

## RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with approval of Specific Design Plans pursuant to Part 8, Division 4 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on April 26, 2001, regarding Specific Design Plan SDP-0104 for Maryland Science and Technology Center, Parcel 3A and 3B, the Planning Board finds:

Location - The subject property is located in the northeast quadrant of the intersection of Crain Highway (US 3) and John Hanson Highway (US 50). The site is bounded to the north by an existing subdivision of single-family detached units Zoned R-A, and the Patuxent River Park; to the west by the US Air Force Transmitter Station located in Anne Arundel County; to the south by the US 50 right-of-way; and to the west by the US 3 right-of-way.

1. The Proposed Development - The purpose of this Specific Design Plan is for approval of construction of identical four-story office buildings, located at the development entrance on either side of Science Court, off Melford Boulevard. The subject parcels, 3A and 3B, have frontage on Melford Boulevard, Science Court, and Crain Highway. The proposed buildings have formal entrances oriented toward both Crain Highway and Melford Boulevard. Each parcel will have three vehicular access points, all from Science Court. Both office buildings will be centrally located on their respective parcels with parking located around the entire perimeter of each structure. The plan includes site, landscape and plans.
2. Background - The *Bowie-Collington-Mitchellville and Vicinity Master Plan* (1991) recognized the 1982 rezoning of the subject property to employment/institutional as the approved land use for the subject property. The Sectional Map Amendment (1991) was approved and retained the E-I-A zoning for the subject property. No master plan issues are related to the subject application.
3. The Approved Basic Plan - On January 25, 1982, the District Council approved Zoning Map Amendment Application and Basic Plan No. A-9401 for the subject property, with ten (10) conditions (Zoning Ordinance No. 2-1982). This Zoning Map Amendment rezoned the property from the R-A and O-S Zones to the E-I-A Zone. The Specific Design Plan is in conformance with the approved Basic Plan. Specific conditions which warrant discussion regarding conformance of the Specific Design Plan with the Basic Plan are considered below:

1. **If any direct access to the subject property is not entirely within the subject property, a proper legal arrangement shall be drawn which ensures the continued use of access for the life of the project.**

Comment : The said condition has been satisfied.  
See Finding No. 10 for further discussion.

2. **Exterior building surfaces facing any public street, or the east or north property lines, shall not be constructed of cinder block or corrugated metal material.**

Comment : Neither cinder block, nor corrugated metal is proposed as exterior finish material for the buildings to be constructed as part of this Specific Design Plan.

4. **Open space areas, including flood plain, internal buffering, landscaping areas, building setbacks, and recreational areas shall include no less than 25 percent of the gross tract area.**

Comment : Staff believes the intent of the subject condition was to ensure that, within the context of the overall development, 25 percent or 117 acres, will be preserved as open space upon final build-out of all phases, parcels, pods, etc. Although the subject Specific Design Plan submitted is for only two parcels, 3A and 3B, the applicant has documented that an area of approximately 33 percent of the combined total parcel areas will be preserved as open space. This condition does not apply to individual parcels or Specific Design Plans, but more so to the calculations for the overall development of 466 acres.

5. **All buildings shall be set back at least 100 feet from the existing right-of-way of Routes 3 and 50.**

Comment: The proposed development plan meets the said setback standards. The condition has been satisfied.

5. The Approved Comprehensive Design Plan - On July 7, 1986, the District Council approved Comprehensive Design Plan, CDP-8601, affirming the prior Planning Board decision (PGCPB. No. 86-107), for the Maryland Science and Technology Center, with twenty-seven (27) conditions and two (2) considerations. The proposed Specific Design Plan is generally in conformance with the approved Comprehensive Design Plan. The Specific Design Plan, when modified by the conditions described below, will be in conformance with the approved Comprehensive Design Plan. Specific conditions which warrant discussion regarding conformance of the Specific Design Plan with the Comprehensive Design Plan are considered below:

1. All structures shall be fully equipped with automatic fire extinguisher systems in accordance with the National Fire Protection Association (NFPA) Standard 13 and all applicable County laws to alleviate the negative impact. In addition, pursuant to Subtitle 27 of the Prince George's County Code, all documents, maps and drawings in the CDP shall be amended where necessary, to reflect above said condition and be submitted to the Planning Board or its designee prior to signature approval;

Comment: It is recommended that a note be added to the plan that states, "All structures shall be fully equipped with automatic fire extinguisher systems in accordance with the National Fire Protection Association (NFPA) Standard 13 and all applicable County laws."

2. Stage 1A be approved conditioned on the construction of an upgraded at-grade intersection at Maryland 3/existing Melwood entrance. Maximum of 400,000 square feet of office space or equivalent traffic generating development;

Comment: The said condition has been satisfied. See Finding No. 10 for further discussion.

6. **Street dedication be provided as follows:**

(1) Main spine road - 120-foot arterial.

- (2) Main collector roads - minimum 70-foot commercial-industrial roadway.
- (3) Traffic circles, minimum 35 feet from roadway centerline.

Comment : The said condition has been satisfied.  
See Finding No. 10 for further discussion.

- 7. A concentrated effort to minimize impact of developments on Belair Drive will be included in the traffic study for condition 3;

Comment : The said condition has been satisfied.  
See Finding No. 10 for further discussion.

- 8. Direct access to the subject property which is not entirely within the subject property, will require a proper legal arrangement be drawn up which ensures the continued use of access for the life of the project;

Comment : The said condition has been satisfied.  
See Finding No. 10 for further discussion.

- 11. The stormwater management concept should be amended to indicate that on-site infiltration of the first one inch of runoff will be provided wherever soil conditions permit;

Comment : The subject property is within the limits of the City of Bowie, thus the stormwater management review and approval is the responsibility of the municipality. The said condition has been satisfied as evidenced by the attached letter (Gorski to Minert) dated November 28, 2000.

- 21. Beech Tree Lane access shall at least be restricted to only right-turn in and right-turn out traffic;

Comment : The said condition has been satisfied.  
See Finding No. 10 for further discussion.

22. An architectural committee shall be established prior to SDP approval and shall include one (1) designee by the City of Bowie;

Comment : The required committee has been established, and the City of Bowie holds one vote with respect to all proposed development for the subject property. The said committee has reviewed the development proposal, and voted approval as submitted.

24. The internal pedestrian path system proposed in the CDP shall be in addition to the path system required in association with the road system;

Comment : Pedestrian paths, both internal and in conjunction with the proposed road system, have been provided. The condition has been satisfied.

25. A treed landscaped area shall be maintained and augmented by the applicant along the entire Route 50 (I-68) and Route 3 frontage. This shall include augmenting any landscaping to be lost during highway improvements;

Comment : The applicant is proposing a treed landscape yard, minimum 50-foot-wide, along the entire frontage of US 3. The condition has been satisfied.

26. The applicant and/or Prince George's County shall be responsible for landscaping at least a 12-foot-wide median, except for left turn lanes, within the main collector road. Responsibility for landscaping and maintenance shall be determined prior to an SDP approvals, and;

Comment : The applicant has stated that an agreement has been reached with the City of Bowie in which the city will provide landscaping, and maintenance of said landscaping, within both the

public and private rights-of-way. The condition has been satisfied.

27. The applicant shall work with the Maryland-National Capital Park and Planning Commission Parks Department to find a location for at least two (2) full-sized softball fields to be temporarily built on the 466-acre site during Stage 1. During Stage 2, an evaluation of the fields usage shall be prepared and a determination as to the need of on-site or off-site facilities shall be made.

Comment : The said softball fields were a request of the City of Bowie during the time of the Comprehensive Design Plan review, and were to be provided as a supplement to the city's recreational facilities system. Subsequent to the request, new facilities have been constructed within the city, as evidenced by a letter from the city staff (Minert to Asan) to M-NCPPC Parks and Recreation dated April 6, 2001. Furthermore, the letter states that additional fields are currently being planned within the city and will likely be constructed in the near future. Therefore, the required ballfields are no longer necessary, and the applicant and the City of Bowie have come to an agreement with respect to the provision of additional recreational amenities on the site in lieu of the required ballfield construction. Given the changes in the city's needs with respect to recreational facilities since the Comprehensive Design Plan was approved, both the Planning Department and the Department of Parks and Recreation are in support of the substitution of recreational facilities, specifically landscaping, benches, trash receptacles, and a trail around the perimeter of the lake/pond that will be constructed upon development of Pods 2B and 2C, as an equitable trade-off for relief from the requirement of constructing the said ballfields which are no longer needed. The condition has been satisfied.

6. The Approved Preliminary Plat - The Preliminary Plat, 4-99076, was approved by the Planning Board on September 28, 2000 with seventeen (17) conditions (PGCPB No. 99-28A). The overall lotting pattern, circulation pattern and access points shown on the site plan are in general conformance with the approved Preliminary Plat. Specific conditions which warrant discussion regarding conformance of the Specific Design Plan with the Preliminary Plat are considered below:

1. Development of this site shall be in conformance with the approved Basic Plan (A-9401) and the approved Comprehensive Design Plan (CDP-8601), as amended or otherwise provided.

Comment : The subject development proposal is in conformance with both the approved Basic Plan and Comprehensive Design Plan. See Findings No. 4 and 5 above for further discussion.

2. With the approval of specific design plans, a Type II Tree Conservation Plan shall be approved.

Comment : The subject application was referred to the Environmental Planning Section. See Finding No. 9 for further discussion.

6. A minimum buffer of 50 feet in width shall be shown along the banks of all streams within the property and shall be expanded to include the 100-year floodplain, non-tidal wetlands, steep slopes of 25 percent and greater slopes of 15-24 percent having soils erodibility factor 0.35 and greater. Such a buffer shall be reviewed by the Natural Resources Division prior to the Specific Design Plan approval.

Comment : No streams are in proximity to the subject development pods, 3A and 3B. The condition is not applicable to this application.

14. To ensure that the design concepts, scale and setbacks of development are consistent with protecting views between Melford and the cemetery, Specific Design Plans in the impact review area shall include detailed elevation drawings and cross-sectional views between those historic features.

Comment : The subject development pods are west of Melford and the cemetery, and are a minimum of approximately 750 linear feet away from the cemetery which is nearest the pods. The subject development pods are not within the impact review area. The condition is not applicable to this application.

17. Any further development of the subject site that would generate more than 2,200 AM and 2,605 PM trips will require the submission of a new preliminary plat with a new traffic impact study.

Comment : The said condition has been satisfied. See Finding No. 10 for further discussion.

7. The development data for the subject property is as follows:

**MARYLAND SCIENCE AND TECHNOLOGY CENTER  
PARCELS 3A & 3B**

Zone	E-I-A
Gross Area	
Parcel 3A	10.88 acres
Parcel 3B	12.55 acres
Total	23.43 acres
Maximum Building Height	76 feet
Parcel 3A	
Total Parking Spaces Required	
1 spc./250 sq. ft. of 1st 2000 sq. ft. of building	8 spaces
1 spc./400 sq. ft. above 1st 2000 sq. ft.	370 spaces



Total	378 spaces
Total Parking Spaces Provided	649 spaces
Handicapped Parking Spaces Required	14 spaces
Handicapped Parking Spaces Provided	16 spaces
Loading Spaces Required	2 spaces
Loading Spaces Provided	2 spaces
Interior Green Required 10 percent of parking lot area	26,000 sq. ft.
Interior Green Provided	26,000 sq. ft.
Parcel 3B	
Total Parking Spaces Required	
1 spc./250 sq. ft. of 1st 2000 sq. ft. of building	8 spaces
1 spc./400 sq. ft. above 1st 2000 sq. ft.	370 spaces
Total	378 spaces
Total Parking Spaces Provided	853 spaces
Handicapped Parking Spaces Required	14 spaces
Handicapped Parking Spaces Provided	16 spaces
Loading Spaces Required	2 spaces
Loading Spaces Provided	2 spaces
Interior Green Required 10 percent of parking lot area	32,200 sq. ft.
Interior Green Provided	32,200 sq. ft.

8. Conformance with the Requirements of the Zoning Ordinance in the E-I-A Zone, including the Requirements of the Prince George's County *Landscape Manual* - The subject application is in general conformance with Section 27-501 of the Zoning Ordinance which regulates development in the E-I-A Zone.

Sections 4.2, Commercial and Industrial Landscape Strip Requirements, 4.3, Parking Lot Requirements, and 4.4, Screening Requirements, apply to the subject site. The landscape

plans are in full conformance with the requirements of the *Landscape Manual* with respect to Sections 4.2 and 4.3. It is questionable as to whether the standards of Section 4.4, Screening Requirements, have been met.

Section 4.4a. requires the following:

**■All loading areas, loading docks, vehicular lanes providing access to the above, and service or maintenance areas shall be screened from land in a residential zone and all adjacent public roads.●**

1. Both parcels propose four (4) loading spaces, each with one space located at the far end of the building and the remaining three along the building frontage facing Melford Drive. Between the proposed loading areas and the adjacent rights-of-way is a minimum of 75 feet of pavement which serves as the parking compound for the site. Landscaping is proposed at the perimeter of the parking compound. Some evergreen trees are proposed to be sited next to the loading spaces, and along the perimeter of the adjacent parking compound, at the ends of the buildings in an effort to provide screening, but no evergreen trees are proposed next to, or at the perimeter of the parking compound adjacent to the loading spaces along the building frontage. The proposed screening does not meet the minimum standard per Section 4.4 of the *Landscape Manual* on either parcel. Furthermore, given a property of this size with a significant amount of perimeter pavement, the location of loading spaces at the main entrance of a building, along its frontage exposed to the adjacent right-of-way, is inappropriate and unacceptable. See Finding No. 11 for further discussion.

Section 4.4b. Requires the following:

**■All dumpsters, trash pads, and trash collection or storage areas shall be carefully located and oriented on the site to be as inconspicuous as possible.....●**

2. The subject plan provides one trash dumpster compound for each parcel. The proposed dumpsters

are located adjacent to the loading spaces at the ends of each building. As previously stated above in Finding No. 7.a., staff does not believe that adequate screening has been provided for this service area with respect to the perimeter of the parking compound along the adjacent right-of-way. The plan shows some type of fence enclosure at the perimeter of each compound, but does not specify the fence height, material, etc.

It is recommended that elevations and details be provided of the trash dumpster enclosure. The dumpster enclosure must meet the minimum standards of Section 4.4.

It is recommended that a double staggered row of evergreen trees be provided along the north end of the parking compound at Parcel 3A, and at the south end of the parking compound at Parcel 3B, generally across from both loading spaces and trash dumpster compounds.

Quantities and location of evergreen trees to be provided should be determined by staff of the Urban Design Section as designee of the Planning Board.

9. Environmental Planning - The subject application was referred to the Environmental Planning Section for review, and in a memorandum (Ingrum to Jordan) dated March 22, 2001, the following comments were provided:

■ This site was previously evaluated by the Environmental Planning Section in conjunction with the review and approvals of Preliminary Plan of Subdivision 4-98076, TCPI/44/98, and TCPII/36/99.

■ Site Description

■ The site is located at the northeast quadrant of the intersection of John Hanson Highway (US 50) and Robert Crain Highway (MD 301). Parcels 3A and 3B, which total 23.43 acres, are part of the larger 153.2 acre site reviewed with the above referenced plans.

Although a review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and steep slopes with highly erodible soils were previously found to occur on the original 153.2 acre parcel, of those features only steep slopes are found to occur within the boundaries of lot 3A and 3B. The soils found to occur on these parcels according to the Prince George's County Soil Survey include Collington fine sandy loam and Ochlockonee sandy loam. These soils should not present any development problems for these parcels. There are no rare, threatened, or endangered species located in the

vicinity of this property based on information provided by the Maryland Department of Natural Resources - Natural Heritage Program. No adverse noise impacts from off-site properties have been identified which would limit development of this site for commercial purposes. There are no scenic or historic roads adjacent to this property. The sewer and water service categories are S-3 and W-3.

#### ■ Environmental Review

- 1. The site is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the property is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. The only wooded area on parcels 3A and 3B is a 4.03 acre area which is designated for removal under TCPII/36/99. Under this TCPII the applicant is required to provide 52.54 acres of woodland conservation and has met this requirement through the preservation of 146.01 acres of woodland. The large amount of preservation acreage in TCPII/36/99 is from adjacent property located to the east of the site.

■ *Discussion: This application is consistent with approved TCPI/44/98 and TCPII/36/99. The limits of disturbance as reflected on the Specific Design Plan do not impact woodland conservation areas shown on these previous plans to be preserved.*

- 2. The plant schedule shows seedlings to be planted in and around the stormwater management pond, but the landscape plan doesn't indicate where the seedlings will be planted.
- 3. No other significant environmental issues have been identified for parcel 3A and 3B.

The Environmental Planning Section recommends approval of the subject application. See the Recommendation Section of this staff report for conditions.

10. Transportation - The subject application was referred to the Transportation Planning Section for review, and in a memorandum (Masog to Jordan) dated April 9, 2001, the following comments were provided:

■ The transportation staff has reviewed issues regarding the development of the subject site and the larger Maryland Science & Technology Center (total of 466 acres) in conjunction with A-9401, CDP-8601, and Preliminary Plat of Subdivision 4-88030. Since those plans were approved, approximately 240,000 square feet of space has been constructed within the Maryland Science and Technology Center. The Preliminary Plat and CDP approvals established a square footage cap for the initial phase of 1.95 million square feet. Preliminary Plat of Subdivision 4-98076 affirmed a trip cap of 2,200 AM and 2,605 PM peak hour vehicle trips for all remaining development on the site.

■ There are a number of transportation-related conditions on earlier development review stages; these are reviewed in detail below:

■ CDP-8601 (Conditions):

- 3. Required upgrading of MD 3/Belair Drive/Melford Boulevard prior to development, up to a maximum of 400,000 square feet. The intersection has been replaced with an interchange. OK.
- 4. Required an interchange at MD 3/Belair Drive/Melford Boulevard for development beyond 400,000 square feet and up to 1,950,000 square feet. The interchange is complete and open to traffic. OK.
- 5. Required new traffic study after 1991 or after completion of improvements to US 50. A new traffic study was prepared in 1998 and reviewed in conjunction with Preliminary Plat of Subdivision 4-98076. OK.
- 6. Established dedication widths for internal streets. All streets have been dedicated in accordance with this condition. OK.
- 7. Required that the impact of development along Belair Drive be minimized. This has been done by limiting access to Melford Boulevard, and this plan complies by having all access to Lots 3A and 3B from Science Court. OK.
- 8. Required the completion of documents establishing legal access to the property. This was done prior to the initial development on the property. OK.
- 9. Required setbacks to accommodate planned US 50 improvements. All improvements to US 50 have been constructed. OK.
- 20. Established requirement for a new traffic study prior to Stage 2 development. The subject development is within Stage 1B, and therefore this condition does not apply.
- 21. Restricted the Beech Tree Lane access to a right-in right-out. This access is not within the area of the subject application.

■ Preliminary Plat of Subdivision 4-98076 (Condition):

- 17: Established a trip cap for remaining development, based upon roadway improvements which existed in 1998 and 240,000 square feet of existing development, of 2,200 AM and 2,605 PM peak hour trips. The addition of 300,000 square feet of office space would generate 600 AM and 555 PM peak hour vehicle

trips, leaving 1,600 AM and 2,050 PM peak hour trips (note: there is a pending application SDP-0103 for 153,250 square feet of flex space).

■ Vehicular and pedestrian access within the site is acceptable. Adequate right-of-way in accordance with the Master Plan exists along MD 3 and US 50.

■ As noted previously, the subject property is part of a larger project which has completed Stage 1B roadway improvements in the area pursuant to a finding of adequate public facilities made in 1988 for Preliminary Plat of Subdivision 4-88030. Insofar as the basis for that finding is still valid, and in consideration of the materials discussed earlier in this memorandum, the transportation staff finds that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as a part of the development if the development is approved. Furthermore, the submitted plans are in conformance with past approved plans, including the approved Comprehensive Design Plan. •

11. Urban Design - The Urban Design Section has reviewed the site plan and finds that the proposed office building architecture will provide for attractive, twin, four-story signature buildings that will be a welcome complement to the existing government facilities, the US Census and Defense Information, within the employment park. The office buildings will be highly visible from the adjacent major thoroughfare, US 3 to the west, and they will be the first buildings visible to all motorists who enter the employment park via Melford Boulevard, and thus will help set the tone for the quality of development in the park. The proposed building is designed with continuous glass curtain walls that wrap around the entire structure at each floor. Brick masonry bands are used as horizontal accents that project out from the band of glass walls at every floor to provide some relief, with intermediate polished steel columns placed at intervals beneath the brick bands to provide a vertical element which lessens the horizontal mass of the structure. The main entrances are well defined with the said vertical columns and a recessed drop-off area. The combination of curtain walls and brick band accents provides a structure that will be light in appearance, while at the same time well-grounded with a solid base.

The subject plan does not provide signage.

1. The City of Bowie reviewed the development proposal, and in a letter (Robinson to Hewlett) dated March 8, 2001, it was recommended that the architecture be revised as follows:

■Additional architectural treatment of the two more visible endwalls (i.e. those facing Route 3/Melford Boulevard and facing the stormwater management Upper Pond) shall be provided to mitigate the flashcube appearance of the side elevations..•

Staff is not in agreement with this recommendation. The proposed office buildings are rectangular in plan with dimensions of 93 x 453 feet. The long sides of the proposed buildings will be the dominant elevations, which will be oriented to address both adjacent rights-of-way, US 3 and Melford Boulevard. The applicant has proposed a unique architectural concept, in which both long elevations that address the said rights-of-way will provide an identical formal entrance. The long/dominant elevations will be identical in materials, massing, and articulation, thus providing equal formal building frontages facing the major thoroughfares. One of the endwalls in question at Building A, Parcel 3A, does face a portion of the entrance drive at Melford Boulevard, but the building is proposed to be sited at an angle such that to someone traveling either north or south on US 3 the most visible elevation will be that of the long wall/formal entrance. Given the siting of the structures, and the minimal amount of endwall area in comparison to the entrance elevations, staff believes that the glass area proposed for the said endwalls will have a minimal impact. Although endwall elevations are generally a concern of staff and the Planning Board, staff believes that the building siting, articulation, massing, and the proposal of two formal main entrances that address the adjacent main thoroughfares, are an equitable trade-off

that is acceptable in-lieu of requiring additional architectural treatment for the proposed endwalls.

2. The proposed building structures are generally in a centralized location on their respective lots with the rest of the site areas devoted to parking. The required parking for both Parcels, 3A and 3B, is a total of 378 spaces each. The applicant is proposing to provide 649 spaces or 171 percent of what is required, for Parcel 3A, and 853 spaces, or 225 percent of what is required for Parcel 3B. The dominant feature of the development will be the amount of parking surrounding the buildings. This appears to be excessive, but the applicant has stated that based on their experience in development of this type of facilities this is the amount of parking that is necessary. Since the parking lots encompass a major portion of the development area, only small open green spaces exist at the site's perimeter.
3. As previously mentioned in Finding No. 8.a. above, the proposed loading spaces at both buildings' frontage facing Melford Boulevard are inappropriate and unacceptable. Given the above discussion of the excessive amount of proposed parking for the facilities, there are multiple locations in which loading could be accommodated on both parcels that would serve the purposes of the tenants while satisfying the requirements of the Landscape Manual with respect to screening. Loading should not be proposed at the main entrances of the proposed signature buildings of this size with the amount of available lot area on both parcels. Staff believes that the proposed service areas at the north of Parcel 3A, and at the south of Parcel 3B are a more appropriate location for all loading, trash, etc. Furthermore, the cover sheet of the plan states that two loading spaces are required and provided for each parcel, but the site plan shows each parcel providing four loading spaces. It appears



that the proposed number of loading spaces exceeds that which is required. It is recommended that the proposed loading spaces at both building entrances facing Melford Boulevard be removed, and no less that the minimum number of required loading spaces be provided in another location on the site.

12. Public Facilities : The subject application was referred to the Growth Policy and Public Facilities Planning Section for review, and in a memorandum (Williams to Jordan) dated April 2, 2001, the following comments were provided:
  - In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, the Fire Department recommends that all commercial structures be fully sprinkled in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County Laws.
  - The proposed site is within the service area of District II- Bowie. Staff concludes that the existing County's police facilities will be adequate to serve the subject property.●
13. Referrals : The subject application was referred to all applicable agencies and divisions; no significant issues were identified. Minor plan revisions were recommended or additional information was requested by the Permit Review Section in a memorandum (Ferrante to Jordan) dated March 20, 2001. See conditions 1.f.-i. in the Recommendation Section of this staff report for the Permit Review concerns. Minor plan revisions were recommended or additional information was requested by the Department of Parks and Recreation (DPR) in a memorandum dated April 16, 2001. See conditions 1.y. and 2. In the Recommendation Section of this staff report for the DPR concerns. Designated roadway improvements within the right-of-way will be addressed by the City of Bowie at the time of the review of permits.
14. The subject plan was referred to the City of Bowie and in a letter (Robinson to Hewlett) dated February 23, 2001, comments and recommended conditions of approval were provided. See the Recommendation Section of this staff report for conditions.
15. Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties. Furthermore, there is an existing stormwater management pond on site and the City of Bowie has approved the proposed stormwater management concept as

demonstrated by the letter (Gorski to Minert) dated November 28, 2000.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Specific Design Plan for the above-described land, subject to the following conditions:

1. Prior to certification, the Detailed Site Plan and/or the Tree Conservation Plan shall be revised as follows:
  - a. Provide a note on the plan that states, ■All structures shall be fully equipped with automatic fire extinguisher systems in accordance with the National Fire Protection Association (NFPA) Standard 13 and all applicable County laws.●
  - b. Provide elevations and details of the proposed fencing at the trash dumpster enclosures.
  - c. Provide a double staggered row of evergreen trees along the north end of the parking compound at Parcel 3A, and at the south end of the parking compound at Parcel 3B, generally across from both loading spaces and trash dumpster compounds. Quantities and location of evergreen trees to be provided shall be determined by staff of the Urban Design Section as designee of the Planning Board.
  - d. Remove the proposed loading spaces at both building entrances facing Melford Boulevard , and provide no less than the minimum number of required loading spaces in another location on both parcels.
  - e. Provide a note on sheet L2 of the plan indicating the specific planting vegetation along the stormwater management pond.
  - f. Provide separate schedules demonstrating compliance with the requirements of Sections 4.2(a) and 4.3(a) of the *Landscape Manual*, for each parcel. Also, delineate the limits of each landscape area.
  - g. Provide the minimum number of required plant units for compliance with Section 4.3(a) and 4.3(b) of the *Landscape Manual* for Parcel 3B. Plant units shall be provided per *Landscape Manual* requirements.
  - h. Provide all adjoining uses, zones, property line dimensions, and bearings on all plans.

- i. Delineate the limits of each landscape area that demonstrates compliance with the requirements of Section 4.3(b) of the Landscape Manual for Parcel 3B.
- j. Indicate all shade trees to be a minimum height of 12-14 feet.
- k. Include Red Cedar, American Holly, and Arborvitae as proposed species on the landscape plans and in the plant list.
- l. Provide a note that states no flags or banners shall be mounted, suspended or otherwise displayed from the buildings or permitted on each individual building site, except for one standard size American flag.
- m. Remove unidentified structures from between the parking compound and the adjacent right-of-way at the north end of Parcel 3A and the southwest corner of Parcel 3B.
- n. Remove all notation of signage. Complete signage information, including but not limited to location, type, size, lettering style, lighting, etc. must be provided in a subsequent SDP application.
- o. Remove notation of 25 parking spaces in the bay south of Building B, and indicate 24.
- p. Remove stop bars and signs from the intersections adjacent to the traffic circle between Parcels 3A and 3B.
- q. Relocate all crosswalks within the building entrance drives closer to the building entrances.
- r. Provide speed bumps or equivalent speed controls within the parking lots. Show the location and types of devices to be used.
- s. Provide a stop bar, stop sign, and lane striping across the width of the access road at its intersection with Melford Boulevard. Furthermore, provide lane turn arrows behind, west of, the simulated brick treatment crosswalk across the access road.
- t. Provide a transition area consisting of brick pavers or simulated brick at the entrance drive aisle between the drop-off areas and the nearest parking bay at the front of each building.
- u. Provide a sidewalk consisting of brick pavers or simulated brick from the rear building entrances to the main building access drive aisles, and from the front building entrances to connect both buildings

- v. Provide a simulated brick treatment crosswalk west of the traffic circle at the entrance drive, and the entire travel lane portion of the traffic circle, as well as the sidewalks located on both sides of the main access driveway shall be constructed of brick paver or a simulated brick treatment.
  - w. All roof-mounted HVAC equipment shall be screened with angled screen walls.
  - x. Provide one (1) large caliper tree, 5 -" to 6" caliper and 18-20' in height, to be located within the center of the traffic circle island.
2. Prior to certification the Key Map on sheet C-1 shall be revised to show that 96 acres along the Patuxent River shall be dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC). Furthermore, a note shall be added stating that 96 acres of the 100-year floodplain area along the Patuxent River shall be dedicated to the M-NCPPC at Stage II of the development.
3. The Department of Parks and Recreation and Urban Design Review staff shall work with the City of Bowie and the applicant to coordinate improvements around the lake/pond which will be constructed upon development of Pods 2B and 2C. The said improvements shall include landscaping, benches, trash receptacles, and a trail.

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 Eley, seconded by Commissioner Lowe, with Commissioners Eley, Lowe, Brown, and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, April 26, 2001, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of April 2001.

Trudye Morgan Johnson

PGCPB No. 01-81  
File No. SDP-0104  
Page 21

Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:JJ:rmk