

PGCPB No. 2025-044

File No. DSP-24010

R E S O L U T I O N

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the applicant, St. John Properties, Inc., submitted an application for approval of a detailed site plan; and

WHEREAS, pursuant to Section 27-1704(b) of the Zoning Ordinance, projects which have received development approval may proceed with the next steps in the approval process and continue to be reviewed and decided under the prior Zoning Ordinance; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on May 29, 2025, regarding Detailed Site Plan DSP-24010 for Melford Town Center - Blocks 4 and 6, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) seeks approval of parking methodology and optional parking and playground regulations for future tenants within the existing flex buildings, for Blocks 4 and 6 within the Melford Town Center development, under the prior Mixed Use-Transportation Oriented (M-X-T) Zone, in accordance with the prior Prince George's County Zoning Ordinance.

Per Section 27-546(a) of the prior Zoning Ordinance, all uses and improvements in the M-X-T Zone require approval of a DSP. Per Section 27-548(c) of the prior Zoning Ordinance, the dimensions for all improvements shown on an approved DSP shall constitute the regulations for those improvements for a specific development in the M-X-T Zone. Per Section 27-574 of the prior Zoning Ordinance, the required number of parking spaces in the M-X-T Zone shall be calculated by the applicant and approved by the Prince George's County Planning Board with the DSP. Therefore, this application seeks approval specifically of a parking requirement for all future tenants, based on a shared parking analysis for the existing gross floor area (GFA); typical regulations and dimensions for optional playgrounds for future potential day care and school tenants; and typical regulations and locations for optional parking spaces within existing truck court areas for future tenants.

No new development is approved with this application, but this DSP would allow for future tenants to permit optional improvements listed above within the subject site.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	TAC-E	M-X-T
Use(s)	Multi-tenant flex space buildings	Multi-tenant flex space buildings
Gross tract acreage	51.83	51.83
Lots	7	7
Gross floor area (sq. ft.)	483,960	483,960

Parking Requirements (Per Section 27-574 of the prior Zoning Ordinance)

The site currently has 1,474 legally existing parking spaces. The applicant submitted a parking analysis and methodology dated May 7, 2025, which demonstrates the parking demand for existing uses within Melford Blocks 4 and 6. Using the *ITE Parking Generation Manual, 6th Edition*, this analysis demonstrates that the base parking requirement for the subject properties with their current approved uses is 1,467 spaces. In this analysis, any vacant tenant spaces (less than 15 percent of gross square footage) were calculated as 50 percent office and 50 percent medical office. The Planning Board finds this assumption appropriate, given the existing uses within these flex buildings and the adjacent uses, including residential dwelling units, an assisted living facility, and an inpatient rehabilitation center. Per Section 27-584(a)(1) of the prior Zoning Ordinance, the existing parking on-site is exempt from the regulations that establish maximum parking requirements in the M-X-T Zone, as it was legally existing prior to those regulations being enacted.

This DSP does not seek to reduce the number of existing parking spaces. Instead, it establishes that the existing number of parking spaces provided for the existing building square footage on the property is adequate for peak demand of a wide variety of uses that are permitted within the M-X-T Zone. By establishing a shared parking requirement with this application, future tenant changes within these buildings will be allowed to take advantage of the parking requirement flexibility allowed in Section 27-574, for M-X-T-zoned properties.

Included in this DSP is a request to approve typical regulations and locations for optional parking spaces within existing truck court areas for future tenants. Additional parking within the site area is subject to Section 27-574(b)(3) of the prior Zoning Ordinance, which states the maximum parking allowable for non-residential uses is 115 percent of the base requirement. The applicant's base parking requirement is 1,467 spaces. The maximum allowable parking for non-residential uses under this regulation is 1,687 spaces (115 percent of 1,467). Any reconfigurations to add parking spaces to existing truck courts shall not exceed this maximum. A condition has been included herein stating that, prior to issuance of any permits for parking lot reconfigurations in truck courts, the applicant shall demonstrate that the additional parking approved within a truck court is within the maximum allowable parking for the subject site of this DSP, per Section 27-574(b)(3).

Evaluation	Current Existing Uses
Base Parking Requirement (Per Section 27-574)	1,467
Existing Parking on-site	1,474*

Note: *Per Section 27-584(a)(1), the existing parking is exempt from the maximum parking requirements. Any additional parking shall be subject to the maximum parking established under Section 27-584(a)(1).

Loading Spaces (Per Section 27-583 of the prior Zoning Ordinance)

In the M-X-T Zone, the off-street loading space requirements are to be calculated by the applicant, following the procedures outlined in Section 27-583(b) of the prior Zoning Ordinance. Seventy-nine loading spaces are provided within the subject property, as approved with prior specific design plan (SDP) and DSP applications. This DSP requests the option to repurpose unused loading space(s) in the rear truck courts of the flex space buildings, to add striping for additional parking spaces, as discussed in the Parking Requirements in Finding 2. The buildings are occupied by a variety of uses that may or may not utilize all of the loading spaces. A standard detail for parking lot striping in the truck court area has been included with this DSP and conforms to Sections 27-558 and 27-578 of the prior Zoning Ordinance, for design standards of parking facilities and loading facilities, respectively.

A note has been included on the plans stating that if a tenant opts to convert a truck court to additional parking at the time of permitting, the minimum required loading spaces must be maintained pursuant to the Prince George's County Zoning Ordinance. A condition requiring a revision to this language has been included herein.

3. **Location:** The subject site is in Planning Area 71B and Council District 4. Geographically, it is located south of Melford Boulevard and Tesla Drive, and north of US 50 (John Hanson Highway), within the City of Bowie.
4. **Surrounding Uses:** The site is bounded to the north and east by lots that are part of the Melford Town Center development, which includes residential dwelling units, an assisted living facility, and an inpatient rehabilitation facility, in the TAC-E (previously M-X-T) Zone, and land in the Agriculture and Preservation (AG) (previously Open Space (O-S)) Zone. To the south is US 50 and US 301 (Robert Crain Highway), and beyond is land in the AG (previously O-S) Zone. To the west is US 301, and beyond is wooded land in the Reserved Open Space (ROS) Zone (previously R-O-S).
5. **Previous Approvals:** The 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* reclassified the subject property from the prior Employment and Institutional Area (E-I-A) Zone to the prior M-X-T Zone. The 2019 *Countywide Map Amendment* reclassified the site from the prior M-X-T Zone to the TAC-E Zone. The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* retained the property in the TAC-E (prior M-X-T) Zone.

Multiple preliminary plan of subdivision (PPS) applications (4-98076, 4-02093, 4-07055, and 4-16006) have been approved which impact Blocks 4 and 6 of Melford Town Center. Two of these approvals, PPS 4-98076 (Block 4) and PPS 4-07055 (Block 6), are relevant to this DSP. The applicable conditions of both are listed and evaluated in Findings 9 and 10.

SDP-0103 was approved by the Planning Board on April 26, 2001 (PGCPB Resolution No. 01-80) for development of 153,250 square feet of office/research and development/warehouse uses across 5 buildings, with 3 conditions, which were all addressed with certification of SDP-0103 and are not applicable to this DSP.

SDP-0201 was approved by the Planning Board on September 9, 2002 (PGCPB Resolution No. 02-174) for development of three office/warehouse buildings totaling 83,680 square feet of development, with 2 conditions, neither of which are applicable to this DSP.

SDP-0402 was approved by the Planning Board on November 17, 2005 (PGCPB Resolution No. 05-235) for development of a 40,440-square-foot, one-story flex-office building and a 22,000-square-foot, two-story office building on Lot 5, Block 4 of Melford Town Center, subject to one condition which was addressed with certification and is not applicable to this DSP.

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 uses (366 single-family detached and attached units and 500 multifamily units). Subsequently, on May 11, 2009, the Prince George's County District Council approved CSP-06002 with 29 conditions and 4 modifications, rejecting the residential component of the proposed development. Over the years, numerous DSPs have been approved for the overall development, for construction of the existing office, flex space, hotel, and institutional uses.

DSP-07031 was approved by the Planning Board on July 24, 2008 for development of 134,480 square feet of office space in 4 buildings, and 248,820 square feet of research and development uses in 7 buildings, on Block 6 of the overall Melford development. The application was subsequently amended several times for various changes to building footprints and square footage of Buildings C, D, H, T, and K; changes to signage and the addition of temporary real estate leasing signage; and an amendment to increase building height by two feet.

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; 1,000 multifamily dwelling units; 268,500 square feet of retail uses; and 260,000 square feet of office space to the previous CSP. 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. This amendment completely superseded CSP-06002 for all privately-owned properties within Melford Town Center.

The site also has an approved City of Bowie Stormwater Management (SWM) Concept Plan, 01-0420-207NE15.

6. **Design Features:** The site, which includes 16 separate buildings on 7 lots, is accessed via multiple driveways from Tesla Drive, which connects to Melford Boulevard within the Melford Town Center development. This DSP does not include any new development, but includes a parking requirement for all future tenants, based on a shared parking analysis for the existing GFA; typical regulations and dimensions for optional playgrounds for future potential day care and school tenants; and typical regulations and locations for optional parking spaces within existing truck court areas for future tenants.

The original applications (SDP-0103, SDP-0201, SDP-0402, and DSP-07031 (as amended)) approved the existing flex space buildings and site improvements on the subject property, which have been constructed in phases, since 2001. Flex space is defined in the Zoning Ordinance as “an office, contractor’s office, manufacturing, assembly, or warehouse located within a structure no greater than one (1) story above grade, and which typically includes roll-up overhead doors on the rear and office at the front of the units.” Over the years, the specific tenants and uses have changed multiple times within each building, to other uses permitted in the M-X-T Zone. If the new tenant needed additional site improvements for their specific use, such as a playground for a day care, then amendments to the DSP have been required, such as DSP-07031-06. At this time, the applicant wishes to gain approval of a DSP, to establish typical regulations and requirements for such improvements, so as to avoid future amendments to the DSPs.

The request includes optional locations and regulations that would allow playground areas for future day care uses that occupy the flex buildings. The regulations included with this DSP are consistent with the requirements of Section 27-464.02(a)(1)(A) of the prior Zoning Ordinance, which provides standards for day care uses in commercial zones. The optional details include privacy fencing, bollards, playground equipment, synthetic turf, rubber matting, and benches. Any playground development with these options would be located at the rear of the tenant space, within the existing truck courts that the day care facility occupies. Note that these standards would be applicable only to future permit applications submitted after the date of this DSP approval, including future permits for expansions of existing playground areas.

This DSP does not include any new buildings or changes to the existing architecture or lighting on the property. This DSP also does not include any amendments to the approved signage on the property. All signage on the property was approved with DSP-11008 (PGCPB Resolution No. 11-89).

Loading and Trash Facilities

The subject DSP includes 79 loading spaces located within the truck courts associated with the flex space buildings. This DSP includes no immediate changes to the loading facilities, but offers options to revise parking lot striping within truck courts and an option to add an outdoor playground with fencing and bollards for any future day care or school uses. Conditions have been included herein to ensure safe vehicular and pedestrian movement throughout the site, which will be evaluated at the time of permit.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject DSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the prior Zoning Ordinance.

- a. The DSP application is in conformance with the M-X-T Zone requirements, as follows:

Section 27-546. Site Plans.

- (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;**

The DSP is in conformance with the purposes of the M-X-T Zone, and includes optional site details for future tenants that are made of high-quality materials and are appropriately designed with respect to size, location, materials, and colors.

- (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 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity*. 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;**

This application is for parking, loading, and playground regulations and will not affect the property's existing physical and visual integration with the adjacent development.

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

The included regulations will be compatible with nearby existing and approved development, such as the existing day care facilities already approved within these buildings.

- (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 included regulations do not include any changes to uses, buildings, or other improvements aside from options for shared parking, parking lot striping, bollards, fencing, and playground equipment.

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

This requirement does not apply to this application because it is not staged and includes only optional future tenant improvements.

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

The subject property was developed with a pedestrian system that encourages pedestrian activity and provides linkages to the surrounding community. No changes to existing sidewalks are included with this application.

- (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 DSP is for regulations for future tenant options and details for playground equipment, materials, and screening. For these options, sufficient attention has been paid 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 (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 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.

The subject application is a DSP; therefore, this required 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 (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The DSP includes no new development that requires any new public facilities.

- (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 DSP is not subject to this requirement.

- b. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

- (a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General**

(Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

The existing buildings are in conformance with the regulations of the E-I-A and M-X-T Zones, as were applied with the approval of SDP-0201, SDP-0402, and DSP-07031, as amended. No changes to site improvements, except the parking layout and playground features, are included with this application.

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.**

The approved floor area ratio is not changed with this DSP, as no new GFA is approved.

(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.

There are no changes to the existing buildings or allowable uses approved with this DSP.

(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 the required information which will be the guide for development of the subject site. In addition, regulations applicable to playground areas for future day care centers are included on the DSP.

(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 have been reviewed in previously approved applications, in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements, and are not being altered with this DSP.

- (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.**

The subject site has frontage on and direct access to Tesla Drive and Melford Boulevard.

- c. **Site Design Guidelines:** The findings of approval regarding conformance with Section 27-283, Site design guidelines, of the prior Zoning Ordinance, that further cross-references the same guidelines as stated in Section 27-274 of the prior Zoning Ordinance, were made in the original DSP approval and do not contain any specific guidelines regarding playground areas associated with childcare uses. As such, design guidelines have been added to this DSP regarding standards for playground areas for the subject site.
8. **Conceptual Site Plan CSP-06002-01:** CSP-06002 was approved by the District Council on May 11, 2009. On March 23, 2015, the District Council approved CSP-06002-01 to add 2,500 residential units, including 500 townhouses, 1,000 age-restricted multifamily dwelling units, 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, entirely superseding the original CSP-06002 approval. The conditions of CSP-06002-01 that are 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 current application does not increase the total square footage evaluated under prior approvals, and the proposal is within the established trip cap.
- 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.**
- There are no new impervious surfaces approved with this DSP.
- 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 submitted natural resources inventory (NRI) and the approved Type II tree conservation plan (TCPII) for this property. No further revisions are included with this DSP.

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

- 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 House and Cemetery Historic Site (71B-016) 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.**

No additional lighting is approved with this application.

- 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.**

Historic Site 71B-016 is not impacted by this development and is beyond the scope of this application.

- 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.**

Historic Site 71B-016 is not impacted by this development and is beyond the scope of this application.

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 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.**

There are no changes approved to the previously approved sidewalks throughout Blocks 4 and 6.

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 include any additional research and development flex space.

9. **Preliminary Plan of Subdivision 4-98076:** On November 2, 2000, the Planning Board approved PPS 4-98076 with 17 conditions (PGCPB Resolution No. 99-28(A)). None of those conditions are applicable to this DSP.

10. **Preliminary Plan of Subdivision 4-07055:** On May 29, 2008, the Planning Board approved PPS 4-07055 with 34 conditions (PGCPB Resolution No. 08-86). The relevant conditions are discussed as follows:

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

The applicant submitted an approved Type II Tree Conservation Plan, TCPII-036-99, with the subject DSP, and no changes are approved to the approved TCPII.

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

The City of Bowie has jurisdiction over SWM concept and final technical approvals for this site. An approved SWM Concept Plan (01-0420-207NE15), which includes Pod 6, was submitted with this application. A letter dated May 24, 2023, from Bruce Beasman, the City Engineer, states that no additional changes to the SWM concept plan will be required for the details shown in this DSP. The SWM concept plan shows the use of a regional pond and two bioretention facilities.

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.

The subject DSP does not impact the trip generation caps as previously approved.

- 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.**

This DSP does not include any new development or buildings. As such, this condition does not apply.

- 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.**

No additional lighting has been included with this DSP.

- 32. Any residential development of the subject property shall require a new preliminary plan of subdivision prior to the approval of detailed site plans.**

The subject DSP does not approve any residential development.

- 11. Detailed Site Plans DSP-07031 and DSP-21007 and their respective 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 uses in 4 buildings, on Lots 1 and 3, and 248,820 square feet of research and development in 7 buildings, on Lots 2, 4, and 5 within Block 6 of the existing Melford development, subject to 17 conditions. The DSP was amended six times for minor changes, which were approved by the Prince George's County Planning Director, with no conditions. It should be noted that DSP-07031-06 included minor revisions to add an outdoor playground for a day care facility. Two other amendments, DSP-07031-04 and DSP-07031-05, were reviewed by the Planning Board. There are no relevant conditions applicable to the review of the subject DSP.

DSP-21007 was approved by the Planning Director to add 6-foot-high fencing to the rear of an existing flex building in Block 4, that was originally approved as part of SDP-0103, to be used for an outdoor play area for an included day care operation. Its subsequent amendment expanded the outdoor play area. No conditions of approval were imposed with either approval.

- 12. 2010 Prince George's County Landscape Manual:** This DSP is for establishing regulations for parking, loading, and day care uses on the property, and no revisions to site improvements are included. Therefore, conformance to the Landscape Manual is not required per Section 1.1(b) of the Landscape Manual.
- 13. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and

Wildlife Habitat Conservation Ordinance (WCO) because the property had a tree conservation plan that was accepted for review on or before June 30, 2024, and shall conform to the environmental regulations of the 2010 WCO. A prior tree conservation plan approval (TCP2-036-99) was implemented with a grading permit that was approved prior to July 1, 2024. This application does not include any changes to the implemented TCP2.

14. **Prince George's County Tree Canopy Coverage Ordinance:** This DSP is exempt from the requirements of the Tree Canopy Coverage Ordinance, per Section 25-127 of the Prince George's County Code, as it does not include more than 2,500 square feet of disturbance.

15. **Referral comments:** The subject DSP was referred to the concerned agencies and divisions. The Planning Board has reviewed and adopts referral comments that are incorporated herein by reference and are summarized, as follows:

- a. **Historic Preservation and Archeological Review**—In a memorandum dated February 24, 2025 (Stabler, Smith, and Chisholm to Myerholtz), the following comments were noted:

The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan) contains goals and policies related to historic preservation (pages 156–165) and the Melford Historic Site (71B-016). However, these are not specific to the subject application. The subject property is currently developed, and the subject application includes minimal ground disturbance. The subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.

- b. **Community Planning**—In a memorandum dated March 14, 2025, (Lester to Myerholtz), an evaluation of the application was noted stating that, while master plan conformance is not a required finding for this DSP, the subject DSP does conform with the master plan's recommended land use for the subject property.

- c. **Transportation Planning**—In a memorandum dated March 18, 2025 (Patrick to Myerholtz), an analysis of the DSP regarding relevant prior conditions of approval and master plan and Zoning Ordinance compliance was noted, which have been incorporated into the findings and conditions of this resolution.

- d. **Environmental Planning**—In a referral email dated March 10, 2025 (Finch to Myerholtz), the following was noted:

The site is subject to an approved Natural Resources Inventory, NRI-054-06-03, and is also subject to the most current approved Type 2 Tree Conservation Plan, TCP2-036-99-22. No revisions to TCP2-036-99-22 are required.

The site has an approved revised SWM Concept Plan, 01-0520-207NE15, issued by the City of Bowie, Department of Public Works, which was issued on June 5, 2023, and is valid until June 6, 2026. According to the letter of approval, this project is subject to

SWM requirements. The approved concept plan is consistent with the current DSP application.

- e. **Permit Review**—The Permit Review Section had no comments on this application.
 - f. **Prince George’s County Department of Parks and Recreation (DPR)**—DPR did not provide comments on this application.
 - g. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not provide comments on this application.
 - h. **Price George’s County Police Department**—The Police Department did not provide comments on this application.
 - i. **Prince George’s County Fire/EMS Department**—The Fire/EMS Department did not offer comments on this application.
 - j. **Prince George’s County Health Department**—The Health Department did not offer comments on the subject application.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on the subject application.
 - l. **Public Utilities**—The public utility companies did not offer comments on this application.
 - m. **City of Bowie**—The City of Bowie did not offer comments on this application.
16. **Community Feedback:** The Prince George’s County Planning Department did not receive any written correspondence from the community for this subject application.
17. **Planning Board Hearing:** The Planning Board held a public hearing on this application on May 29, 2025. At the hearing, and in rendering its decision, the Board considered all written and oral testimony, along with all exhibits submitted according to the Planning Board’s procedures.
18. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the conditions below, represents a most reasonable alternative for satisfying the site design guidelines of prior Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the development for its intended use.
19. As required by Section 27-285(b)(2) of the prior Zoning Ordinance, this DSP is in general conformance with the approved CSP, as it only provides regulations for parking, loading, and playgrounds.

20. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
21. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the regulated environmental features (REF) 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 prior Prince George's County Subdivision Regulations. There are no REF on the subject property.

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 Detailed Site Plan DSP-24010 for the above-described land, subject to the following conditions:

1. Prior to certification of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall revise the plans as follows:
 - a. Revise Note 2 under Typical Truck Court Parking Striping Detail to state:

“If truck court is converted to additional parking, minimum required loading spaces shall be maintained pursuant to the Prince George's County Zoning Ordinance.”
 - b. Revise General Note 24 to include Specific Design Plan SDP-0103 as a prior approval.
 - c. Revise the coversheet to reflect the base parking requirement, as proposed by the parking analysis memorandum dated May 7, 2025.
2. At the time of permits for parking lot reconfigurations within a truck court, per Section 27-283(a) of the prior Prince George's County Zoning Ordinance, in accordance with the site design guidelines, the applicant and the applicant's heirs, successors, and/or assignees shall show the following facilities for parking lots within a truck court, as part of the site plan:
 - a. Clearly identify existing and proposed loading spaces, striping details, and pedestrian facilities.
 - b. Provide crosswalks spanning the driveway aprons of truck courts fronting Howerton Way.
 - c. Any modifications that alter the circulation on-site, beyond the typical parking lot details provided on this detailed site plan, are required to submit an updated truck turning plan.
3. Prior to issuance of any permits for parking lot reconfigurations within a truck court, the applicant shall demonstrate that the additional parking proposed within a truck court is within the maximum allowable parking, per Section 27-574(b)(3) of the prior Prince George's County Zoning Ordinance.

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.

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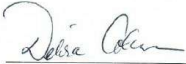
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, May 29, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of June 2025.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:DM:rpg


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 6/12/25