

LAND USE PETITION IN THE BOWIE PLANNING AREA

Md.-National Capital Park and Planning Commission ID:

Preliminary Subdivision Plan #4-08052

Mill Branch Crossing

Bowie Advisory Planning Board # 09-03

Date: May 14, 2009

INTRODUCTORY NOTE: The proposed application is a request for approval:

- (a) of a zoning type case involving the specific use of land;
- (b) of a conceptual site plan;
- (c) to subdivide property into building lots and obtain adequate public facilities approval;
- (d) of a site plan for building and parking design, landscaping, architecture, etc. under the development regulations of Prince George's County. The application has been referred to the City for our review and recommendation. The position of the Bowie Advisory Planning Board in this matter is advisory to the City Council. The City Council will also conduct a public hearing on this application and their vote will become the final City recommendation. Persons wishing to participate in these hearings must submit written testimony or sign up to speak at each public hearing. Each person wishing to speak at the City's hearings will be given up to five (5) minutes. To participate in the County's hearings, you must make a separate, written request to become a person of record.

GENERAL DATA:

1. **Nature of Petition:** Preliminary Subdivision Plan
2. **Petitioner:** Mill Branch Crossing LTD Liability Company & Mill Branch Crossing, LLC
3. **Represented by:** Michele LaRocca, Meyers, Rodbell and Rosenbaum, P.A.
4. **Location of Petitioned Property:** U.S. Route 301 (Northbound)/Mill Branch Road Intersection
5. **Proposed Use of Petitioned Property:** Retail, Commercial, Office and Hotel
6. **Size/Zone of Petitioned Property:** 73.98 acres/Zoned: C-S-C (Commercial Shopping Center)
7. **Date of Stakeholders Meeting:** Tuesday, April 7, 2009 at 7:00 P.M.
8. **Date of Hearing before BAPB:** Tuesday, May 12, 2009 at 7:00 P.M.
9. **Date of Hearing before City Council:** Monday, May 18, 2009 at 8:00 P.M.
10. **Date of Hearing before M-NCPPC:** Thursday, May 28, 2009
11. **Date of Hearing before Hearing Examiner:** N/A
12. **Date of Hearing before District Council:** N/A

NOTICES/LEGALS

	Date	Number of Mailing/Signs
Notice sent to Adj. Properties:	04/21/09	79
Notice sent to Parties of Record	N/A	
Date Signs Posted:	04/21/09	3
Date Legal Sent:	N/A	
Date Legal Appeared:	N/A	

RECOMMENDATIONS:

13. **Department of Planning & Economic Development Recommendation:**
The Department of Planning & Economic Development staff recommends **APPROVAL** with the conditions stated in the attached report.
14. **Bowie Advisory Planning Board Recommendation:**
The Bowie Advisory Planning Board recommends **APPROVAL** with the conditions stated in the attached report.



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

MEMORANDUM

TO: City Council

FROM: Toussaint D. Gaskins, Chairman
Bowie Advisory Planning Board

SUBJECT: Preliminary Plan #4-08052
Mill Branch Crossing

DATE: May 14, 2009

The Bowie Advisory Planning Board (BAPB) met on Tuesday, May 12, 2009 to review an application for a Preliminary Subdivision Plan, which proposes to combine several parcels into one (1) building lot, on which is proposed approximately 619,000 sq. ft. of development, including: a 150-room hotel, 91,000 sq. ft. of office, 405,000 sq. ft. of retail uses and other uses permitted in the C-S-C (Commercial Shopping Center) zone. The subject site is located on the northeastern corner of the U.S. Route 301 and Mill Branch Road and contains 73.98 acres. The proposed commercial development is permitted by right under the Prince George's County Zoning Ordinance, and has been identified and endorsed in the 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment.

Presentations

Mr. Frank Stevens, of the City Planning staff, addressed the Board, directed the Board's attention to a PowerPoint presentation regarding the application, reviewed the staff report and noted the findings cited in the staff report that need to be satisfied for approval of a Preliminary Subdivision Plan. Mr. Stevens noted that staff had revised the condition dealing with historic resources and the applicant agreed to the revised condition. The presentation was turned over to the applicant.

Ms. Michele LaRocca, an attorney with Meyers, Rodbell and Rosenbaum, PA, was in attendance representing the applicant. Ms. LaRocca introduced the applicant's team, which included: Mr. Russell Baker, of W.F. Chesley Companies, LLC; Mr. Wes Guckert from The Traffic Group; and Ms. Kenna Oseroff from The Tech Group (civil engineering consultants). Ms. LaRocca noted that updated traffic information was recently made available from the State Highway Administration (SHA) and the Prince George's County Department of Public Works and Transportation (DPW&T), and both agencies agree with the location of the site access from Mill Branch Road and that this access should be signalized. Ms. LaRocca indicated that this access will also be used to access the County's Green Branch Park, a facility of approximately 800 acres located immediately northeast of the applicant's development. Ms. LaRocca concluded her remarks by stating that the applicant agrees with the staff findings, conditions and recommendation.

MAYOR G. Frederick Robinson **MAYOR PRO TEM** Todd M. Turner

COUNCIL Dennis Brady ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Trough ♦ Geraldine Valentino-Smith **CITY MANAGER** David J. Deutsch
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

Questions by BAPB Members

Questions by BAPB members centered on the following:

- **How is “upscale” development defined for the site?** RESPONSE: Upscale users would be those fulfilling the parameters set forth in the Master Plan for this site and the best available tenants that can be signed for the project. The types of end users are reviewed during the Detailed Site Plan stage of the development. The project is moving forward at this time, so when the market turns around, the search may begin for end users.
- **Is there a residential component to this project?** RESPONSE: No, there are no residential units proposed as part of this development. This is a commercial project. There is a 38-lot subdivision planned for a 108-acre property just south of Mill Branch Crossing, on the south side of Mill Branch Road.
- **What is the history of such an intense commercial development of the site and what is its impact on public facilities, especially U.S. Route 301?** RESPONSE: The City recommended approval of a water/sewer category change from 5 to 4 in 2007. Prior to that, the County’s General Plan placed the site in the Developing Tier, and the 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment recommended the site for rezoning to commercial. The site is appropriate for commercial development in accordance with the Master Plan guidelines, and there is no economic or market demand analysis required. The Preliminary Subdivision application is a test of Adequate Public Facilities, as required by the County. The eventual build-out of the project will be over several years to meet market demand.
- **Are any traffic improvements proposed along U.S. Route 301 south of Mill Branch Road?** RESPONSE: According to the traffic scoping agreement established and approved by the Transportation Planning Division of Park and Planning, the U.S. Route 301 intersections to be reviewed by the applicant’s traffic consultant included the Mill Branch Road intersection and those north of the site to U.S. Route 50. The applicant has performed the studies and recommended improvements for U.S. Route 301 and intersecting streets in accordance with the approved scoping agreement.
- **Where is the County park located?** RESPONSE: The park is located to the immediate northeast of the subject site. Since development of the first phase of the park is scheduled to begin later this year and is ahead of the development schedule of this proposed commercial development, vehicular access to the park will be via a 50-foot wide access easement, which runs northeast-southwest through the subject property, from Mill Branch Road to the park property.

- **Is there a sketch plan of the proposed roadway improvement projects that are associated with this project?** RESPONSE: A plan has been created that shows existing roadway conditions along U.S. Route 301 and the work the applicant is proposing as part of the development. Construction of any portion of an interchange/overpass at MD Route 197 or Mill Branch Road is conceptually shown on the plan but is not included or proposed as part of the development of the subject property. The proposed improvements address the impacts of this project and those projects that have been approved but not yet built. The cost of the improvements the applicant is proffering is several million dollars.
- **What is the time frame for the improvements?** RESPONSE: The improvements will be completed prior to the development opening.
- **Please explain tree mitigation.** RESPONSE: Under the County's Woodland Conservation and Tree Preservation Ordinance, the applicant is required to mitigate 21.66 acres of woodland. The proposal is to do this entirely off-site. A potential location on the site to provide a portion of this mitigation is an area in the northern portion of the subject site that is partially wooded and has numerous environmental features. The possibility exists for this area to be set aside for tree mitigation and supplemented with the planting of additional trees.

Public Hearing

Two (2) residents addressed the BAPB at the public hearing.

Ms. Kris Morrissey of 1706 Queen Anne Bridge Road, Bowie, MD. Ms. Morrissey expressed her concerns regarding traffic impacts of the project, emergency access to the site and park and impacts on the Rural Tier and the Patuxent River. She was concerned about the additional traffic on Mill Branch Road that would be generated by the development. Mill Branch Road is currently a very narrow, unmarked roadway used by local residents and the farming community. As a result, the roadway is used by farm tractors. Ms. Morrissey noted that the area is flooded with retail/commercial uses in the area, and given the state of the present economy, the project does not make economic sense. She requested disapproval of the application.

Mr. Andrew Bottner, 2505 Mill Branch Road, Mitchellville, MD. Mr. Bottner expressed his concerns over the history of the current zoning of the site, emergency response times and traffic generated by the project and questioned the location of off-site tree mitigation. He concluded his comments by requesting that the BAPB disapprove the application.

This concluded the public hearing.

BAPB Discussion

Ms. Deidre Trass stated her feeling that this project does not pass the common sense test for APF, including police, fire and traffic. Mr. Scott Willis concurred.

BAPB Motion

Mr. Terry Rogers moved for approval of Preliminary Subdivision Plan #4-08052, in accordance with the staff conditions as amended at the meeting. The motion, seconded by Ms. Chris Hedman, passed by a 4-3 vote. (Members Trass, Troyer and Willis voted against the motion.)

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City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

MEMORANDUM

TO: City Council

FROM: David J. Deutsch 
City Manager

SUBJECT: Preliminary Plan #4-08052
Mill Branch Crossing

DATE: May 14, 2009

I. General Information

Owners and Applicants: Mill Branch Crossing LTD Liability Company & Mill Branch Crossing, LLC

Subject: Preliminary Subdivision Plan

Project Name: Mill Branch Crossing Subdivision

Location: U.S. Route 301 (Northbound) and Mill Branch Road (Attachment 1)

Acreage: 73.98 acres

Existing Zoning: C-S-C (Commercial Shopping Center)

Existing Land Use: Mostly vacant; however, there are existing structures, building structure and partially destroyed foundations and an archaeological site

Surrounding Land Uses and Zoning:

North: Residential/Zoned R-A (Residential-Agricultural); Commercial/Zoned C-M; and Vacant (future County regional park)/Zoned O-S (Open Space);

South: Vacant (approved Preliminary Subdivision Plan for 38 single family building lots); zoned R-A;

East: Vacant (farm field); zoned R-A;

West: Commercial (Collington Plaza Shopping Center)/Zoned C-S-C; and, Residential (Covington Community)/Zoned R-U (Residential Urban in a Comprehensive Design Zone).

Master Plan Land Use Category: Commercial

Sectional Map Amendment: C-S-C (pursuant to 2006 Sectional Map Amendment)

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Water and Sewer Categories: W-4 and S-4

Police: Bowie Substation (District II)

Ambulance Service: Pointer Ridge Fire Station (Company #43); response time is 2.89 minutes, which is within the 4.25-minute response time guideline

Medic Service: Pointer Ridge Fire Station (Company #43); response time is 2.89 minutes, which is within the 7.25-minute response time guideline

Fire Engine Service: Pointer Ridge Fire Station (Company #43); response time is 2.89 minutes, which is within the 3.25-minute time response guideline

Fire Ladder Truck Service: Bowie Fire Station (Company #39); response time is 7.26 minutes, which is beyond the 4.25-minute response time

II. Background Information

The properties comprising the subject site were rezoned under the 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment from R-A to C-S-C (Change #6), approved by the County Council on February 7, 2006 (CR-11-2006). Discussion in the approved Master Plan included the following language: "The rezoning from the R-A Zone to the C-S-C Zone is consistent with plan goals, policies, and strategies for commercial development on the east side of US 301 between Mill Branch Road and the existing commercial development to the north."

On February 20, 2007, the City Council approved the applicant's request for a Water/Sewer Category change from Category 5 to Category 4. The subject property is outside of the City limits.

III. Stakeholders Meeting

On Tuesday, April 7, 2009, a Stakeholders Meeting was held regarding the Preliminary Subdivision Plan application for the Mill Branch Crossing development. Questions and topics raised at the meeting included:

- the type and level of development;
- the time frame within which development of the site would begin;
- an approximate volume of vehicles for the level of development studied;
- the distance and width of widening of Mill Branch Road to accommodate the development, and the vehicle queuing at the U.S. Route 301/Mill Branch Road intersection;
- the possibility of prohibiting left turns out of the site to head southeast on Mill Branch Road;
- maintaining the rural character of the adjacent Rural Tier;

- if an economic impact study is required and was prepared in conjunction with submitting the application;
- what are the current directions of water flow on the site, and how will stormwater be handled;
- how the construction of the project will be phased;
- were the traffic impacts from the adjacent future regional park taken into account in the traffic study; and,
- how will the historic site on the property be addressed.

III. Proposal & Analysis of Preliminary Plan #4-08012 (Attachment 2)

The Mill Branch Crossing Preliminary Subdivision Plan proposes to combine several parcels of land to one (1) building lot, on which will eventually be developed with approximately 619,000 sq. ft., including: a 150-room hotel, 91,000 sq. ft. of office, 405,000 sq. ft. of retail uses and other uses permitted in the C-S-C (Commercial Shopping Center) zone.

Pursuant to Subtitle 24 (Subdivisions) of the Prince George's County Code, a Preliminary Subdivision Plan may be approved if the Planning Board finds:

- that adequate public facilities exist or are programmed for the area within which the subdivision is located; and,
- the subdivision is designed in accordance with the provisions for woodland conservation and tree preservation.

The Subdivision Regulations also state that the submission of a stormwater management concept plan may be required prior to approval of the preliminary plan.

A. Adequate Public Facilities (APF)

1. Water and Sewerage Facilities

The subject site is in Water Category W-4 and Sewer Category S-4, meaning that: the property has the proper zoning; public water and sewer are adequate and available to site; an adequate description of the development has been provided.

COMMENT: The City Council supported the applicant's request for a Water/Sewer Category change from 5 to 4 at a public hearing on February 20, 2007.

Prior to recordation of the final plat, water and sewer line extensions, and all related water/sewer structures, appurtenances and systems for this project shall be approved by the Washington Suburban Sanitary Commission (WSSC).

This criterion is satisfied.

2. **Police Facilities**

The subject site is located within the service area for Police District II. According to Park and Planning's Countywide Planning Division, the standard response time for priority call is 10 minutes and 25 minutes for non-priority calls. The police response time to the subject site is 8 minutes for priority calls, and 10 minutes for non-priority calls. Further, according to the County's referral memo, "The Police Chief has reported that the Police Department has adequate equipment to meet the standards" of 141 sq. ft. of facilities space/1,000 County population.

COMMENT: This criterion is met.

3. **Fire and Rescue Facilities**

According to Park and Planning's Countywide Planning Division referral, the site of this subdivision is within the required response times for the respective first due emergency service providers (Pointer Ridge Company #43) for ambulance, medic and fire engine services.

COMMENT: Per the County's referral memo, "The existing ladder truck at Bowie, Company 39, is beyond the recommended travel time guideline" of 4.25 minutes. "The nearest fire station Bowie, Company 43 is located at 16408 Pointer Ridge Drive is 2.89 minutes from the development. This facility would be within the recommended travel time for ladder truck service if an operational decision to locate this service at that facility is made by the county."

The new Northview EMS/Fire Station, which is expected to open in August, 2009, will be the geographically closest emergency facility to the subject site. At this time, the Northview Station is planned to be staffed with a paramedic unit and a fire engine unit.

The County Code requires the installation of automatic fire suppression systems for most structures, and a determination in that regard would be made by the County Fire Marshal during the review of building permits for this project, which will alleviate the negative impact on ladder service.

This criterion is satisfied.

4. **Traffic Impacts**

Traffic information for the subject site, as well as traffic generated by the future County regional park, proposed northeast of and immediately adjacent to this project, has been submitted in conjunction with the Preliminary Subdivision Plan application.

COMMENT: According to the traffic information provided, the applicant is proposing to dedicate several acres of land across the site frontage of Mill Branch Road for road improvement purposes

that will be required by Prince George's County. (Mill Branch Road is a County road.) Potential Mill Branch Road lane configuration, from U.S. Route 301 to the eastern boundary of the site, includes lanes to accommodate through and turning movements. As shown on the Preliminary Plan, a double left turn is proposed at the site entrance from Mill Branch Road (if signalized), which is proposed in the southeastern end of the property. Since a portion of the development of the County regional park will precede that of the commercial development, the site's proposed access will be used initially by users of the park. When the commercial site is ready to be developed, the access will be improved with two (2) in-bound lanes and two (2) out-bound lanes, separated by a median. This access will be situated away from the eastern property line so adequate width for plantings will be provided to meet the requirements of the County's Landscape Manual. The site access at the southeastern end of the site also allows the opportunity for more stacking distance for vehicles exiting the site, heading west towards U.S. Route 301.

The applicant's traffic consultant has provided an analysis that looked at the Mill Branch Road/site access intersection (both controlled by a Stop sign and controlled by a traffic signal) and queuing space between the site access and U.S. Route 301, assuming one access point into/out of the site (i.e., no ingress/egress from U.S. Route 301) and using 2011 traffic volumes. The results of the analysis indicated that "acceptable traffic flow can be maintained along Mill Branch Road between the site access and US 301 regardless of whether the intersection was signalized or not." This analysis further showed "that the site access along Mill Branch Road would operate at acceptable levels of delay with the exception of the Saturday Peak. If Traffic Signalization was warranted and constructed the intersection would operate at a level of service "A", and that queuing between US 301 and the site access will not result in blockage of the site access intersection or obstruct vehicles entering on to Mill Branch Road from US 301." In other words, using an accepted traffic engineering methodology, the Mill Branch Road/site access intersection, with a Stop sign, would operate at level of service "A" during the weekday AM and PM peak hours. During the midday Saturday peak hour, a level of service "D" would exist under the Stop sign scenario. (Level of service "D" is acceptable under County guidelines). With a Stop sign in place, only one lane of left turning traffic into the site from Mill Branch Road would be provided. With this intersection signalized, a level of service "A" would exist during the weekday AM and PM peak hours, and also during the midday Saturday peak hour. A signalized intersection would permit a double left into the site from Mill Branch Road and would also be compatible with the eventual in-bound lane configuration within the site. According to this analysis, "A Signal Warrant Analysis has not yet been conducted for the access, however, it is not likely that signalization would be warranted at this location." Since no Signal Warrant Analysis has been performed, it

is recommended that such a study be done and submitted at the time the first Detailed Site Plan application for the project is filed.

The applicant is proposing a right-in/right-out access from U.S. Route 301, approximately 900 feet north of the U.S. Route 301/Mill Branch Road intersection. This access will provide a "back door" means of getting to/from not only the subject property, but also the County regional park. (The applicant, however, is not constructing the in-bound roadway to the park property.) The applicant is proposing to dedicate the right-of-way and construct this access, to a distance of approximately 480 feet from (east of) the site's present western property line along U.S. Route 301. To enhance traffic flow into and out of the site and to provide an alternative access for emergency vehicles, this right-in/right-out access from U.S. Route 301 should be constructed in conjunction with the development of the project and operational prior to the issuance of the first Use and Occupancy Permit.

The applicant is proposing to dedicate property along the site frontage of U.S. Route 301 for roadway widening improvements. As part of the subject development, the applicant is proposing to construct two (2) lanes along northbound U.S. Route 301: one (1) through lane, and one (1) right turn lane, which will become the "right-in" access noted above in the preceding paragraph. The U.S. Route 301 road widening should be completed and operational prior to the issuance of the first Use and Occupancy Permit for the commercial project.

The applicant's proposed Traffic Mitigation Plan for the commercial development includes the following:

U.S. Route 301/Governor Bridge Road/Harbour Way Intersection

- Widen the eastbound approach of Harbour Way (City street) to provide an additional separate left turn lane onto U.S. Route 301 northbound, and modify the existing traffic signal.

U.S. Route 301/MD Route 197 Intersection

- Widen the westbound approach (access to Rip's) to provide separate left and right turn lanes.
- Widen the northbound approach of U.S. Route 301 to provide a third left turn lane onto MD Route 197 eastbound.
- Modify the existing traffic signal.

U.S. Route 301/Mill Branch Road/Excalibur Road Intersection

- Construct one (1) additional left turn lane southbound along U.S. Route 301 onto Mill Branch Road, resulting in two (2) total left turn lanes.

- **Widen Mill Branch Road westbound to provide for two (2) left turn lanes, one (1) through lane and one (1) free right turn lane.**
- **Provide a third through lane along U.S. Route 301 northbound from approximately 1,000 feet south of Mill Branch Road to MD Route 197.**
- **Modify the existing traffic signal.**

U.S. Route 301/Heritage Boulevard/Ball Park Road Intersection

- **Remark the southbound approach of the U.S. Route 301 right turn lane to a right turn/through shared lane.**

With the above improvements and land dedications (totaling nearly nine (9) acres) performed in conjunction with the development of the subject site, the impacts of traffic from the proposed project will be mitigated in accordance with County guidelines and the County Subdivision regulations (Attachment 5).

With respect to bicycle access, the approved 2006 Bowie and Vicinity Master Plan designates Mill Branch Road as a Master Plan bikeway between U.S. Route 301 and Queen Anne Bridge Road, and as such, recommends that this roadway contain a shared-use bikeway. The County's Transportation Planning Section is recommending the installation of "Share the Road" signage along Mill Branch Road, with the approval of the County Department of Public Works and Transportation.

With the aforementioned improvements and land dedications being required as a condition of approval, this criterion will be satisfied.

B. Stormwater Management Concept Plan (Attachment 3)

A Stormwater Management (SWM) Concept Plan (#14712-2007-00) was approved by Prince George's County on August 1, 2007 and is valid until August 10, 2010. This plan proposes to handle stormwater management via an on-site, private system underground storage facility/system. Water quality controls are proposed by a series of on-site bioretention and infiltration facilities located throughout the development.

COMMENT: Since the Stormwater Management Concept Plan has been approved, this criterion has been met.

C. Woodland Conservation and Tree Preservation (Attachment 4)

A Type I Tree Conservation Plan (TCP-I) has been submitted for review as part of the proposed subdivision application, which indicates that approximately 10.68 acres of woodlands exist on the site. There are 0.81 acres of wooded floodplain on the property.

COMMENT: The TCP-I under review proposes to provide the required woodland mitigation of 21.66 acres. The applicant is proposing to meet the tree mitigation requirement off site. There appear to be opportunities to provide some of the required tree mitigation on site: the area in the extreme northern portion of the site, north of the future r/w of the future U.S. Route 301/MD Route 197 interchange. An area of approximately six (6) acres, which includes severely erodible soils, steep slopes, wooded areas (including a specimen tree in good condition and proposed to be saved), the Primary Management Area (PMA) for the Patuxent River corridor and a tributary leading to the river. The open area within this currently-wooded area could be supplemented with trees. If this area is used and counted toward the project's tree mitigation requirement, approximately 30% of that obligation would be met on site. If some or none of this area is used for tree mitigation purposes, and the applicant selects to meet mitigation off site, a location within the same sub-watershed as the subject property is recommended.

Upon approval of the TCP-I, this criterion will be met.

D. Site Archeology

The Historic Preservation Section of Park and Planning's Countywide Planning Division reviewed the Preliminary Plan application, noting four (4) archeological sites have been identified on the subject property. However, only one (1) site, (#18PR857, Mill Branch Crossing Field Site, to be known as the William Goe Plantation Site) has been determined by the County staff to have an historical significance. The Mill Branch Crossing Field Site is located in the extreme eastern/central portion of the subject property, encompassing an area of approximately 1.3 acres, and consists of a large scatter of mid- to late-18th century artifacts. Phase I and Phase II archeological reports were submitted to the County staff. A Phase III Mitigation and Data Recovery Plan for site #18PR857 should be submitted to the County.

COMMENT: Prior to approval of the final plat, the applicant should submit a Phase III Mitigation and Data Recovery Plan for site #18PR857 to the Historic Preservation staff for review and approval. The applicant should provide a final report detailing the Phase III investigations, and, if any artifacts are determined to be worth preserving, the applicant should ensure that these artifacts are curated in a proper manner prior to any ground disturbance or the approval of any grading permits. In addition, interpretive displays related to the archaeological findings should be incorporated on site.

E. Master Plan Conformance

The subject property was designated for Commercial land use and rezoned from R-A to C-S-C under the 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment (SMA). The Master Plan states that the subject site "should be rezoned to a suitable zone, such as the C-S-C (Commercial Shopping Center) Zone, to permit development of elements such as an upscale hotel, etc." According to a notation on the Preliminary Plan, the proposal is for eventual commercial development of the site with 800,000 sq. ft. of hotel, office another such uses allowed in the C-S-C zone.

According to the referral from the County's Community Planning North Division, "This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier", and "This application conforms to the 2006 Approved Bowie and Vicinity Master Plan's land use recommendation for commercial land uses." According to the 2002 General Plan, a vision for the Developing Tier is to maintain distinct commercial centers, such as the one proposed.

COMMENT: The 2006 Bowie and Vicinity Master Plan recommends that this site should be developed with high-quality commercial uses, including a hotel, given the site's proximity to the Bowie Regional Center. The Master Plan further calls for development of the site to incorporate the use of several design guidelines related to:

- the inclusion of "quality department stores", but not discount or "big-box" stores
- setting a square footage maximum (125,000 sq. ft.) of individual retail uses, excluding a grocery or beverage store;
- providing a 50-foot wide temporary access easement along the eastern property line to the park property (currently in place); and,
- the inclusion of a hiker/biker system within the site that encourages pedestrian and biking activities, and provides connections to the County's regional park.

The Master Plan continues by noting that, "Properties located at key intersections within the planning area, such as the intersection of US 301 and MD 197, are recommended for site plan review and approval."

Ensuring compliance with the Master Plan and the above items is achievable through Detailed Site Plan (DSP) review for this project. Therefore, it is recommended that Detailed Site Plan review and approval be required for all site development prior to the issuance of building permits for the respective phase of the project.

In summary, the proposal is in conformance with the adopted Master Plan and Sectional Map Amendment.

IV. Recommendation

The development proposal meets the Adequate Public Facilities test and complies with the criteria for approval of a Preliminary Subdivision Plan. It is recommended that **Preliminary Plan of Subdivision #4-08052** be **APPROVED** with the following conditions:

1. A Signal Warrant Analysis shall be performed for the Mill Branch Road/site access intersection, and submitted at the time the first Detailed Site Plan application for the project is filed.

2. The right-in/right-out access from U.S. Route 301 shall be constructed in conjunction with the development of Phase I of the project and operational prior to the issuance of the first Use and Occupancy Permit.
3. The U.S. Route 301 road widening shall be completed and operational prior to the issuance of the first Use and Occupancy Permit for Phase I.
4. The Traffic Mitigation Plan shall include the following, which shall be completed prior to the issuance of the first Use and Occupancy Permit for the project:
 - a. U.S. Route 301/Governors Bridge Road/Harbour Way Intersection-
Widen the eastbound approach of Harbour Way to provide an additional separate left turn lane onto U.S. Route 301 northbound, and modify the existing traffic signal.
 - b. U.S. Route 301/MD Route 197 Intersection-
Widen the westbound approach (access to Rip's) to provide separate left and right turn lanes.

Widen the northbound approach of U.S. Route 301 to provide a third left turn lane onto MD Route 197 eastbound.

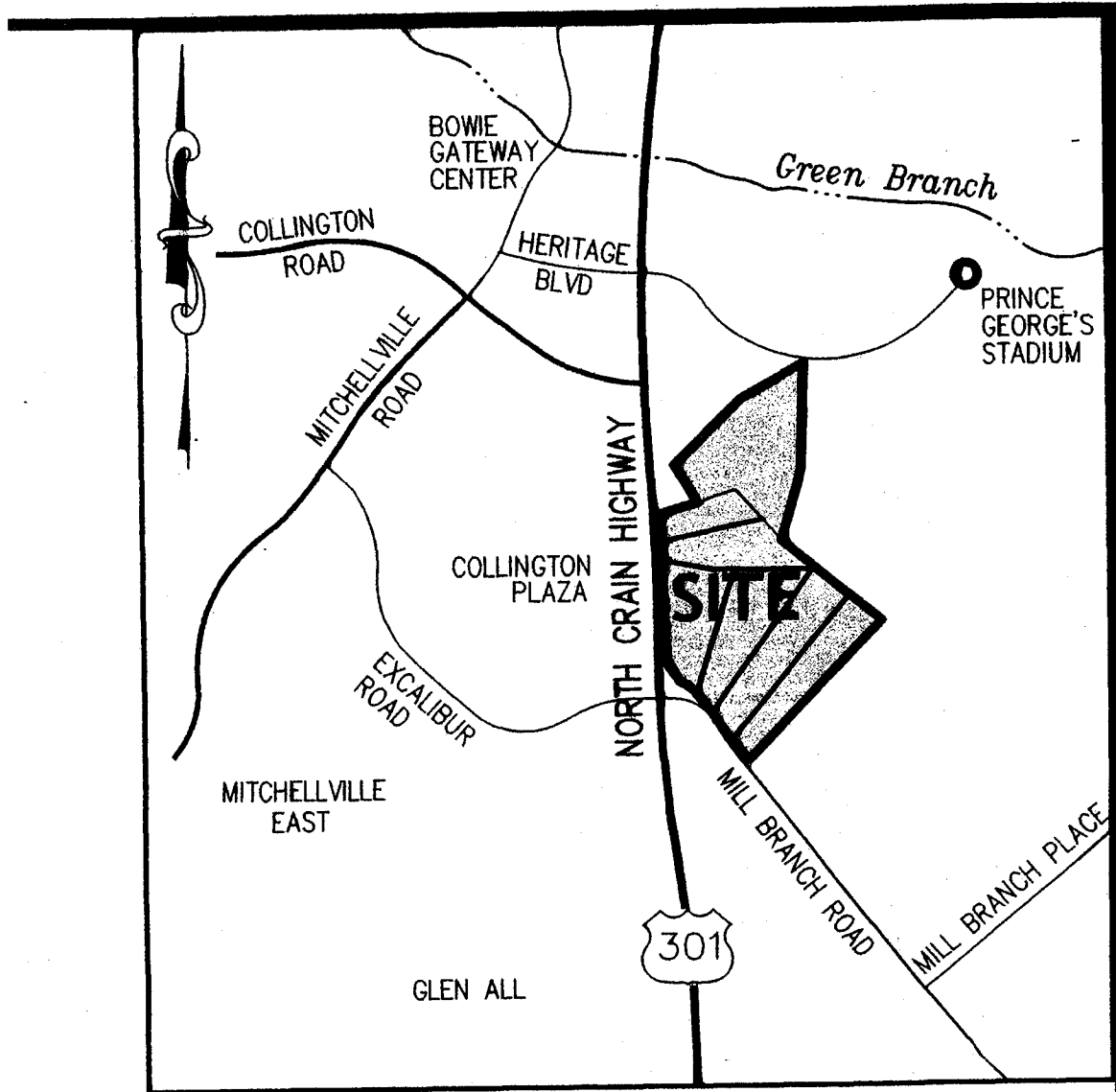
Modify the existing traffic signal.
 - c. U.S. Route 301/Mill Branch Road/Excalibur Road Intersection-
Construct one (1) additional left turn lane southbound along U.S. Route 301 onto Mill Branch Road, resulting in two (2) total left turn lanes.

Widen Mill Branch Road westbound to provide for two (2) left turn lanes, one (1) through lane and one (1) free right turn lane.

Provide a third through lane along U.S. Route 301 northbound from approximately 1,000 feet south of Mill Branch Road to MD Route 197.

Modify the existing traffic signal.
 - d. U.S. Route 301/Heritage Boulevard/Ball Park Road Intersection-
Remark the southbound approach of the U.S. Route 301 right turn lane to a right turn/through shared lane.
5. The applicant shall install "Share the Road" signage along Mill Branch Road, with the approval of the County Department of Public Works and Transportation.
6. The area in the extreme northern portion of the site, north of the future right-of-way (r/w) of the future U.S. Route 301/MD Route 197 interchange, shall be used to satisfy a portion of the 21.66 acres of required tree mitigation.

7. Prior to approval of the final plat, the applicant shall submit a Phase III Mitigation and Data Recovery Plan for site #18PR857 to the Historic Preservation staff for review and approval. The applicant shall provide a final report detailing the Phase III investigations, and ensure that the artifacts are curated in a proper manner prior to any ground disturbance or the approval of any grading permits. In addition, interpretive displays related to the archaeological findings shall be incorporated on site.
8. A Detailed Site Plan shall be submitted, reviewed and approved by the Prince George's County Planning Board prior to the issuance of a building permit for each phase of the development of the project.



VICINITY MAP

Signalized Intersections

	2008 Existing Traffic	2011 Background Traffic	2011 Total Traffic	CLV INCREASE/ DECREASE	REQUIRED MITIGATION %	ACTUAL MITIGATED %
	LOS / CLV	LOS / CLV	LOS / CLV			
Morning Peak Hour Traffic						
US 301 & Governors Bridge Rd/Harbor Way <i>w/improvement</i>	C / 1161	C / 1274	D / 1311	--	--	--
US 301 & MD 197/Rip's Rest Access <i>w/improvement</i>	A / 929	C / 1220	C / 1265	--	--	--
US 301 & Mill Branch Rd/Excalibur Rd <i>w/improvement</i>	C / 1261	E / 1458	B / 1092	+489	100%	--
MD 197 & Mitchellville Rd	A / 675	A / 789	A / 824	--	--	158%
US 301 & Heritage Blvd/Ball Park Rd <i>w/improvement</i>	B / 1117	C / 1269	D / 1324	+55	100%	--
			B / 1006	-318	--	578%
Evening Peak Hour Traffic						
US 301 & Governors Bridge Rd/Harbor Way <i>w/improvement</i>	F / 1652	F / 1811	F / 1860	+49	100%	--
US 301 & MD 197/Rip's Rest Access <i>w/improvement</i>	B / 1127	E / 1552	F / 1698	-122	--	249%
US 301 & Mill Branch Rd/Excalibur Rd <i>w/improvement</i>	D / 1408	F / 1812	D / 1442	+146	150%	--
MD 197 & Mitchellville Rd	B / 1079	D / 1301	E / 1519	-256	--	175%
US 301 & Heritage Blvd/Ball Park Rd <i>w/improvement</i>	D / 1389	E / 1593	F / 1655	+1137	100%	--
			D / 1380	-1,430	--	126%
				--	--	--
				+62	150%	--
				-275	--	444%
Midday Saturday Peak Hour Traffic						
US 301 & Mill Branch Rd/Excalibur Rd <i>w/improvement</i>	C / 1279	F / 1705	F / 3359	+1654	100%	--
			F / 1633	-1,726	--	104%



**EXHIBIT D-1
RESULTS OF INTERSECTION
CAPACITY ANALYSES FOR T.F.M.P**