued an Order of Approval on March 23, 2015, supporting the development, as approved by the Planning Board.

Multiple PPS (4-98076, 4-02093, 4-07055, and 4-16006) have been approved, which impact the Pod 6 property. The only PPS that is relevant to this DSP is 4-07055, because it includes the entire area of this DSP. PPS 4-07055 was approved on May 20, 2008 with 34 conditions and is embodied in PGCPB Resolution No. 08-86.

DSP-07031 was approved by the Planning Board on July 24, 2008, for development of 134,480 square feet of office in four buildings on proposed Lots 1 and 3, and 248,820 square feet of research and development in seven buildings on proposed Lots 2, 4, and 5 within the overall Melford development. The application was subsequently amended three times, as approved by the Planning Director, for various changes to building footprints and square footage of buildings C, D, H, T, and K; the addition of temporary Real Estate Leasing signage; and an amendment to increase building height by two feet.

The site also has an approved City of Bowie Stormwater Management (SWM) Concept Plan, 01-0910-207NE15, which is valid until April 17, 2021.

6. **Design Features:** The subject application proposes the development of 6.48 acres of land within the overall Melford Town Center development. The DSP includes the development of proposed Lot 5 with a 61,809-square-foot, one-story, 32-foot-high, inpatient rehabilitation facility, including 60 beds. Two 24-foot-wide access points are provided to the property from Melford Boulevard, which forms the northern boundary of the site. The 24-foot-wide access drive aisles lead to parking compounds on the north, east, and south sides of the building. The northern building elevation includes a covered porte-cochere and a drop off area at the main entrance. The south side of the building includes a therapy courtyard with a gazebo and site stimulation therapy course and a walking path. Details and specifications of the site stimulation therapy course have not been provided and are required. Therefore, a condition has been included herein requiring the applicant to provide these details.

Architecture

The architectural design of the inpatient rehabilitation facility combines a variety of high-quality building materials in earth tone colors including glass, brick, and exterior insulation finishing systems on the interior courtyard at the rear of the building. The roof is generally flat and proposes variations in height across the building face to break up the mass of the building and provide architectural interest. In addition, it is noted that the contrasting colors and proposed porte-cochere accent the building's main entrance, which faces Melford Boulevard. The central and southern portion of the building includes a landscaped courtyard for rehabilitation exercises and provides walkways and sitting areas for the users.

Lighting

The applicant is proposing lighting for the sidewalks surrounding the building and in the parking areas on-site. The photometric plan submitted with the DSP shows appropriate lighting levels in the parking area, at the building entrances, and do not bleed onto adjacent properties. The details and specifications for the lighting show a downward facing light with full cut-off optics mounted on a 30-foot-high pole and is acceptable.

Signage

The DSP proposes 6-foot-high, double-faced, free-standing signs at each entrance to the facility from Melford Boulevard, and one, back-lit, building-mounted sign above the primary entrance to the building. The freestanding signs include 8-foot-wide aluminum cabinets that are mounted on a dark gray masonry base matching the architecture of the building. The signs include the logo and channel letters displaying the name of the rehabilitation center. It is noted that the freestanding signs do not include landscaping at their base and have been conditioned herein to be added to provide seasonal interest.

Loading and Trash Facilities

One loading space has been proposed for the inpatient rehabilitation facility and is located on the southeast portion of the site, adjacent to the courtyard. Dumpster facilities are proposed in proximity to the building and are adequately screened by an enclosure. Details of the enclosures have not been provided and are required. A condition has been included herein to provide details of the trash enclosure, and that the sides and rear be constructed with masonry materials similar to those used on the building.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the Mixed Use-Transportation Oriented (M-X-T) Zone and the site design guidelines of the Prince George's County Zoning Ordinance. The proposed residential infrastructure is in conformance with the applicable requirements of the Zoning Ordinance, as follows:

- a. The subject application is in conformance with the requirements of Section 27-547, Uses permitted, of the Zoning Ordinance, which governs permitted uses in the M-X-T Zone. The inpatient rehabilitation facility proposed with the subject DSP is permitted in the M-X-T Zone under the category of Other uses of appropriate size, which can be justified as similar to one of the uses listed in this Section.

The proposed 61,809-square-foot, one-story, 32-foot-high, inpatient rehabilitation facility is appropriately sized within Melford, as it replaces two previously approved, one-story, research and development buildings that totaled 68,160 square feet within this area of Pod 6.

The proposed inpatient rehabilitation facility is similar to other permitted uses, such as a nursing or care home and a hospital, as it includes some of the same type of services, but it is a separate use, as licensed by the State of Maryland. Specifically, the proposed use will serve patients who, following treatment for acute events at a local hospital, require physical rehabilitation before returning to a normal home environment. The proposed use does not provide substance abuse, psychiatric treatment, or emergency services.

- b. Section 27-548 of the Zoning Ordinance, M-X-T Zone Regulations, establishes additional standards for development in this zone. The DSP's conformance with the applicable provisions was found with the approval of DSP-07031 and its amendments, and is discussed as amended with this application, 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.

Section 27-548(a) limits the development within the M-X-T Zone to a maximum floor area ratio (FAR) of 0.40, unless an applicant proposes use of a specified optional method of development, which would increase it to a maximum of 8.00. Further, Section 27-548(e) indicates that the FAR shall be applied to the entire property that is the subject of the CSP. The following chart lists all development within the Melford subdivision for use in calculating the FAR:

SDP/DSP	Development Quantity	Status
Previous Approvals		
Pre-1998	240,000 sq. ft.	Built
SDP-0103	153,250 sq. ft.	Built
SDP-0104	300,000 sq. ft.	Under construction
SDP-0201	83,680 sq. ft.	Built
SDP-0203/01	81,600 sq. ft.	Approved
SDP-0402	62,440 sq. ft.	Built
SDP-0405	136,957 sq. ft.	Approved
DSP-07072	24,375 sq. ft.	Approved
DSP-06096 (hotel)	253,289 sq. ft.	Approved
DSP-11018-02	116,081 sq. ft.	Approved
DSP-18007	457,422 sq. ft.	Approved
DSP-18026	57,846 sq. ft.	Approved
DSP-19052	705,919 sq. ft.	Approved
Future Development		
Proposed Office	260,000 sq. ft.	
Proposed Commercial	268,500 sq. ft.	
Proposed Residential	4,683,213 sq. ft.	
Undeveloped Areas	250,000 sq. ft.	
Current Application		
DSP-07031 (Office)	133,680 sq. ft.	Approved
DSP-07031 (R & D)	180,660 sq. ft.	Approved
DSP-07031-04 (IRF)	61,809 sq. ft.	Pending
Total	8,448,281 sq. ft.	

The FAR, including all approved and pending development on the 252.09 net tract acreage of the Melford site and reflected on the chart above, is 0.78, within the M-X-T Zone 1.40 maximum FAR requirement. Future DSPs for the Melford development should include an updated FAR development chart and a recalculation, as necessary, of the FAR to demonstrate conformance to Section 27-548. A condition requiring such information is included in this approval.

- (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 on more than one parcel or 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 dimensions for the location of all improvements are reflected on the DSP. Future DSPs that propose other improvements will need to conform to this regulation.

- (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 required landscaping shown is in accordance with the requirements of the applicable sections of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), as discussed in Finding 11 below.

- (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 proposed development within the area of the CSP is approximately 0.78.

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

No structures will infringe upon the proposed 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.**

Each lot has frontage on and direct access to a public street, or other access rights-of-way, as approved in PPS 4-07055.

- (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).**

As the subject property was rezoned to the M-X-T Zone through an SMA approved on February 7, 2006, this section does not apply to the subject DSP.

- c. Conformance with Section 27-546(d) of the Zoning Ordinance, which requires additional findings be made for the Planning Board to approve a DSP in the M-X-T Zone, as follows (in **BOLD** text followed by Planning Board's findings):

- (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 CSP approval and is adopted herein by reference (PGCPB Resolution No. 14-128). The proposed inpatient rehabilitation facility 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;

The subject site was rezoned to the M-X-T Zone pursuant to the Bowie and Vicinity Master Plan and SMA, which was approved in February 2006. Therefore, this required finding does not apply.

- (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 subject DSP is for development of an inpatient rehabilitation facility, which has an outward orientation, and is integrated with adjacent existing and proposed development by facing toward existing roadways and providing adequate pedestrian and vehicular connections.

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

The subject DSP is for development of an inpatient rehabilitation facility and is consistent with the office, retail, hotel, flex space, and residential uses approved in the overall Melford development and contributes to the overall mix of uses in the area.

- (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;**

The subject DSP is designed to blend with the existing and approved residential and commercial uses in the overall Melford development and surrounding vicinity. The application proposes a new unique use and will create an independent environment of continuing quality and stability, as conditioned.

- (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 proposed 60-bed inpatient rehabilitation facility will be built in one phase and has been designed as a self-sufficient entity. The applicant has indicated that a potential future second phase may increase the facility by 20 beds, which is designed to be fully integrated into the current development and will not require any additional parking or site improvements. This expansion would be evaluated with a future amendment to this DSP.

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

The subject DSP does not include the details of any other development on the site. However, it is noted that the proposed sidewalks provide a connection to the public roadways and will ensure convenient and comprehensive connections between this site and the remainder of the CSP development.

- (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**

The application proposes pedestrian pathways throughout the site connecting to the proposed facility and an outdoor landscaped rehabilitation courtyard for the patients, which is designed with attention to human scale and high-quality urban design.

- (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.**

Conformance to this requirement was found with the approval of CSP-06002-01, and this DSP does not alter that prior finding.

- (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.**

The applicable PPS was approved by the Planning Board on May 29, 2008. An amendment to the applicable CSP was approved by the District Council in 2015, at which time a finding of adequacy was made. The transportation adequacy findings are discussed in detail in Finding 9 below.

- (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.**

The overall site plan contains less than 250 acres; therefore, this application is not subject to this requirement.

- d. The DSP is in general conformance with the applicable site design guidelines, as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance, as follows:

(2) Parking, loading, and circulation.

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:**
- (i) Parking lots should generally be provided to the rear or sides of structures;**
 - (ii) Parking spaces should be located as near as possible to the uses they serve;**
 - (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
 - (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
 - (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The surface parking lot is located and designed to provide safe and efficient vehicular and pedestrian circulation within the site by use of clearly defined, striped and curbed access ways from Melford Boulevard. The parking lot is located close to the use it serves, and the aisles are oriented to minimize the number of crossings for pedestrians.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

The loading area is located in the southeastern portion of the site, at the rear of the facility, and will minimize conflicts with vehicles and pedestrians. In addition, it is noted that the loading area will be screened from all road frontages by the proposed building and landscaping and is acceptable.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
- (ii) Entrance drives should provide adequate space for queuing;**
- (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
- (iv) Parking areas should be designed to discourage their use as through-access drives;**
- (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
- (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**

- (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
- (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

The surface parking lot is located and designed to provide safe and efficient vehicular and pedestrian circulation within the site by use of clearly defined, striped and curbed access ways from Melford Boulevard and Marconi Drive. The travel ways leading to the parking, loading, and service areas are clearly defined, and sidewalks are provided around the building, and in appropriate locations adjacent to the parking areas. The circulation patterns for pedestrians, vehicles, and trucks make for safe, efficient, and convenient circulation of the site for both pedestrians and drivers, in accordance with this requirement.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character. To fulfill this goal, the following guidelines should be observed:**
 - (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
 - (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
 - (iii) The pattern of light pooling should be directed on-site;**

- (iv) **Light fixtures fulfilling similar functions should provide a consistent quality of light;**
- (v) **Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
- (vi) **If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

The lighting proposed in this DSP meets these requirements, and the photometric plan provided shows adequate illumination levels that do not spill over onto adjacent properties.

(4) Views.

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

The building faces Melford Boulevard and is visible from Marconi Drive. The design of the building's façades uses high quality materials and it is noted that landscaping is proposed along the road frontages to assist in creating attractive views from the adjacent public areas.

(5) Green area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**
 - (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
 - (ii) Green area should link major site destinations such as buildings and parking areas;**
 - (iii) Green area should be well-defined and appropriately scaled to meet its intended use;**

- (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
- (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
- (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
- (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

The DSP contains appropriate green areas for the proposed development. Specifically, green areas are proposed on the subject property along the road frontages and adjacent to the building. Those green areas will serve to enhance the views from the inpatient rooms, and will help to soften the character of the area, which is predominantly office, research, and development.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**
 - (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
 - (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
 - (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
 - (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**

- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**
- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

Landscaping is proposed along the property's frontages with Melford Boulevard and Marconi Drive; otherwise, streetscape amenities are not provided.

(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.**

All grading will conform to the approved SWM concept plan. Excessive grading will be avoided, and all proposed drainage devices will be designed to minimize views of them from public areas, to the fullest extent practical.

(8) Service areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

- (i) Service areas should be located away from primary roads, when possible;**
- (ii) Service areas should be located conveniently to all buildings served;**
- (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
- (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

The loading area and dumpster facilities are proposed at the rear of the building and are screened by the building and landscaping, in accordance with this requirement.

- e. 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 is outlined in Section 27-574(b).

The proposed DSP includes a parking supply of approximately 2.4 parking spaces per bed, or 143 parking spaces, which exceeds the parking requirements for a nursing home and hospital, which are similar uses.

A review of the site plan indicates that the access, circulation, and parking for the inpatient rehabilitation facility is self-contained, and it is anticipated that the site will not share parking with the adjacent lots. The applicant's submitted parking analysis indicated that it would not be practical to develop an hourly fluctuation for the required number of parking spaces for this use and the adjacent uses to achieve a lower base parking requirement (assuming some reduction due to shared parking between the lots). As such, the base parking requirement for this use would be 90 parking spaces.

With a base parking requirement of 90 spaces for the 60 bed facility, and a parking supply of 143 spaces, a surplus of 53 parking spaces is projected, using the parking calculation procedures as outlined in Sections 27-568 and 27-574 of the Zoning Ordinance.

8. **Conceptual Site Plan CSP-06002 and its amendment:** CSP-06002 was approved by the District Council on May 11, 2009. CSP-06002-01 to add 2,500 residential units, including 500 townhouses, 1,000 age-restricted multifamily dwelling units, and 1,000 multifamily dwelling units; 268,500 square feet of retail uses; and 260,000 square feet of office space to the previous CSP development, was approved by the District Council on March 23, 2015, entirely superseding the original CSP-06002 approval. The conditions of CSP-06002-01, relevant to the subject DSP, are as follows:

1. **The proposed development shall be limited to a mix of uses where the trip cap associated with the uses within the boundary of CSP-06002-01 shall not exceed 4,441 AM and 4,424 PM peak hour trips. Any development with an impact beyond that identified hereinabove shall require a revision to the conceptual site plan with a new determination of the adequacy of transportation facilities.**

The applicant submitted a traffic study dated May 11, 2020, which states the proposed facility will only generate 34 AM and 36 PM trips, and will operate within the overall cap of 4,441 AM and 4,424 PM trips when added to the other existing and approved development on the property.

5. **Except for previously approved clearing that directly relates to the construction of the stormwater management ponds, all disturbances to the stream and floodplain buffers shall be eliminated. Where buffers have been disturbed by previous approvals, they shall be reforested wherever possible. The Type I tree conservation plan associated with the preliminary plan of subdivision will be evaluated for impacts to these buffers for the installation of stormwater management outfalls, as necessary. The 150-foot building setback shall be shown on the plans, and the applicant shall adhere to the setback.**

No new impacts to regulated environmental features are proposed with the current application.

7. **Prior to approval of a preliminary plan of subdivision or detailed site plan, the applicant shall demonstrate:**
 - a. **The development plans shall show minimization of impervious surfaces to the maximum extent possible, through all phases of the project, with the use of permeable paving surfaces in accordance with the approved storm water management concept plan for Melford. Structured parking should be used to the maximum extent reasonably practicable.**

The application proposes surface parking lots near the building that have been designed to limit the amount of impervious surfaces to the extent practical. It is noted that the design of these areas has incorporated the use of pervious paving materials in a portion of the parking compound.

- b. The required 100-foot natural buffer for streams and the 150-foot buffer for the 100-year floodplain shall be retained in an undisturbed or restored state to the fullest extent possible, except for impacts approved by the Planning Board. Master-planned trails and connectors to the master plan trail from interior trail networks shall be allowed subject to minimization of impacts.**

The current application does not include streams or 100-year floodplain buffers.

- c. Clearing for utility installation shall be minimized, especially in environmentally-sensitive areas, and clearing for utilities in those areas shall be coordinated, to minimize ground or buffer disturbance. Woodland disturbed for that purpose shall be reforested, in cooperation with the appropriate utility.**

All woodlands have been previously cleared from the development site currently under review.

- d. The open space system, including but not limited to environmentally-sensitive areas, shall extend through the site and shall link the different uses. Portions of the open space system shall be visible to and accessible from public streets.**

No portion of the open space system is located on the currently proposed development site.

- 8. All stream channels on the site shall be depicted on all plans in their entirety, with the regulated stream buffer shown as required.**

All streams and regulated stream buffers were correctly delineated on the revised Natural Resources Inventory (NRI) and the Type 2 tree conservation plan (TCP2), and are further reflected in this DSP.

- 9. At the time of detailed site plan (DSP), the following design issues shall be addressed:**

- a. The plans shall show the stormwater management ponds as amenities, with gentle natural slopes and extensive native planting.**

No new SWM ponds are proposed with this DSP. The SWM ponds currently exist and were approved with previous DSPs.

- b. Prior to the approval of any detailed site plan that includes a portion of the Melford and Cemetery Environmental Setting, in consultation with archaeology staff, the applicant shall provide for additional public interpretation of the significance of archeological findings within the property. That public interpretation may take the form of on-site signage, a printed brochure, public lectures or a website. The location and wording of any additional signage, brochure text, or website shall be subject to approval by the Prince George's County Planning Department staff archeologist.**

The Melford and Cemetery Environmental Setting is not impacted by this application and is beyond the scope of this application.

- c. The proposed lighting system shall use full cut-off lighting systems, with limited light spill over.**

The photometric plan indicates that light values on-site and at the boundaries of the site cause limited light spillover, in accordance with this requirement. In addition, it is noted that the applicant is proposing full cut-off light fixtures, which limit any potential light spill over.

- d. Applicable DSPs that may affect the historic vista of the Melford and Cemetery Historic Site (71B-016) shall demonstrate that any portion of a proposed building either partially or fully within the designated view corridors established in Conceptual Site Plan CSP-06002-01 comply with the height requirements for buildings within the view corridors set forth in the design guidelines.**
- e. Prior to approval of any DSPs that include any portion of the Melford and Cemetery Historic Site (71B-016) environmental setting and impact review area, the applicant shall demonstrate that the scale, mass, proportion, materials, and architecture for new construction in the proposed northwest and southwest neighborhoods appropriately relate to the character of the historic site.**

The Melford and Cemetery Historic Environmental Setting is not impacted by this development and is beyond the scope of this application.

- 11. At the time of detailed site plan, the private on-site recreational facilities within the area of each DSP shall be reviewed. The following issues shall be addressed:**

- a. The applicant shall provide a final list of proposed private recreational facilities and their cost estimates. The list of facilities provided on page 15 of the conceptual site plan design guidelines shall initially be viewed as the**

types of facilities required. The appropriateness of the number and size of the facilities will be reviewed at DSP.

- b. The minimum size of the proposed private recreational facilities and the timing of their construction shall be determined.**
- c. The developer and the developer's heirs, successors, and/or assignees shall satisfy the Prince George's County Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.**

The subject DSP is for an inpatient rehabilitation facility and does not propose any recreational facilities. Therefore, this condition is not applicable and will be addressed with future DSPs that include residential uses.

- 13. All plans shall delineate and note both the environmental setting and the impact area for Melford and Cemetery, Historic Site 71B-016.**

The environmental setting and impact area for Melford and Cemetery, Historic Site 71B-016, are shown on the plans, and are not impacted with this application.

- 17. The applicant shall provide standard sidewalks along both sides of all internal roads, in keeping with Guideline 3 of Prince George's County Council Resolution CR-11-2006. In areas of high pedestrian activity, wide sidewalks shall be required where reasonably appropriate, unless modified by the City of Bowie for portions of sidewalk within the public right-of-way.**

The applicant has included a 5-foot-wide sidewalk, which surrounds the facility. The portion of Melford Boulevard that fronts the subject property has sidewalks already in place, and connections from that sidewalk to the one around the building are provided adjacent to both access drives.

- 21. No additional research and development flex space is permitted in the Mixed Use-Transportation Oriented (M-X-T) Zone at Melford.**

The subject DSP does not propose any research and development flex space.

- 9. Preliminary Plan of Subdivision 4-07055:** PPS 4-07055 was approved by the Planning Board on May 29, 2008, with 34 conditions. The resolution of approval (PGCPB Resolution No. 08-86) was adopted by the Planning Board on June 19, 2008. The conditions of approval, relevant to the review of this DSP, are as follows:

- 2. A Type II tree conservation plan shall be approved in conjunction with detailed site plans.**

A Type 2 Tree Conservation Plan, TCPII-036-99-16, was submitted with this application, and is approved, in accordance with this condition.

3. **Development of this site shall be in conformance with the Stormwater Management Concept Plan #01-0907-207NE15, issued by the City of Bowie and any subsequent revisions.**

DSP-07031-04 is in conformance with SWM Concept Plan 01-0910-207NE 15, issued by the City of Bowie.

4. **Total development within the subject property shall be limited to uses within the M-X-T Zone that generate no more than 392 AM trips and 875 PM trips for Pod 1, and 874 AM trips and 1272 PM peak trips for Pods 5, 6, 7, 7B and P2 combined. Any development with an impact beyond that identified herein above shall require a revision to the CSP and a new preliminary plan with a new determination of the adequacy of transportation facilities.**
5. **Prior to the issuance of any building permits within the subject property (with the exception of Pod 1), 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) At MD 3/MD 450/gas station access intersection

The applicant shall provide an additional northbound and southbound through lane. Pursuant to SHA requirements, the additional southbound through lane shall begin at the Patuxent River Bridge, and extend 2,000 feet south of MD 450. Similarly, the additional northbound through lane shall begin 2,000 feet south of MD 450, and extend to the Patuxent River Bridge, north of MD 450.

(B) At US 301/Governor Bridge Road/Harbor Way intersection

1. **The applicant shall provide an additional exclusive left turn lane on the eastbound approach. The overall lane use for this approach shall be two left turn lanes and a shared left-through-right lane. Governor Bridge Road shall be widened, and a left-turn lane shall be added, as recommended by DPW&T. Because of the short right-turn-only lane, the widening shall extend from the intersection of US 301 to the apartment complex driveway, and the entire roadway shall be restriped, to provide two outbound lanes for approximately 250 feet, all as recommended by DPW &T.**

A memorandum from the transportation planning section, dated October 5, 2020, indicated that the proposed development will remain within the trip cap and that all improvements pursuant to Conditions 5a and 5b have been completed. The following table was provided showing a trip cap analysis for the application.

Table 1 – Trip Cap Analysis			
		AM Peak	PM Peak
Pod 6 (Lots 1-4)		344	336
<i>Pod 6 – Lot 5 (pending)</i>		34	36
Pods 7 and Pod P2		192	198
Total development to date		570	570
Trip Cap: PPS 4-07055		874	1272
Trips remaining under the cap		304	702

- 10. As part of the submission package of each detailed site plan, information addressing the use of low impact development techniques such as bioretention, green roofs, reductions in impervious surfaces, cisterns, and water recycling shall be included, or a justification as to why these techniques cannot be implemented on this project shall be submitted.**

The applicant is proposing one micro-bioretention facility on DSP-07031-04 and is proposing to use permeable pavement for 15 of its parking spaces.

- 11. Detailed site plans for the development shall include a statement from the applicant regarding how green building techniques and energy efficient building methods have been incorporated into the design.**

The applicant indicated in their statement of justification (SOJ) that they will be implementing multiple mechanical, plumbing, and electrical green building and energy efficient techniques, such as high efficiency gas water heaters, low/reduced flow plumbing fixtures, variable air volume systems, high efficiency lighting systems, and occupancy sensors to reduce lighting in unoccupied spaces.

- 12. The DSP shall demonstrate the use of full cut-off optics for all commercial and industrial lighting fixtures and for the proposed street lighting.**

A photometric plan is included with the DSP set and shows adequate illumination with light fixtures that enhance the character of the site and propose full cut off optics.

- 34. “Share the Road” with a bike signs shall be provided along Melford Boulevard frontage at the time of Detailed Site Plan.**

The submitted DSP shows proposed Share the Road bike signs along its frontage of Melford Boulevard.

- 10. Detailed Site Plan DSP-07031 and its amendments:** DSP-07031 was approved by the Planning Board on July 24, 2008 (PGCPB Resolution No. 08-117) for 133,680 square feet of office in four buildings on proposed Lots 1 and 3, and 248,820 square feet of research and development in seven buildings on Lots 2, 4, and 5 within the existing Melford development, subject to 17 conditions. The DSP was amended three times for minor changes and was approved by the Planning Director with no conditions. The relevant conditions applicable to the review of the subject DSP are as follows:

- 1. Total development within the limits of CSP-06002 shall be limited to uses within the M-X-T Zone that generate no more than 2,774 AM or 3,593 PM peak-hour vehicle trips. No development with an impact beyond those limits may be approved, until the applicant revises the CSP and the Planning Board and District Council make a new determination that transportation facilities will be adequate for proposed uses. The applicant shall prepare and file another traffic analysis, to support a finding of adequacy.**

The Planning Board reviewed the trip generation analysis submitted with this application and finds that the proposed facility will only generate 34 AM and 36 PM trips, which was included in Pod 6 for the overall development, and will be within the overall cap of 2,774 AM and 3,593 PM trips.

- 2. 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) At MD 3/MD 450/gas station access intersection** The applicant shall provide an additional northbound and southbound through lane. Pursuant to SHA requirements, the additional southbound through lane shall begin at the Patuxent River Bridge, and extend 2,000 feet south of MD 450. Similarly, the additional northbound through lane shall begin 2,000 feet south of MD 450 and extend to the Patuxent River Bridge, north of MD 450.
 - (B) At US 301/Gov. Bridge Road/Harbor Way intersection** The applicant shall provide an additional exclusive left turn lane on the eastbound approach. The overall lane use for this approach shall be two left turn lanes and a shared left-through-right lane. Governors Bridge Road shall be widened and a left-turn lane shall be added, as recommended by DPW&T. Because of the short right-turn-only lane, the widening shall extend from the intersection of US 301 to the apartment complex driveway, and the entire roadway shall be restriped to provide two outbound lanes for approximately 250 feet, all as recommended by DPW&T.

The improvements at MD 3 and MD 450 have already been completed. The improvements at US 301 and Harbor Way have been permitted by the Maryland State Highway Administration (SHA) under Permit #17APPG02818, which will widen Harbor Way to include two exclusive left turn lanes, one shared left/through lane, and one right turn lane.

3. **Total development within the limits of 4-07055 shall be limited to uses within the M-X-T Zone that generate no more than 392 AM trips and 875 PM trips for Pod 1, and 874 AM trips and 1,272 PM peak trips for Pods 5, 6, 7, 7B and P2 combined. Any development with an impact beyond that identified herein above shall require a revision to the CSP and a new preliminary plan with a new determination of the adequacy of transportation facilities.**

The trip generation analysis was reviewed with this application and indicated that the proposed facility will only generate 34 AM and 36 PM trips, which was included in Pod 6 for the overall development, and will be within the overall cap of 874 AM and 1,272 PM trips.

4. **Prior to certification of the detailed site plan, the DSP and TCPH shall demonstrate the use of permeable paving materials to reduce the area of impervious surfaces and promote natural infiltration. This shall be applied to 112 parking spaces at a minimum.**

This was satisfied with the approval of prior DSP applications. However, this DSP proposes an additional 15 parking spaces with permeable paving.

14. **Prior to certification of the detailed site plan, the applicant shall demonstrate to the satisfaction of the Planning Board or its designee that green building techniques and energy efficient building methods have been incorporated into the design and the details of the proposed architectural products.**

The applicant will be implementing green building techniques as listed in their SOJ and discussed previously in Finding 9.

11. **2010 Prince George's County Landscape Manual:** Per Section 27-544(a) of the Zoning Ordinance, landscaping, screening, and buffering for property zoned M-X-T, are subject to the provisions of the Landscape Manual. The application is subject to 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 required plantings and schedules are provided, in conformance with the Landscape Manual, and are acceptable.
12. **Prince George's County Tree Preservation and Woodland Conservation Ordinance (WCO):** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance (WCO) because it has previously approved tree conservation plans.

No new PPS was required for the lot currently proposed for development. A revised TCPII-036-99-16 was submitted with the DSP application.

The TCPII indicates that Pod 6 has been almost fully cleared over time, and when this DSP was originally reviewed only 1.87 acres of woodlands were remaining. With the -08 revision to the TCPII, an additional 0.43 acre of woodland was cleared, leaving 1.44 acres of woodland preservation located within the existing wetland on the east portion of the site, which is proposed for preservation. The clearing and preservation on Pod 6 is consistent with the DSP. The Planning Board has reviewed TCPII-036-99-16 and found it to be in general conformance with the TCPI and the relevant requirements of the WCO. However, technical revisions to the plan are required to be in full compliance with the requirements of the WCO and Environmental Technical Manual, which have been included as conditions in this approval.

13. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in TCC. The property qualifies for a TCC exemption, pursuant to Section 25-127(b)(1)(J), because the original DSP application was approved before September 1, 2010 and the DSP was vested when multiple buildings were built. Therefore, a condition has been included herein to require the applicant to revise the plans to include a note indicating that the site is exempt from the Tree Canopy Coverage Ordinance.
14. **Further Planning Board Findings and Comments from Other Entities:** The subject case was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Historic Preservation**— The Planning Board adopts a memorandum dated September 2, 2020 (Stabler to Bishop), which noted that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.
 - b. **Community Planning**—The Planning Board adopts a memorandum dated October 9, 2020 (McCray to Bishop), which offered a discussion of the DSP's conformance with Plan 2035, and noted that pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.
 - c. **Transportation**—The Planning Board adopts a memorandum dated October 5, 2020 (Burton to Bishop), which provided a discussion of the applicable previous conditions of approval and the parking requirements under Section 27-574 that have been included in the above findings. It was determined that, from the standpoint of transportation, this plan is acceptable if approved as conditioned.

- d. **Trails**—The Planning Board adopts a memorandum dated October 5, 2020 (Ryan to Bishop), which provided a discussion of the applicable previous conditions of approval that are incorporated into the findings above. In addition, it is noted that the subject property was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the Bowie and Vicinity Master Plan and SMA to provide the appropriate pedestrian and bicyclist transportation recommendations. Improvements to the site have been addressed through revisions to the plans or are included as conditions in this approval, as appropriate.
- e. **Environmental Planning**—The Planning Board adopts a memorandum dated October 8, 2020 (Finch to Bishop), which reviewed applicable environmental conditions attached to previous approvals that have been incorporated into the findings above. In addition, it was noted that the site has an NRI-054-06-02, which includes a forest stand delineation. The overall Melford site contained a total of 175 acres of woodland on the net tract, of which 30.68 was originally located on Pod 6; but the entirety of Pod 6 and the adjacent portion of Pod 7 has been cleared, in conformance with subsequent revisions to TCPII-036-99.

Stormwater Management

An approved SWM Concept Plan 01-0910-207NE15 was submitted with the subject application that is consistent with the TCPII and DSP. The adjacent SWM facilities shown on Pod 6 and Pod 7 are consistent with previous approvals.

- f. **Prince George's County Fire/EMS Department**—At the time of this writing, the Fire/EMS Department has not provided comment on the subject application.
- g. **Washington Suburban Sanitary Commission (WSSC)**— The Planning Board adopts a memorandum dated August 17, 2020, which office numerous WSSC comments regarding the provision of water and sewer to the development. These comments have been provided to the applicant and will be addressed through WSSC's separate permitting process.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**— The Planning Board adopts a memorandum dated September 21, 2020 (Giles to Bishop), which stated that the adjacent roadway of US 50/US 301 is a State-maintained roadway. SHA should be consulted for issues regarding right-of-way dedication and roadway improvements. In addition, a SWM concept plan was approved by the City of Bowie on September 29, 2010, and the proposed development will require a DPIE site development fine grading permit.
- i. **Prince George's County Police Department**—The Planning Board adopts a memorandum dated September 15, 2020 (Contic to Bishop), which stated that the Police Department has no comments at this time.

- j. **Prince George's County Health Department**—The Planning Board adopts a memorandum dated August 31, 2020 (Adepoju to Bishop), in which the environmental health specialist noted that a desktop health impact assessment had been completed and offered two recommendations, which have been included as conditions in this approval, as appropriate.
 - k. **City of Bowie**—The Planning Board adopts a memorandum dated October 20, 2020 (Adams to Hewlett), , in which the Bowie City Council noted that they held a meeting to discuss the DSP on October 19, 2020 and voted to recommend approval of DSP-07031-04, subject to conditions, which have been included, as agreed to by the applicant, in this approval.
15. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
16. As required by Section 27-285(b)(4), for approval of a DSP, the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations, as the limits of the current DSP do not contain any regulated environmental features.

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 TCPH-036-99-16, and further APPROVED Detailed Site Plan DSP-07031-04 for the above described land, subject to the following conditions:

- 1. Prior to certification, the applicant shall revise the detailed site plan (DSP), as follows, or provide the specified documentation:
 - a. Provide bike racks, to accommodate a minimum of five bicycles, near the open area in the northeastern area of the building, opposite the proposed handicap-accessible parking spaces, in a location that will not interfere with pedestrian access. The bike racks shall be inverted-U racks, or a similar style rack that provides two points of contact for parked bicycles.
 - b. Add the following general plan notes:
 - (1) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Conformance to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, is required.

- (2) During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Conformance to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code, is required.
- c. Provide a note that states the site is exempt from the Tree Canopy Coverage Ordinance.
- d. Provide landscaping at the base of the freestanding signs to provide seasonal interest.
- e. Provide details of the trash enclosures, with the sides and rear constructed with masonry materials similar to those used on the building.
- f. Provide details and specifications of the site stimulation therapy course.
- g. Future detailed site plans for the Melford development shall include an updated floor area ratio development chart and recalculation as necessary demonstrating conformance to Section 27-548 of the Prince George's County Zoning Ordinance.
- h. Clearly show the entire area where permeable pavement is proposed to be utilized on the plan through shading, cross-hatching, or striping.
- i. Clearly show the depressed curb and handicap-accessible sidewalk, along the handicap-accessible parking spaces proposed on the northern and eastern sides of the building, and provide a detail of this design.
- j. Provide a minimum of two parking spaces for low-emitting/fuel efficient vehicles, and a minimum of two parking spaces for electric vehicles. Clearly note the locations and quantities of the parking spaces on the site plan and provide a detail of the signage identifying these parking spaces.
- k. Revise the trash enclosure area to also accommodate the storage and collection of recyclable materials.
- l. Revise the landscaping, as follows:
 - (1) Identify the five shade trees proposed along the southeastern property line on the landscape plan.
 - (2) Recalculate the quantity of black chokeberry shrubs proposed along the western property to reflect the correct number of plantings on the plan and in the plant list (Sheet 6).
 - (3) Remove the planting detail for evergreen trees on Sheet 7 of the landscape plan.

- m. Revise the lighting, as follows:
 - (1) Reduce the height of the proposed light poles to 25 feet to comply with the City of Bowie's design guidelines.
 - (2) Provide pedestrian scale lighting along the walkway at the building's main entrance or building accent lighting to illuminate this area for safety purposes.
 - (3) Provide building-mounted lighting to illuminate the gazebo/therapy courtyard area.
 - n. Provide additional information regarding how on-site signage will be illuminated and note that illumination by spotlights is prohibited by the City of Bowie.
2. Prior to certification of the detailed site plan (DSP), the Type II tree conservation plan (TCPII) shall be revised, as follows:
- a. On all sheets of the TCPII, revise the approval block to complete the signature line for the -15 revision, and include a signature line for the -16 revision.
 - b. On the Cover Sheet (Sheet 1):
 - (1) Revise the overall woodland conservation worksheet to indicate the correct revision number, and revise as needed to reflect the reduction of afforestation/reforestation associated with the current DSP and associated calculations.
 - (2) Under the woodland conservation worksheet, add the note associated with a Subtitle 25 variance for Specimen Tree (ST)-X approved with the -015 revision.
 - (3) Label the location of DSP-07031-04 on the Key Map.
 - (4) Delineate the limits of Pod 6 and 7 on the Key Map.
 - (5) Revise the depiction of enlarged Lot 5 on the Key Map to show the addition of the contiguous strip, and adjust the shape of the adjacent afforestation area to show the reconfiguration.
 - (6) Adjust the woodland conservation summary table to correctly reflect the adjustments to afforestation provided on Sheet 11.
 - (7) Provide an Owner's Awareness Certificate, which must be signed, prior to signature approval of the TCPII.

c. On Sheet 2:

- (1) Revise the phased woodland conservation worksheet to correctly reflect the current revision. The column for DSP-07031 should be updated with the current DSP revision number, the current TCPII revision number, and the approval date should be indicated as pending. The appropriate column should be revised to reflect the loss of afforestation area in Pod 7 resulting from the current revision, and all necessary adjustments shall be made.
- (2) Revise the phased woodland conservation worksheet to correctly reflect the adjustments to the worksheet approved with the -015 revision to the TCPII.
- (3) The individual TCPII worksheet shall be revised to reflect the updated column in the phased worksheet for Pod 6 under the -16 revision.

d. On Sheet 11:

- (1) Revise the afforestation area adjacent to Lot 5 to correctly reflect the woodland conservation area that meets all dimensions required to be credited, and revise the label to reflect the correct quantity.
- (2) Delineate and label the boundaries of Pods 6 and 7 on the plan sheet.
- (3) Delineate and label the boundaries of DSP-07031-04 on the plan sheet.
- (4) Provide a woodland conservation sheet summary table on Sheet 11 to confirm the quantity of woodland conservation credited.

e. After all required revisions are made, have the plan signed and dated by the qualified professional.


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 Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, November 5, 2020, in Upper Marlboro, Maryland.

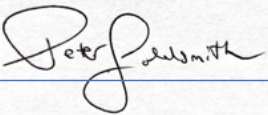
Adopted by the Prince George's County Planning Board this 3rd day of December 2020.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:NAB:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: November 12, 2020