

MEMORANDUM

TO: City Council

FROM: Alfred D. Lott, ICMA-CM, CPM
City Manager

SUBJECT: *Status Report*

DATE: December 16, 2021

Status Report

1. 2022 Development Sites and Transportation Projects Outline

Attached is a copy of the end of year report prepared by the Department of Planning and Community Development. The publication gives the current status of over 30 development sites, as well as transportation projects, in and around Bowie. Copies of the document may be obtained by contacting the Planning Department.

2. Economic Development Committee

The Bowie EDC met Wednesday and heard a briefing on business finance programs given by FSC First. FSC First has \$34 million available to loan to Bowie and Prince George's County businesses. The briefing slides are attached. The next regular EDC meeting is Wednesday January 12, 2022.

3. Adoption of Bowie-Mitchellville and Vicinity Master Plan

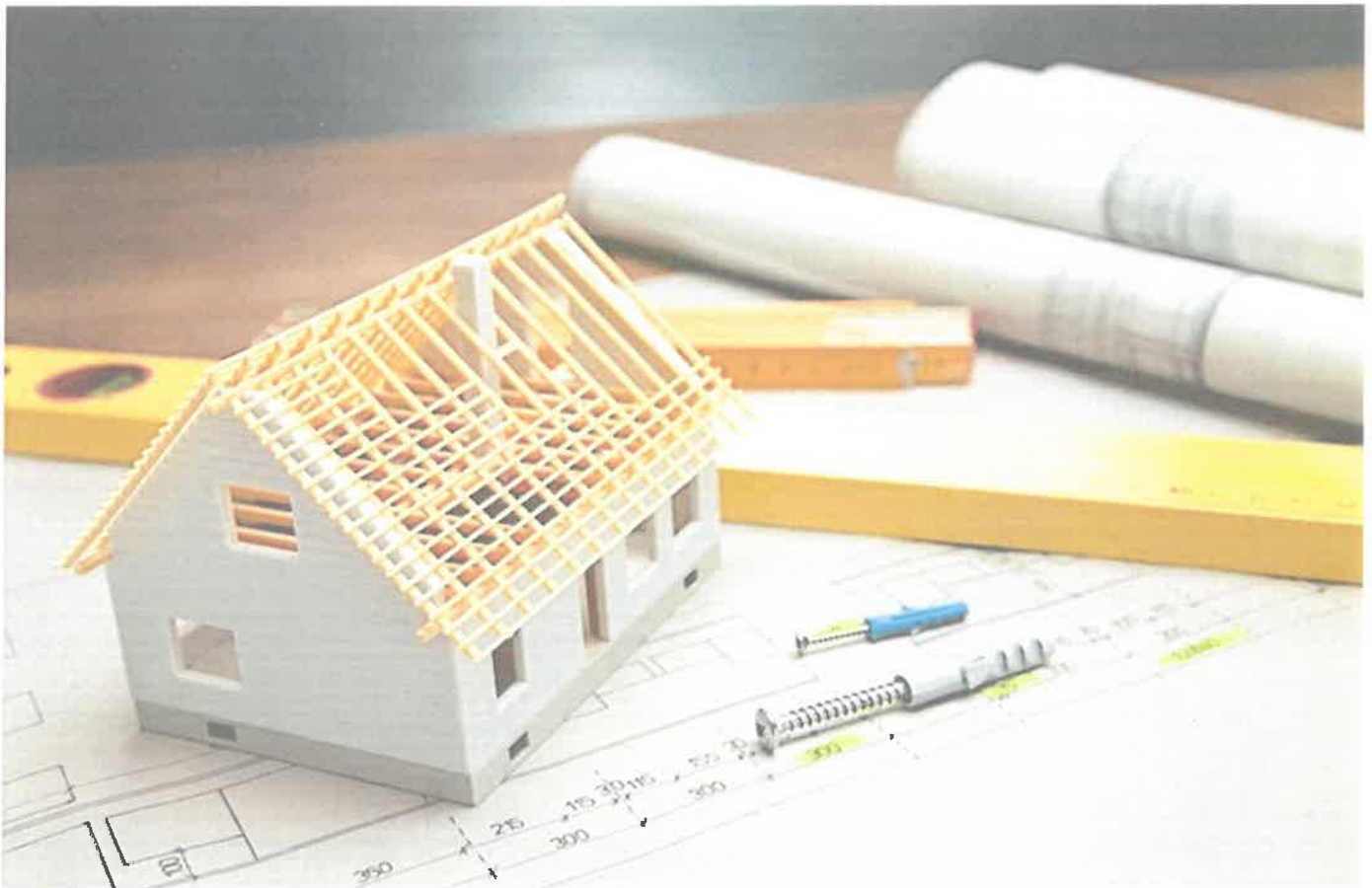
At today's County Planning Board meeting, the Board unanimously passed a resolution adopting the Bowie-Mitchellville and Vicinity Master Plan. This action included numerous revisions to the Preliminary Master Plan made as a result of public testimony at the Joint Public Hearing held on October 4th. A total of 23 speakers testified at the Joint Public Hearing, and a total of 31 written statements of testimony were received by the Office of the Clerk of the Council before the hearing record closed. Adoption of the Plan is the last action of the County Planning Board; the Adopted Master Plan then proceeds to the County Council (District Council) for final review and approval. In assessing the revisions, City staff found that several dozen of the City Council's recommendations were not accepted. Planning staff has encouraged Council Member Turner to ensure that the outstanding City Council items are addressed by future actions of the District Council.

4. County Transportation Priority Letter

Attached please find a copy of the recently signed County Transportation Priorities Letter.

ADL: lfr
Attachments

CITY OF BOWIE 2022 DEVELOPMENT SITES & TRANSPORTATION PROJECTS OUTLINE



*Prepared by the Department of Planning &
Community Development
Updated 12/2021*

GLOSSARY & DEFINITIONS

- Basic Plan:** a plan approved in conjunction with a ZMA for a CDZ. This plan identifies the general location of the different land uses within the project, and the general location of access to property from outside roads, as well as a general design for internal road system. This plan does not contain any specifics as to building locations, density, etc. This is the first step in the CDZ process.
- CDP:** Comprehensive Design Plan: the second step in the CDZ process where, among other aspects of the project, comprehensive design details including land uses, densities, non-residential land uses, access to the project, setbacks from streets and property lines, and buffering are approved.
- CDZ:** Comprehensive Design Zone: a special zoning district requiring multi-step review of development proposals which are typically more intensive than a traditional subdivision, and may consist of a mixture of residential, commercial, office, or institutional uses. (NOTE: Projects marked with an asterisk (*) are projects in a CDZ.)
- Cluster Subdivision:** a Preliminary Subdivision Plan which is not within a CDZ, where lot sizes are reduced and grouped more tightly than would normally be permitted within that zone in exchange for preserving environmental characteristics including steep slopes, flooded areas, 100-year floodplain and wetlands, etc., in the form of common open space.
- DSP:** Detailed Site Plan: a detailed design plan similar to an SDP, required for special subdivisions such as cluster developments within a standard zoning district, not a CDZ. Two aspects of the DSP are architectural and landscaping plans.
- Preliminary Subdivision Plan:** the County process for legally dividing property into smaller parcels such as lots for sale and development. Except for projects within CDZ's, or for special subdivisions such as cluster developments within a standard zoning district, no further public review may be necessary beyond this stage in the development process before proceeding to Record Plat (or final plat) and then to the issuance of building permit(s).
- Final Subdivision Plan:** a plan which is placed in the County Land Records to record and establish property boundaries on parcels created through a Preliminary Subdivision Plan to permit the lawful sale of the parcel(s).
- SDP:** Specific Design Plan: a detailed plan identifying precisely where all improvements such as roads, buildings, landscaping, entrance drives and trails, etc., will be located in a CDZ project. This is the third step in the CDZ review process. Architectural plans are a part of this review process.
- Special Exception:** a land use not permitted by right in a zone unless the use is found to meet very specific criteria, and will have minimal or negligible impacts on adjacent properties.
- WSSC:** Washington Suburban Sanitary Commission: a bi-County agency responsible for providing public water and sewer service outside of the City's public sewer and water system.
- ZHE:** Zoning Hearing Examiner: a quasi-judicial official of the County responsible for reviewing and preparing a written recommendation for ZMA's and Special Exceptions as to conformity with County laws and ordinances.
- ZMA:** Zoning Map Amendment: a proposal to change the zoning of land to permit a use other than or in addition to that previously permitted on the property.
- SMA:** Sectional Map Amendment: a comprehensive rezoning for an entire planning area that systematically considers zoning and land use issues in conjunction with approval of a Master Plan.

NOTE: Staff Contacts may be reached at 301-809-3047.

DSO 2022 NUMERICAL LISTING

PIPELINE PROJECTS

P-1	BOWIE STATE UNIVERSITY DORMITORY/RETAIL SPACE
P-2	BOWIE MARKETPLACE
P-3	WHITEMARSH PARK MASTER PLAN IMPROVEMENTS
P-4	MELFORD/MARYLAND SCIENCE AND TECHNOLOGY CENTER
P-5	BOWIE GATEWAY CENTER
P-6	BOWIE TOWN CENTER
P-7	COLLINGTON PLAZA
P-8	MILL BRANCH CROSSING
P-9	MITCHELLVILLE MANOR
P-10	AMBER RIDGE
P-11	WINFIELD KELLY PROPERTY
P-12	SOUTH LAKE (FORMERLY KARINGTON)
P-13	COLLINGTON CENTER/FOREIGN TRADE ZONE
P-14	NATIONAL CAPITAL BUSINESS PARK (WILLOWBROOK)
P-15	LOCUST HILL
P-16	OAK CREEK CLUB
P-17	THE REDEEMED CHRISTIAN CHURCH OF GOD
P-18	KING'S ISLE ESTATES
P-19	FREEWAY AIRPORT REDEVELOPMENT
P-20	COLLINGBROOK ESTATES (formerly PDC/Rodenhauser)
P-21	LONERGAN/PDC COLLINGBROOK, LLC PROPERTY
P-22	FAIRVIEW MANOR (formerly Collingbrook)
P-23	FAIRWOOD
P-24	COLLINGTON PARK FLEX BUILDING (formerly Collins Nursery)
P-25	RIDGES AT OLD CHAPEL
P-26	SOLIEL AT BOWIE (formerly Pheasant Ridge)
P-27	HAYDEN PROPERTY/RAY'S TOWING
P-28	HUNTINGTON, BLOCK 26 (DANNER LOTS)
P-29	BOWIE HERITAGE TRAIL
P-30	PECAN RIDGE
P-31	ROCKLEDGE NEIGHBORHOOD STREAM RESTORATION
P-32	EZ STORAGE BOWIE EXPANSION

TRANSPORTATION PROJECTS

T-1	THE BOWIE HERITAGE TRAIL (CITY)
T-2	CHESTNUT AVENUE BRIDGE REPLACEMENT (COUNTY)
T-3	THE BOWIE HERITAGE TRAIL/WB & A SPUR (MNCPPC)
T-4	MD RTE 197 NORTH LANDSCAPING/STREETSCAPE (SHA)
T-5	RACE TRACK ROAD RECONSTRUCTION
T-6	MD RTE 450 (ANNAPOLIS ROAD) (SHA)
T-7	MD RTE 197 FROM KENHILL DR. TO MD RTE 450 (SHA)
T-8	MD RTE 197 SOUTH LANDSCAPING PLAN (SHA)
T-9	MD RTE 3 (SHA)
T-10	MELFORD-KENILWORTH SIDEWALK EXTENSION
T-11	GOVERNORS BRIDGE RECONSTRUCTION (COUNTY)
T-12	US 301 IMPROVEMENTS, including US 301/ MD ROUTE 197 INTERCHANGE (SHA)
T-13	US 301 CORRIDOR SOUTH TRANSPORTATION STUDY (SHA)
T-14	US RTE 301 IMPROVEMENTS (PRINCE GEORGE'S COUNTY)
T-15	LEELAND ROAD IMPROVEMENTS (COUNTY)
T-16	HALL ROAD (SHA, MNCPPC, CITY)
T-17	CHURCH ROAD (PRINCE GEORGE'S COUNTY)

DSO 2022 ALPHABETICAL LISTING

PIPELINE PROJECTS

P-10	AMBER RIDGE
P-5	BOWIE GATEWAY CENTER
P-29	BOWIE HERITAGE TRAIL
P-2	BOWIE MARKETPLACE
P-6	BOWIE TOWN CENTER
P-1	BOWIE STATE UNIVERSITY DORMITORY/RETAIL SPACE
P-20	COLLINGBROOK ESTATES (formerly PDC/Rodenhauser)
P-13	COLLINGTON CENTER/FOREIGN TRADE ZONE
P-24	COLLINGTON PARK FLEX BUILDING (formerly Collins Nursery)
P-7	COLLINGTON PLAZA
P-32	EZ STORAGE BOWIE EXPANSION
P-22	FAIRVIEW MANOR (formerly Collingbrook)
P-23	FAIRWOOD
P-19	FREEWAY AIRPORT REDEVELOPMENT
P-27	HAYDEN PROPERTY/RAY'S TOWING
P-28	HUNTINGTON, BLOCK 26 (DANNER LOTS)
P-18	KING'S ISLE ESTATES
P-15	LOCUST HILL
P-21	LONERGAN/PDC COLLINGBROOK, LLC PROPERTY
P-4	MELFORD/MARYLAND SCIENCE AND TECHNOLOGY CENTER
P-8	MILL BRANCH CROSSING
P-9	MITCHELLVILLE MANOR
P-14	NATIONAL CAPITAL BUSINESS PARK
P-16	OAK CREEK CLUB
P-30	PECAN RIDGE
P-25	RIDGES AT OLD CHAPEL
P-31	ROCKLEDGE NEIGHBORHOOD STREAM RESTORATION
P-26	SOLIEL AT BOWIE (formerly Pheasant Ridge)
P-12	SOUTH LAKE (FORMERLY KARINGTON)
P-17	THE REDEEMED CHRISTIAN CHURCH OF GOD
P-3	WHITEMARSH PARK MASTER PLAN IMPROVEMENTS
P-11	WINFIELD KELLY PROPERTY

TRANSPORTATION PROJECTS

T-2	CHESTNUT AVENUE BRIDGE REPLACEMENT (COUNTY)
T-17	CHURCH ROAD (PRINCE GEORGE'S COUNTY)
T-11	GOVERNORS BRIDGE RECONSTRUCTION (COUNTY)
T-16	HALL ROAD (SHA, MNCPPC, CITY)
T-15	LEELAND ROAD IMPROVEMENTS (COUNTY)
T-7	MD RTE 197 FROM KENHILL DR. TO MD RTE 450 (SHA)
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T-12	US 301 IMPROVEMENTS, including US 301/ MD ROUTE 197 INTERCHANGE (SHA)
T-14	US RTE 301 IMPROVEMENTS (PRINCE GEORGE'S COUNTY)

DEVELOPMENT SITES OUTLINE PIPELINE PROJECTS

"Pipeline" projects are generally identified as major projects for which an official subdivision or zoning application has been filed, is under review, or a decision is pending. Also, pipeline projects include properties such as surplus schools undergoing renovation/re-use, active projects with approved Water and Sewer Systems Area changes, and projects under construction. (**NOTE:** Projects marked with an asterisk (*) are projects in a CDZ).

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|------------|--|-----------|
| P-1 | <u>BOWIE STATE UNIVERSITY DORMITORY/RETAIL SPACE</u> | 228 acres |
| | Zoning: O-S (Open Space) | |
| | Proposed Land Use: A 169,188 gross square foot, 500 bed dormitory building with a first-floor commercial component to house an entrepreneurship and incubation center | |
| | Project Status: Project completed. | |
| | Project Contact: Mr. Michael Harris
Bowie State University
301-860-4191 | |
|
 | | |
| P-2 | <u>BOWIE MARKETPLACE</u> | 26 acres |
| | Zoning: C-S-C (Commercial Shopping Center) | |
| | Proposed Land Use: 131,558 square foot retail shopping center | |
| | Project Status: Retail project completed. Detailed Site Plan for a multi-family building containing 225 residential rental units approved by District Council, 2017. | |
| | Project Contacts: Berman Enterprises Gingles, LLC
Mr. Brian Berman Mr. Andre Gingles
301-816-1555 301-572-5009 | |
|
 | | |
| P-3 | <u>WHITEMARSH PARK MASTER PLAN IMPROVEMENTS</u> | 200 acres |
| | Zoning: R-O-S (Reserved Open Space) | |
| | Proposed Land Use: Capital improvements within the park, involving a five phase implementation plan, including: (1) extension of the City sanitary sewer to park facilities; (2) construction of a pedestrian plaza, playground and a new restroom/concessions building; (3) parking improvements and modifications to playing fields; (4) additional parking and pedestrian circulation improvements in the main parking lot; and (5) access road improvements and additional parking to support the Bowie Playhouse. | |
| | Project Status: Master Plan completed, 2011. Parking and access improvements partially designed. Sanitary sewer extension and pedestrian plaza, playground and new restroom building completed, 2020. Design drawings and bid documents being prepared for parking lot expansion in front of the plaza /concession building. | |
| | Project Contacts: City Department of Public Works A. Morton Thomas
Mr. Sampath Paspunoori Mr. Aaron Smith
301-809-2344 301-881-2545 | |
|
 | | |
| P-4 | <u>MELFORD (FORMERLY MARYLAND SCIENCE AND TECHNOLOGY CENTER)</u> | 466 acres |
| | Zoning: M-X-T (Mixed Use, Transportation Oriented) | |
| | Proposed Land Use: Employment Center and Mixed-Use Community | |
| | Project Status: Melford Employment Center - Rezoning from R-R to E-I-A and Basic Plan for up to 6.4 million square feet approved, 1982. Comprehensive Design Plan approved, 1986. Preliminary Subdivision Plan for 1.95 million square feet in the E-I-A zone re-approved, 1999. Preliminary Subdivision | |

Plan for three (3) parcels in Phase 2 approved, 2003. Comprehensive rezoning from E-I-A to M-X-T approved, 2006. Preliminary Subdivision Plan for nine parcels approved, 2008.

Melford Employment Center site plans approved for:

- 699,520 square feet of office space;
- 532,260 square feet of flex space;
- 24,375 square feet of retail space;
- 117,000 supercomputing research center;
- 130,000 Census Bureau computing facility;
- 40,000 square foot County 911 Call Center;
- 235,289 square feet in three, five-story hotels with 352 rooms;
- a 60,500 square foot national training center and office, and three-story 45,500 main building and dormitory and 5,000 square foot addition for the International Masonry Institute; and
- a one-story, 61,809 square foot, 60-bed in-patient physical rehabilitation facility.

Completed: 440,040 square feet of office space, 430,800 square feet flex space, a supercomputing research center, a Census Bureau facility, one hotel (Courtyard), International Masonry Institute training center and dormitory, and County 911 Call Center. Building permit issued for 8,167 retail building, 2021. Retail building under construction and grading/site work for rehabilitation facility underway.

Melford Village Mixed Use Community - Conceptual Site Plan revision for a mixed-use development containing up to 2,500 single-family attached and multi-family residential units, 260,000 square feet of office space and 268,500 square feet of retail space on 276 acres approved by District Council, 2015. Preliminary Plan of subdivision for 1,793 dwelling units, including 293 townhouse units, 1,000 multi-family market rate units, 500 senior age-restricted multi-family units and 528,500 square feet of commercial and office uses approved by County Planning Board, 2016.

Melford Village site plans approved for:

- The Aspen - 388-unit/461,819 square foot, multi-family building and a 1,152 square foot bath house;
- Retail Village East - 57,845 square feet of retail space;
- Melford Mansions - 435 multi-family dwelling units/705,919 gross square feet and a clubhouse building;
- The Berkleigh - Infrastructure only, for a future multi-family residential wrap with 472 dwelling units; and
- Tribute Assisted Living - 140-unit /116,081 square foot assisted living facility

Detailed Site Plan for revisions to Retail Village West approved by City and Detailed Site Plan for Mid-Atlantic townhome architecture submitted, 2021.

Completed: 116,081 square foot assisted living facility. Grading and site work, as well as roadway and utility construction for Lake Melford Boulevard and Retail Village East, underway.

Project Contacts:	St. John Properties, Inc.	Shipley & Horne, P.A.
	Mr. Andrew Roud	Mr. Robert Antonetti
	410-788-0100	301-925-1800
	Encompass Health	
	Mr. John Tschudin	McNamee, Hosea
	205-970-5677	Mr. Matthew Tedesco
	Soltesz, LLC	301-441-2420
	301-794-7555	
	(Townhouse Section)	
	Mid-Atlantic Builders	Dewberry
	Mr. Kevin Flemming	Rachel Leitzinger, PE
	301-231-9104	301-337-2860

P-5 BOWIE GATEWAY CENTER 102 acres

Zoning:	C-M (Commercial Miscellaneous)	
Proposed Land Use:	Up to 1 million square feet of mixed commercial uses	
Project Status:	858,735 square feet of office and commercial completed.	
Project Contacts:	CB Richard Ellis	
	Ms. Valerie Dow	
	202-585-5732	
	McNamee, Hosea	Bohler Engineering
	Mr. Dan Lynch	Mr. Chris Rizzi
	301-441-2420	301-809-4500

P-6 BOWIE TOWN CENTER* 274 acres

Zoning:	M-A-C (Major Activity Center)	
	R-S (Residential Suburban Development)	
Proposed Land Use:	1.225 million square feet of retail, 719,500 square feet of office, and, 1,365 multi-family and townhouse units.	
	944,184 square feet of commercial retail, restaurants and hotel, 362,195 square feet of office space, and 1,406 dwelling units completed.	
	Amendment to the Basic Plan for the purpose of mixed-use redevelopment of the former Sears site with up to 800 residential dwelling units (multifamily, townhouses (not to exceed 150 units) and/or beds in an assisted living facility), retail uses (including restaurants and shops), a hotel use (maximum of 150 rooms), and/or office uses, approved by District Council, 2021.	
Project Contacts:	Bowie Town Center	
	Washington Prime Group	
	Ms. Natahcia Scott, General Manager	
	301-860-1818 ext. 2023	
	The Shoppes at Bowie Town Center	
	United Properties Corp.	
	Mr. Denis Rodger	
	516-223-6200	
	For the Basic Plan Amendment:	
	Shipley and Horne, PA	Seritage Growth Properties
Mr. Robert Antonetti	Mr. John Reischl	
301-925-1800	424-901-7632	

P-7	<u>COLLINGTON PLAZA</u>	13 acres
	Zoning:	C-S-C (Commercial Shopping Center)
	Proposed Land Use:	2,417 sq. ft. square foot fast-food restaurant
	Project Status:	Revised Detailed Site Plan for the proposed conversion of an existing vacant free-standing bank building (Capital One Bank) to a KFC fast-food restaurant with a drive-thru approved by City, 2021.
	Project Contacts:	CMS Associates, LLC Geoffrey L. Ciniero, P.E. 410-988-2436
P-8	<u>MILL BRANCH CROSSING</u>	74 acres
	Zoning:	C-S-C (Commercial Shopping Center)
	Proposed Land Use:	Mixed commercial. Site development proposed in two (2) phases. Phase I will include: 91,000 square feet of office; 405,000 square feet of retail; and a 150-room hotel. Phase II includes 181,500 square feet of retail use.
	Project Status:	Property rezoned to the C-S-C zone in the SMA. Preliminary Subdivision Plan approved, 2009. Final Subdivision Plan approved, 2017. Zoning Text Amendment to permit residential uses in C-S-C zone approved by County Council, 2019. Preliminary Subdivision Plan for creation of lots for the development of 77,635 sq. ft. of retail space, a 150-room hotel, 193 townhouse units and 347 multifamily units on 70.10 acres approved by County Planning Board, 2021. Detailed Site Plan for 190 townhouse units and 408 multi-family units submitted.
	Project Contacts:	William F. Chesley Real Estate, Inc. Gibbs and Haller Mr. Russell Baker Mr. Edward Gibbs 301-261-6700 301-306-0033 LANDTECH Corp. Ms. Kim Morgan 410-274-3232
P-9	<u>MITCHELLVILLE MANOR</u>	1.3 acres
	Zoning:	R-R (Rural Residential)
	Proposed Land Use:	Three single-family detached units
	Project Status:	Preliminary Plan proposing resubdivision of Lot 17 approved, 2018. Record plat recorded and erosion control plan approved, 2020. Building permit applications submitted and site clearing underway.
	Project Contacts:	Owner: BH Hawk Holdings, LLC September Development 202-888-3647 Applied Civil Engineering, Inc. Mr. Ziyad Shalabi 301-459-5932
P-10	<u>AMBER RIDGE</u>	19 acres
	Zoning:	M-X-T (Mixed Use Transportation-Oriented)
	Proposed Land Use:	195 residential townhouse units and up to 20,000 square feet of retail commercial space
	Project Status:	Final subdivision plan approved by County Planning Board, and a Detailed Site Plan for 195 townhouses approved by District Council, 2020. 21 units under construction.
	Project Contacts:	(Commercial Portion) The Rappaport Companies Mr. Gary Rappaport 571-382-1290

(Residential Portion)
 Ryan Homes
 240-345-0990
 Caruso Homes
 301-517-7314
 Rogers Consulting
 Mr. Philip R. Hughes, III, P.E.
 301-948-4700

P-11 WINFIELD KELLY PROPERTY

8 acres

Zoning: C-M (Commercial Miscellaneous)
 Proposed Land Use: 10,050 square foot building for multi-tenant, commercial/retail/service uses
 Project Status: Building permit within a planned right-of-way approved by District Council, 2021.
 Project Contacts: Shipley & Horne, P.A. Ben Dyer Associates, Inc.
 Mr. Russell Shipley Mr. Paul Woodburn
 301-925-1800 301-430-2000

P-12 SOUTH LAKE (FORMERLY KARINGTON)*

381 acres

Zoning: E-I-A (Employment and Institutional Area)
 Proposed Land Use: 380,000 square feet of retail use, 220,000 square feet of office use, two hotels and 1,360 dwelling units, including 325 multi-family apartment units, 126 multi-family condominium (two-over-two) units, 567 townhouse units and 342 single-family detached units
 Project Status: Conceptual Site Plan approved by District Council and Preliminary Subdivision Plan approved by County Planning Board, 2004. Revisions to original Preliminary Plan of subdivision, revising dwelling unit mix and staging plan and a proposal to eliminate MD 214 access and relocate Master Plan hiker-biker trail, approved by County Planning Board, 2017. Annexation approved by City, 2018. Preliminary Plan adding 66 single-family lots approved by County Planning Board and revision to the Detailed Site Plan for Infrastructure for reconfiguration of the site's grading and public road layout approved and annexation completed, 2019. Detailed Site Plan for 1,035 dwelling units (344 detached single-family units, 563 townhouse units and 128 two-family attached units), a 5,272 sq. ft. clubhouse and other recreational amenities on 282.97 acres approved, 2020. Detailed Site Plan for 325 multi-family residential dwelling units and an 8,363 sq. ft. community clubhouse and Detailed Site Plan for 900,656 square feet of retail/commercial/office/hotel space on 59.83 acres approved, 2021. Site clearing and grading underway.
 Project Contacts: Kenneth H. Michael Companies Ben Dyer Associates, Inc.
 Mr. Kevin Kennedy Mr. Paul Woodburn
 301-918-2946 301-430-2000
 South Lake Partners, LLC Rodgers Consulting
 Mr. Scott Rauk Mr. Nat Ballard
 410-356-9900, ext. 252 301-948-4700
 NV Homes
 Mr. Chuck Hart
 301-788-7262
 Ryan Homes
 Mr. Justin Valdez
 Mid-Atlantic Builders
 Mr. Kevin Flemming
 301-231-9104

P-13 COLLINGTON CENTER/FOREIGN TRADE ZONE*

920 acres

Zoning: E-I-A (Employment and Institutional Area)

Proposed Land Use: Offices, research laboratories, specialty manufacturing, retail and wholesalers

Project Status: Central Area- (Collington Center): Revision to CDP for up to 6.5 million square feet of office/light industrial uses on 708 acres approved, 1990. Approximately 3,995,778 square feet completed. Up to 87,400 square feet of flex space and 23,000 square feet of office/retail space being marketed in Block F. Specific Design Plan revision for a 130,143 square foot self-storage facility on 3.9 acres at Queens Court/US 301 approved, 2019. Specific Design Plan for 102,455 square feet of office/warehouse space at 801 Prince George's Boulevard approved, 2021. Developer preparing Preliminary Subdivision Plan for office development on National Association of Home Builders site, and a 114,837 square foot consolidated storage building under construction.

Liberty Sports Park (<https://libertysportspark.com>) – A planned, multi-field sports complex including at least ten fields for lacrosse, football, soccer, field hockey and rugby on 74 acres. Site grading underway.

South Area- 1.98 million square feet on 168 acres for manufacturing, warehousing and distribution facilities completed. Specific Design Plan for development of 499,230 square feet of additions to two existing warehouse buildings approved by Planning Board, 2021.

Project Contacts: National Association of Home Builders Site
Mr. Larry Taub
301-572-3274
MRP Industrial, LLC
Mr. Reid Townsend
410-685-0000
Green Branch Management Group Corp. (Liberty Sports Park)
Mr. Scott Morrison
443-794-7004
Ben Dyer Associates, Inc.
Mr. Paul Woodburn
301-430-2000
801 Prince George's Boulevard
CBRE
Mr. Michael Elardo
410-244-7100
Self Storage Plus
c/o ArcLand
www.Arc.Land
Target Warehouse Expansion
Mr. Matthew Tedesco
301-441-2420

P-14 NATIONAL CAPITAL BUSINESS PARK (formerly WILLOWBROOK*)

442 acres

Zoning: R-S (Residential Suburban)
I-1 (Light Industrial)

Proposed Land Use: Three million square feet of light industrial uses including facilities for "last mile" users, warehouse space and flex space.

Project Status: Zoning Text Amendment approved, 2020. Revision to Comprehensive Design Plan approved by District Council, 2021. Revision to Specific Design Plan for infrastructure and signage submitted and Comprehensive

Design Plan amendment to increase employment uses from 3.5 million square feet to 5.5 million square feet being prepared.

Project Contacts:

NCBP Property, LLC
Mr. Cole Schnorf
410-290-1461
Bohler Engineering
301-809-4500

NAI Michael Companies
Mr. Jeff Ludwig
301-918-2923
Shipley & Horne, PA
Robert Antonetti
Arthur Horne
301-925-1800

P-15 LOCUST HILL*

506 acres

Zoning:

R-L (Residential Low Density)

Proposed Land Use:

Up to 706 dwelling units, including up to 459 single-family detached units and 247 townhouse units/carriage homes

Project Status:

Rezoning to the R-L (Residential Low Density) Comprehensive Design Zone via the approval of original basic plan, A-9975-C, October 31, 2006. Comprehensive Design Plan approved, 2007. Preliminary Subdivision Plan approved for 554 lots and 24 parcels for the development of 438 single family detached units and 116 townhouse units, 2007. Basic Plan Amendment for 706 total dwelling units, resulting in an increase of 125 units from the original basic plan, approved by District Council, 2019. Specific Design Plan for Phase 1 infrastructure for 285 single-family detached and 53 single-family attached residential lots approved, 2020. An umbrella architecture Specific Design Plan has been filed for the project (SDP-2101) and a CDP amendment is being prepared to reflect the additional density granted by the Basic Plan amendment.

Project Contacts:

WBLH, LLC/Toll Brothers, Inc.

Mr. Jeff Driscoll

410-381-3263

Bohler Engineering

Mr. Chris Rizzi

301-809-4500

Shipley & Horne, P.A.

Mr. Robert Antonetti

301-925-1800

P-16 OAK CREEK CLUB*

943 acres

Zoning:

L-A-C (Local Activity Center)

R-L (Residential Low Development)

Proposed Land Use:

1,198 dwelling units, up to 40,000 square feet within a retail/office center (including 26,000 square feet of retail use), church and day care facility, and 18-hole golf course

Project Status:

Golf course and residential portion completed.

Project Contacts:

Commercial Site:

Carrollton Enterprises

Mr. Ian Kelly

301-572-7800

Gingles, LLC

Mr. Andre Gingles

301-572-5009

P-17 THE REDEEMED CHRISTIAN CHURCH OF GOD/VICTORY TEMPLE

29 acres

Zoning:

R-E (Residential Estate)

Proposed Land Use:

Church

Project Status:

Water and Sewer Plan category change denied by Prince George's County Council, 2019. Federal District Court determined that Prince George's County violated Religious Land Use Act, 2020. Upon appeal, 4th Circuit Court upheld District Court and issued an injunction requiring the County Council to grant the Water and Sewer Plan category change.

Project Contacts:

The Redeemed Christian Church of God/Victory Temple
Pastor Bayo Adeyokunnu

301-352-0707
Capitol Development Design, Inc.
Mr. Jason Kim
301-937-3501
Shipley & Horne, P.A.
L Paul Jackson, II
301-925-1800

P-18 KING'S ISLE ESTATES

41 acres

Zoning: R-A (Residential Agricultural)
Proposed Land Use: 20 single-family detached units
Project Status: Final subdivision plan recorded, 2001. 19 units completed, one under construction.
Project Contact: Triangle Homes
240-929-6093

P-19 FREEWAY AIRPORT REDEVELOPMENT

52 acres

Zoning: R-A (Residential Agricultural)
Proposed Land Use: 93 single-family detached units and 416 townhouse units
Project Status: Zoning Text Amendment to permit higher density residential development and Water and Sewer Plan amendment for 44 large lot single-family detached homes approved by Prince George's County Council, 2019. Preliminary Plan of subdivision approved by County Planning Board, 2020. Detailed Site Plan for infrastructure approved by District Council, 2021. Residents' appeal of County Council's approval of zoning text amendment is scheduled for oral argument in the Court of Special Appeals on January 5, 2022.
Project Contacts: St. John Properties, Inc. Shipley & Horne, P.A.
Mr. Andrew Roud Mr. Robert Antonetti
410-788-0100 301-925-1800
Dewberry Engineers, Inc.
Ms. Rachel Leitzinger
301-731-5551

P-20 COLLINGBROOK ESTATES (formerly PDC/RODENHAUSER PROPERTY)

73 acres

Zoning: R-E (Residential Estate)
Proposed Land Use: 60 single-family detached units
Project Status: Final Subdivision Plan recorded, 2013. Project completed.
Project Contacts: Caruso Homes, Inc.
Mr. Ed Levendusky
301-261-0277

P-21 LONERGAN/PDC COLLINGBROOK, LLC PROPERTY

24 acres

Zoning: R-E (Residential Estate)
Proposed Land Use: 15 single-family detached units
Project Status: Final Subdivision Plan recorded, 2015. Project completed.
Project Contacts: Caruso Homes, Inc.
Mr. Ed Levendusky
301-261-0277

P-22	<u>FAIRVIEW MANOR (FORMERLY COLLINGBROOK)</u>	248 acres
	Zoning:	R-E (Residential Estate)
	Proposed Land Use:	211 single-family detached dwelling units
	Project Status:	Final Subdivision Plan approved 2003 and 2013. 125 units completed, one under construction.
	Project Contacts:	Caruso Homes, Inc. Mr. Ed Levendusky 301-261-0277 Ms. Stephanie Boyle-Gauvreau (sales model home) 301-262-2673
P-23	<u>FAIRWOOD</u>	1,104 acres
	Zoning:	M-X-C (Mixed-Use-Community) R-E (Residential-Estate)
	Proposed Land Use:	Maximum of 1,799 dwelling units plus 36 additional estate lots (Roberts Estate), 100,000 square feet of retail, and 250,000 square feet of various non-residential uses (office, institutional and educational)
	Project Status:	117,000 square feet of retail space completed. Twelve of 14 condo buildings (total 213 dwelling units) in The Delight completed; 397 townhouse units completed, including The Sanctuary (87 units), The Choice (75 units), The Retreat (157 units) and The Bounty (78 units); All 1,220 single-family detached units, all 20 townhouse units in The Delight and a 45,000 square foot medical office building completed as of 2021.
	Project Contacts:	Howard Hughes Development 410-964-4800 Ben Dyer Associates, Inc. Mr. Paul Woodburn 301-430-2000 Gibbs & Haller Mr. Ed Gibbs 301-306-0033
P-24	<u>COLLINGTON PARK FLEX BUILDING (FORMERLY COLLINS NURSERY)</u>	1+ acre
	Zoning:	C-M (Commercial Miscellaneous)
	Proposed Land Use:	22,278 square foot flex building
	Project Status:	Building permit issued, 2021. Under construction.
	Project Contacts:	Santos, LLC Mr. Alan Santos 301-464-5555 Ben Dyer Associates, Inc. Mr. Tekle Moges, P.E. 301-430-2000
P-25	<u>RIDGES AT OLD CHAPEL</u>	13 acres
	Zoning:	R-R (Rural Residential)
	Proposed Land Use:	16 single-family detached units
	Project Status:	Conservation Sketch Plan certified, 2020. Preliminary Plan of subdivision reviewed by County Planning Board and continued to February 10, 2022.
	Project Contacts:	Maryland Fine Homes, LLC Elite Engineering, LLC. Mr. Asko Miljkovic 240-206-8044
P-26	<u>SOLEIL AT BOWIE (formerly PHEASANT RIDGE)</u>	15 acres
	Zoning:	R-R (Rural Residential)
	Proposed Land Use:	19 single-family detached units
	Project Status:	Project Status: Final Subdivision Plan approved, 2006. Sales phase; three lots sold.

Project Contact: Pheasant Ridge, LLC
 Ms. Monique Byrd
 301-250-4100
 Mr. Milton Perez
 Capitol Development Design, Inc.
 301-937-3501

P-27 HAYDEN PROPERTY/RAY'S TOWING 2.4 acres

Zoning: R-R (Rural Residential)
 Proposed Land Use: Four single-family detached units
 Project Status: Nonconforming use application for existing towing business submitted, 2020. Preliminary Plan of subdivision submitted, 2021.
 Project Contacts: Ms. Linda Hayden O'Connell and Lawrence, Inc.
 Mr. Doug Tilley, P.E.
 301-924-4570

P-28 HUNTINGTON, BLOCK 26 (DANNER LOTS) 1 acre

Zoning: R-55 (One-Family Detached Residential)
 Proposed Land Use: Six single-family detached units
 Project Status: Resubdivision approved, 2009. Developer preparing building permit applications.
 Project Contacts: Hunt Valley Developers, LLC Capitol Development Design, Inc.
 Mr. Dennis Danner Mr. Milton Perez
 410-423-4272 301-937-3501

P-29 BOWIE HERITAGE TRAIL 3 acres

Zoning: M-U-I (Mixed Use Infill) with DDOZ (Development District Overlay Zone)—Railroad Museum
 R-55 (One Family Detached Residential)—10th Street Park
 Proposed Land Use: 900 linear feet of hiker-biker trail, a new City park and playground on 10th Street and educational building enhancements at Railroad Museum
 Project Status: Phase 1 trail (900') completed, 2018. Construction of new 10th Street Heritage Park, which includes a trail extension from 10th Street to 9th Street completed, 2021.
 Project Contact: City of Bowie Public Works
 Ms. Sally Hein, Community Services Director
 301-809-3011

P-30 PECAN RIDGE 42 acres

Zoning: R-R (Rural Residential)
 Proposed Land Use: 80 single-family detached units
 Project Status: Conservation Sketch Plan certified by Planning Director, Preliminary Plan of subdivision approved by County Planning Board, and stormwater plans and entrance design approved, 2020. Developer preparing record plats.
 Project Contacts: Caruso Homes, Inc. Gibbs and Haller
 Mr. Ed Levendusky Mr. Edward Gibbs
 301-261-0277 301-306-0033

P-31 ROCKLEDGE NEIGHBORHOOD STREAM RESTORATION 5 acres

Zoning: R-R (Rural Residential)
 Proposed Land Use: Stream restoration project along Saddlebrook Branch, which originates in the Rockledge neighborhood (near Rockledge Drive and Rambling Lane). The project will include tree removal, stabilization of the stream banks

Project Status: and sanitary sewer line, creation of in-stream pools to improve habitat,
and native plantings.
Project Contact: Project completed.
City Department of Public Works
Mr. Pat Rush
240-544-5689

P-32 EZ STORAGE BOWIE EXPANSION

4 acres

Zoning: I-1 (Light Industrial)
Proposed Land Use: Three-story, 48,708 square foot storage building expansion
Project Status: Final Stormwater Management Plan and Natural Resources Inventory
approved, 2019. Detailed Site Plan approved by District Council, 2021.
Building permit application submitted.
Project Contacts: Bowie Land VIKA Maryland, LLC
Mr. Craig Pittinger Mr. James Buchheister.
443-539-3070 301-916-4100
Shipley & Horne, P.A.
Mr. Bradley Farrar
301-925-1800

BOWIE AREA TRANSPORTATION PROJECTS

T-1 The Bowie Heritage Trail (City)

The portion of the Phase 2 of the Bowie Heritage Trail project, which includes and creation of a new park/playground on 10th Street, as well as an extension of the Phase 1 trail to 9th Street was completed in 2021. There is currently no funding for creation of an educational plaza at the Railroad Museum (also part of Phase 2). The Jericho Park segment (ultimately 1,415 linear feet) connecting Jericho Park to the Adnell subdivision is under construction.

T-2 Chestnut Avenue Bridge Replacement (County)

The project replaces the Chestnut Avenue bridge over Newstop Branch and reconstructs the approach roadways. The existing 19-foot span steel and reinforced concrete bridge is experiencing deterioration and needs structural replacement. Design will be substantially complete in FY 2022. Construction funding of \$2.0M appears each year in Year 1 and Year 2 of County CIP. Cost estimate increased from \$2.0M to \$4.6M. Estimated completion date moved back from FY 2022 to FY 2024.

T-3 The Bowie Heritage Trail/WB & A Spur Trail/Patuxent River Bridge Crossing (M-NCPPC)

The Bowie Heritage Trail (BHT) is a 5-mile half circle that creates a complete loop from the WB&A Trail at Highbridge Road to the site of the Patuxent River Trail Bridge. The BHT has been divided into multiple segments. This project is for three segments of the BHT comprised of the link between the Bowie MARC station on the west end of the Bowie State University (BSU) campus, through the campus on the Loop Road, thru forested BSU land on a dirt road, and across DNR lands (dirt road) to the Patuxent River Bridge site, a total distance of 1.3 miles. The BHT is an initiative of the City of Bowie. Department of Parks and Recreation and Bowie State University are project partners. This trail links multiple historic sites in and around Old Town Bowie. The WB & A Spur Trail, between the Horsepen Branch Trailhead and the PEPCO power lines, was completed in 2016. A 1,200 linear foot, asphalt trail between the campus Loop Road and the State of Maryland property was completed in 2018. The County CIP includes \$329K programmed for FY 2025, with project completion estimated in FY 2027. A related project to construct a bridge over the Patuxent River is a cooperative effort between the State of Maryland, Anne Arundel County, and Prince George's County. The bridge is 100% designed and is expected to go to construction in early 2022.

T-4 MD Route 197 North Landscaping/Streetscape (SHA)

This project involves creation of a concept plan for the corridor, from relocated Route 450 to Rustic Hill Drive. A task force consisting of local residents and business owners met regularly during 2000 and developed a proposal to convert the continuous center turn lane to a landscaped median and to install other streetscape improvements to enhance the safety and appearance of the corridor. City Council approved a concept plan and recommended the proposal to SHA, 2002. Funding for preliminary engineering placed on indefinite hold due to State budgetary constraints.

T-5 Race Track Road Reconstruction (County)

This major project involves roadway reconstruction and the design of pedestrian improvements on Race Track Road, from Clearfield Drive to Marquette Lane, to upgrade safety and operations. The primary objectives include increasing safety for all roadway users, enhancing accessibility, providing continuous pedestrian facilities, and maintaining infrastructure in a state of good repair. Proposed improvements

include: relocation of the current Yorktown Elementary School driveway entrance; installation of a new traffic signal at the relocated school driveway entrance to operate in tandem with Grace Baptist Church and Church of the Redeemer driveways; installation of pedestrian activated signals at the new crosswalks; construction of a hiker-biker sidewalk on the northbound side of Race Track Road that extends along the length of the project and installation of a continuous sidewalk on the southbound side; reconfiguring and resurfacing of the Yorktown Elementary School's parking lot; upgrading the traffic signal at the intersection of Race Track Road, Marquette Lane, and Idlewild Drive; upgrading existing street lighting to include LED lighting fixtures; stormwater management (SWM) environmental site design practice installation; complete roadway resurfacing, and select full depth pavement patching; new high visibility signage; roadway drainage improvements and pavement underdrain; and landscaping. Advertisement date and construction completion date delayed due to availability of bond funding. Completion anticipated in FY 2025.

T-6 MD Route 450 (Annapolis Road) (SHA)

This project consists of design and engineering to upgrade the section of MD Route 450, from a point approximately 1,000 feet east of its intersection with Stonybrook Drive, to MD Route 3 to a multi-lane divided highway (1.37 miles). Planning studies were completed for this segment in 1988. No right-of-way or construction funds are programmed in the State Consolidated Transportation Program (CTP). Engineering is approximately 95% complete. Project is on hold. Traffic volume in 2021 was 25,900 average vehicles per day; projected traffic volume for the Year 2041 is 39,500 vehicles per day.

T-7 MD Route 197 from Kenhill Drive to MD Route 450 (SHA)

This project would consist of the planning required to convert this segment of MD Route 197 to a four-lane roadway with medians and significant landscaping to relieve congestion and improve safety. Project planning approval obtained in December 2009 for "Alternative 4 With Sidewalks and Street Trees". Engineering underway. In 2021, the average daily traffic was 35,800 vehicles per day, and it is projected to be 42,500 in the Year 2041. Design funding was deferred in 2021 due to reduced revenues from COVID-19 pandemic but \$2.5 million was restored in 2021 to complete 30% design.

T-8 MD Route 197 South Landscaping Plan (SHA)

This project involves installing landscaping in the median of MD Route 197, between US Route 50 and US Route 301 to improve the appearance to travelers entering our community. A task force, formed with the objective of creating a landscape concept plan for this section of MD Route 197, submitted its final report to Council in February 2000. Shade trees were installed in 2014.

T-9 MD Route 3 (SHA)

This project consists of a study to upgrade MD Route 3 from US Route 50 to MD Route 32 (8.9 miles) to address safety and capacity concerns. The project would improve safety and relieve traffic congestion in this heavily traveled corridor. Planning complete. In 2021, the average daily traffic range was 70,100 - 89,200 vehicles per day, and it is projected to grow to 86,100 – 133,500 vehicles per day in the Year 2041. Intersection safety improvements on southbound MD 3 at Forest Drive completed, 2021.

T-10 Melford-Kenilworth Sidewalk Extension (Developer)

This project includes installation of five foot wide sidewalk within the rights-of-way of Melford Boulevard and Belair Drive to provide for a continuous, off-road public access connection between Kendale Lane in

the Kenilworth neighborhood to Science Drive in Melford, including crosswalks and pedestrian activated crossing signals at the MD 3/Belair Drive interchange. Design plans and permits are approved.

T-11 Governors Bridge Reconstruction (County)

This project replaces the existing structure over the Patuxent River. Prince George's County Department of Public Works & Transportation held a public informational meeting in October, 2018. After a second public meeting held in 2019 to review the results of the Alternatives Analysis, DPW & T chose the No Build Alternate, thereby abandoning the improvement project.

T-12 US Route 301 Improvements, including US Route 301/MD Route 197 Interchange (SHA)

This project consists of the planning and preliminary design of a new interchange and a continuous, fully integrated frontage road system. This project is necessary for the continued safe and efficient movement of traffic into, out of, and through the City. A focus group concluded its review of design alternatives, and SHA conducted a public hearing on the selected alternates in 2002. Project Planning approval obtained in 2009 for "Alternative 2 With Roundabouts" option. Bicycles and pedestrians will be accommodated where appropriate. Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems. Traffic volume in 2020 was 67,800 average vehicles per day on US 301/20,200 on MD 197; projected traffic volume for the Year 2040 is 74,500 vehicles per day on US 301/24,900 on MD 197. Project is on hold.

T-13 US Route 301 South Corridor Transportation Study (SHA)

This is a multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US Routes 301/50 interchange in Bowie (50.3 miles). This study will address transportation needs and consider related environmental and growth management issues. Average daily traffic volumes in Prince George's County range from 104,000 vehicles per day in 2021 to 127,400 vehicles per day in 2041. Planning is on hold.

T-14 US Route 301 Improvements (Prince George's County)

This project consists of the improvement of US 301 by providing a third through lane north and south bound between MD 214 and MD 4 and further widening as needed, at Trade Zone Avenue, MD 214 and MD 725. Associated intersection improvements at Old Central Avenue, Trade Zone Avenue, Leeland Road and Village Drive West will also be undertaken. This project is necessary to provide satisfactory levels of service during peak periods at the intersections along US 301 should State Highway Administration planned improvements be delayed. It provides for increased capacity to accommodate planned development in this area as well as enhanced safety for the traveling public. Construction funding shows as \$4.13 Million in each year of the 6-year CIP (beginning with FY 2022) and is dependent upon the availability of development funding (i.e., developer contributions collected as are part of the planning/permitting process).

T-15 Leeland Road Improvements (Developers)

There are planned frontage road improvements for Leeland/Oak Grove Road as part of the Willowbrook and Locust Hill projects. The road will ultimately be designed and re-constructed to a minimum of two lanes, with shoulders from the MD Route 193 roundabout to US Route 301. Several specific improvements are planned:

- The developer of Beech Tree replaced the culvert under Leeland Road, located 2000' west of Moores Plains Boulevard, in 2020.
- The developer of Willowbrook and Locust Hill will eventually be required to improve Leeland Road. The exact configuration of this improvement has not been fully determined. These projects will be required to improve the road along the project frontage which starts at Church Road on the west side and ends about 2000' west of Moores Plains Boulevard.
- The developer of Oak Creek Club will improve Oak Grove Road from Church Road to approximately Whistling Duck Drive.
- The First Baptist Church of Glenarden will improve Oak Grove Road from about Whistling Duck Drive to MD 193 circle.

T-16 Hall Road (SHA, MNCPPC, City)

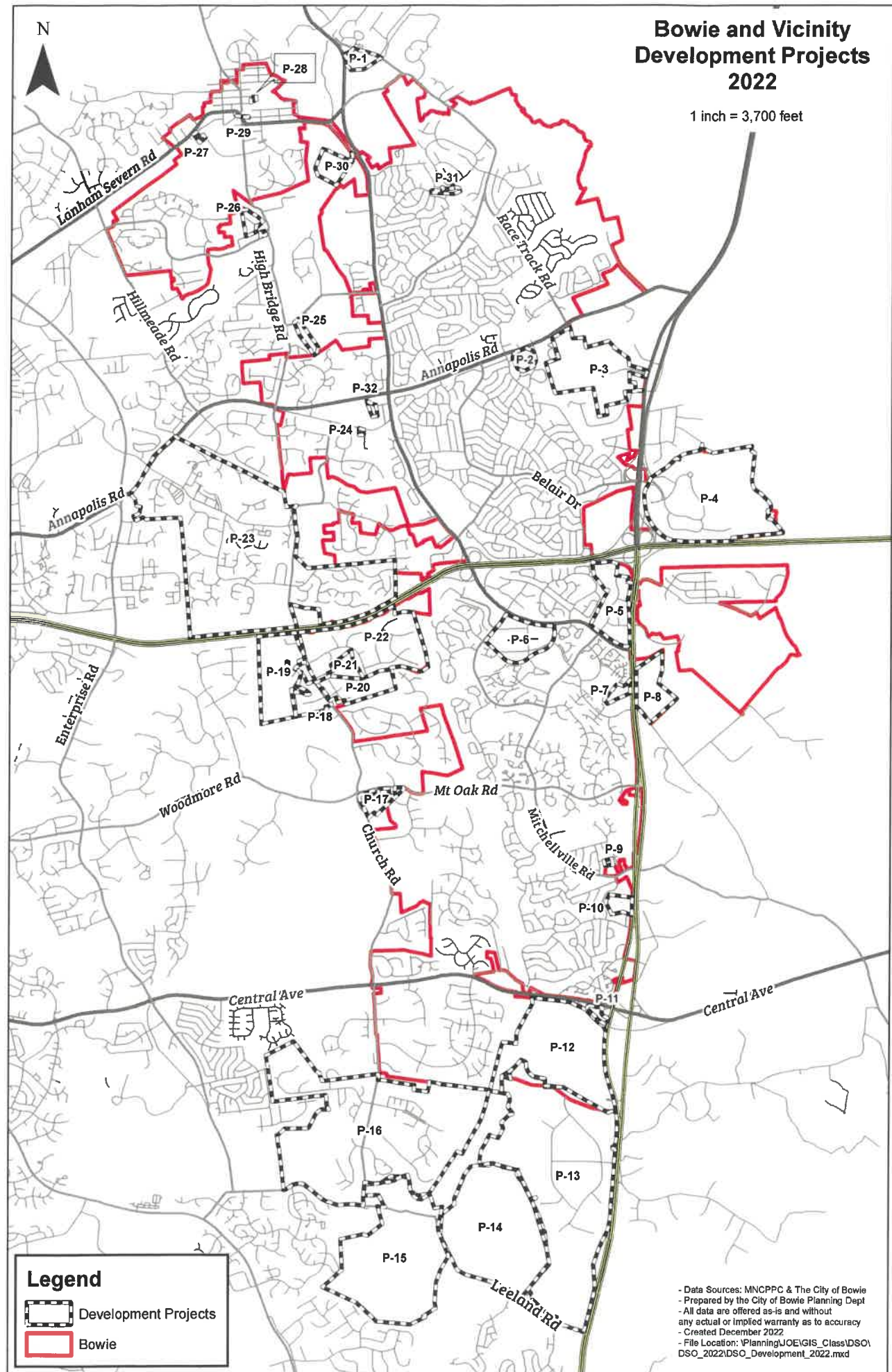
Roadway widening, curb, gutter and sidewalks are planned, specifically to address the need for sidewalk connectivity and pedestrian safety from Pointer Ridge Drive to Hall Station Drive, including a crossing of the CSX railroad tracks. Both the City and County are partnering with SHA to complete pedestrian improvements that will ensure safe access to the South Bowie Library. In 2018, SHA completed a segment of sidewalk retrofit between the CSX railroad tracks and Hall Station Drive. The Maryland-National Capital Park and Planning Commission is working with SHA to engineer a pedestrian project to cross the Collington Branch, connecting Pointer Ridge Drive with the crossing of the CSX railroad tracks. In addition, SHA is examining an extension of the pedestrian system to MD 214. The M-NCPPC project cost of \$400K remains in the County CIP, with \$396K expected to be spent in FY 2023.

T-17 Church Road (County)

The County CIP project provides geometric and safety improvements to Church Road between Woodmore Road and MD Route 214 (Central Avenue). Improvements will include intersection improvements, some local realignment of the roadway, and the addition of shoulders and roadside drainage where necessary. This improvement is needed to enhance safety along the roadway. Developer-funded improvements of the portion between US Route 50 and Fairwood Parkway were completed in 2006; a traffic signal was installed at Fairview Vista Drive in 2020. Developers completed the segment between Woodmore North and Dixon Crossing, from MD Route 450 to Loganville Street in 2012. Prince George's County completed a major intersection reconstruction at Woodmore Road/Mount Oak Road in 2011. The developer of Oak Creek Club is currently constructing road widening improvements along the project's frontage. The Church Road Task Force final report was presented to the City and County, 2005. Cost increase from \$9.7M to \$10M in current County CIP, with \$250K in planning funds spent in FY 2021. \$9.6M in Other funding continues in "Beyond Six Years". Design, construction funding and completion date TBD.

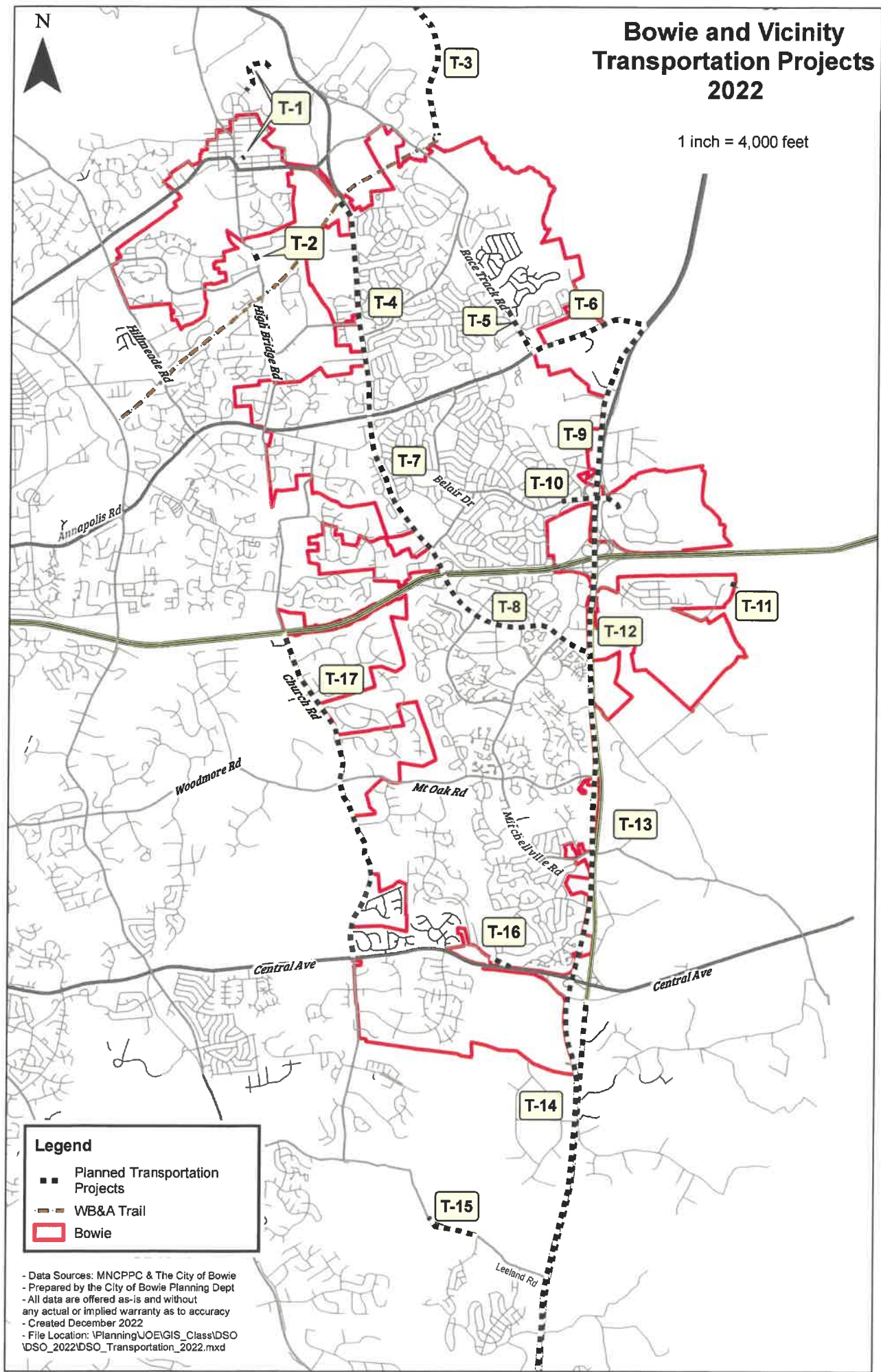
Bowie and Vicinity Development Projects 2022

1 inch = 3,700 feet



Bowie and Vicinity Transportation Projects 2022

1 inch = 4,000 feet



Legend

- Planned Transportation Projects
- WB&A Trail
- Bowie

- Data Sources: MNCPPC & The City of Bowie
- Prepared by the City of Bowie Planning Dept
- All data are offered as-is and without
any actual or implied warranty as to accuracy
- Created December 2022
- File Location: \\Planning\JOE\GIS_Class\DSO
DSO_2022\DSO_Transportation_2022.mxd



City of Bowie Economic Development Committee Presentation

FSC First Business Finance Programs

December 15, 2021



Shelly M. Gross-Wade
President and CEO



Dawn R. Medley
Senior Vice President Business
Financing Programs





Innovative and Creative Approach

**We support
your business.**



Our Mission

FSC First is a reliable provider of creative and innovative business financing solutions to established and emerging businesses in the State of Maryland. We also provide comprehensive loan administration services for loan programs that stimulate the growth and development of the local economy.

Our Vision

FSC First is the premier lending partner for businesses in the region, providing creative and innovative financing to grow and sustain the local economy.

FSC First is a certified development company (CDC) designated by the U. S. Small Business Administration to market, process, close and service the SBA 504 Long Term Fixed Assets loans. FSC First is authorized to serve as the CDC in any commercial real estate or equipment loan transaction in the State of Maryland. We stand apart as a Community Development Financial Institution (CDFI) designated by the U.S. Treasury Department.



Loan Amount

Up to \$5.5 million for healthy expanding businesses

Loan Terms

25 years for real estate, 10 years for machinery and equipment



SBA 504 Real Estate Loan

This loan is ideal for more established business owners who desire to purchase owner-occupied commercial real estate. Interests in commercial real estate may include accommodations, warehouses, retail centers, office buildings, and venues for use by public and private entities. Loans are guaranteed by the U.S. Small Business Administration (SBA). The SBA 504 Long Term Fixed Assets (Commercial Real Estate and Equipment Loan Program) is available to the more established business owners who desire to purchase owner-occupied commercial real estate. This is generally used by a business to transition from a leased facility in order to consolidate operations, or to acquire equipment that can be used for at least 10 years.

Parties to a typical SBA 504 loan structure are as follows:

- A third-party or first-trust lender, such as a bank or mortgage company, can finance up to 50% of the eligible project costs
- FSC First, as the preferred CDC, can finance up to 40% of the eligible project costs
- The business is required to provide at least 10% in owner's equity to finance the eligible project costs.





SBA 504

Refi (w/o expansion)

504 Debt Refinancing WITHOUT Expansion

- 504 loan proceeds are to be used to refinance qualified debt with no money going toward expansion.
- For borrowers that refinance only long-term fixed asset debt (no cash out), the maximum LTV is 90% of the fair market value of the eligible fixed asset(s).
- Eligible fixed assets include land, buildings, machinery and equipment that were acquired, constructed or improved by a small business for use in its business operations.
- Borrowers can also refinance eligible business operating expenses (cash-out option), however, a maximum 85% LTV applies and the business operating expenses portion of the project may not exceed 20% of the value of the eligible fixed asset(s) securing the qualified debt.
- Eligible business operating expenses include any other expenses of the business that are not capital expenditures (e.g., salaries, rent, utilities, inventory, etc.) that were incurred but not paid prior to the date of the refinance application or that will become due for payment within 18 months after the date of application.
- Debt is not included as an eligible business expense, except debt that was incurred with a credit card or a business line of credit may be included if the credit card or business line of credit is issued in the name of the small business and the applicant certifies that the debt being refinanced was incurred exclusively for business related purposes.





SBA 504 Refi (with expansion)

504 Debt Refinancing WITH Expansion

- Debt refinancing with expansion is a strong option for small business owners looking to grow and expand their operations and reduce commercial debt at the same time.
- The maximum LTV is 90% of the fair market value of the eligible fixed asset(s) (no cash-out option).
- A project involves expansion if it includes the acquisition, construction or improvement of land, building or equipment for use by the borrower.
- Any amount of existing qualified debt that does not exceed 100% of the cost of the expansion may be refinanced.
- The debt being refinanced will be added to the expansion cost to establish the total project costs.





SBA 504 Refi (Govt Debt)

Refinance of Existing Government Guaranteed Debt

- SBA 504 refinance projects with or without expansion may include federally-guaranteed debt under the following conditions:
- For an existing 504 loan, either both the third-party loan (1st mortgage) and the SBA 504 loan (2nd mortgage) must be refinanced, or the third-party loan must be paid in full.
- For an existing 7(a) loan, the Certified Development Company must verify in writing that the present lender is either unwilling or unable to modify the current payment schedule. The existing 7(a) loan may be refinanced in whole or in part.
- In the case of same institution debt, if the third-party lender or the Certified Development Company affiliate is the 7(a) lender, the loan will be eligible for 504 refinancing only if the lender is unable to modify the terms of the existing loan because a secondary market investor will not agree to modified terms.
- The refinancing of any federally-guaranteed debt must provide a “substantial benefit” to the borrower – minimum 10% savings on the new installment amount attributable to the debt being refinanced.



Courtyard by Marriott

SBA 504 Example with Capital Stack

- The total project costs for land, construction, furniture/fixtures, contingency reserve professional fees and soft costs totaled \$25,080M project.
- 144 key Marriott flag.
- 93 jobs created for County residents exceeding requirement of 67 to meet the job creation goal.
- Met public policy goal of being a minority owned business.
- Increased commercial property tax base.
- FSC First Capital Stacking structure:
 - Bank: \$12,540,000 (50.00%)
 - SBA 504: \$ 4,890,000 (19.50%)
 - EDI Fund: \$ 1,400,000 (5.58%)
 - State of MD: \$ 700,000 (2.79%)
 - VLT Flex: \$ 500,000 (1.99%)
 - Microloan: \$ 34,000 (0.14%)
 - Owner Equity: \$ 5,016,000 (20.00%)

Total Financing \$25,080,000



Our Loan Programs



Small Business Growth Fund (SBA Community Advantage)

Supports the day-to-day operations, smaller real estate transactions & equipment. This is a partnership between the Bank pool, Prince George's County, SBA, and FSC First.

Typical Loan Amount: \$25,000-\$250,000



Microenterprise Loan

Direct lending for working capital and equipment

Loan Amount: \$25,000-\$50,000



Small Business Flex Fund

Intermediary lender for the State Department of Commerce -- supports working capital needs, without requiring a government guarantee or the funding of loan loss reserves.

Loan Amount: \$25,000 - \$250,000



Harbor Wines

Small Business Growth Fund (SBGF)

- This was a building purchase for an expanding wine distributor and originated as an SBA 504 from an outreach event
- Based on the TPC, this loan was underwritten as a SBGF-CA due to the very small size.
- 5 new jobs to be created for County
- Met public policy goal of being a woman-owned minority owned business.
- Increased commercial property tax base.
- FSC First Capital Stacking structure:
 - Total Project Cost \$ 235,500
 - Owner Equity \$ 32,500

Total Financing \$203,000



HARBOR WINES®



Ledo Pizza Oxford Restaurants, LLC

SBGF-Community Advantage

- BDM originated as a business expansion request for a new location in Oxon Hill
- Based on the TPC, this loan was underwritten as a SBGF-CA as the only funding option since VLT funding allocation was depleted
- 10 new jobs to be created for County residents
- Met public policy goal of being a minority owned business.
- Increased commercial property tax base.
- FSC First Capital Stacking structure:
 - Total Project Cost \$ 300,000
 - Owner Equity \$ 50,000

Total Financing \$250,000



21st Century Expo Group

Small Business Flex Fund (VLT)

- Application originated as a VLT funding request due to its very close location to MGM National Harbor being in the VLT target zone
- Funding for software upgrades, working capital, and FF&E purchases
- 15 new jobs to be created for County
- Met public policy goal of being a woman-owned minority owned business.
- Increased commercial property tax base.
- FSC First Capital Stacking structure:
 - Total Project Cost \$ 250,000
 - Funded at 100% based on previous lending record

Total Financing \$250,000



Additional Loan Programs



City of Bowie Revolving Loan Fund

Supports the day-to-day operations, equipment, and working capital for businesses located in the City of Bowie

Loan Amount: \$25,000 - \$50,000



Purple Line Business Assistance Fund

Designed to provide assistance to impacted businesses in the Purple Line Construction Corridor to sustain operations

Grant Amount: Up to \$5,000



City of Mt. Rainier Million Dollar Incentive Fund

Supported by the City of Mt. Rainier to provide incentives for businesses to relocate to, expand in, and undertake or invest in projects in the City of Mount Rainier that will provide jobs, increase the City's tax base, and improve the quality of housing and amenities available to City residents.

Loan Amount: up to \$50,000



Sky High Sports and Ent.

EDIF and City of Bowie

- Originated funding request for new indoor entertainment center in Prince George's County
- Project was successfully sourced for EDI Funding
- 101 new jobs to be created for County residents
- Met public policy goal of being a minority owned business.
- Increased commercial property tax base.
- FSC First Capital Stacking structure:
 - Total Project Cost \$ 2,950,000
 - Owner Equity \$ 1,875,000
 - Other Debt \$ 875,354
 - EDI Funding \$ 150,000
 - City of Bowie \$ 50,000

Total Financing \$200,000

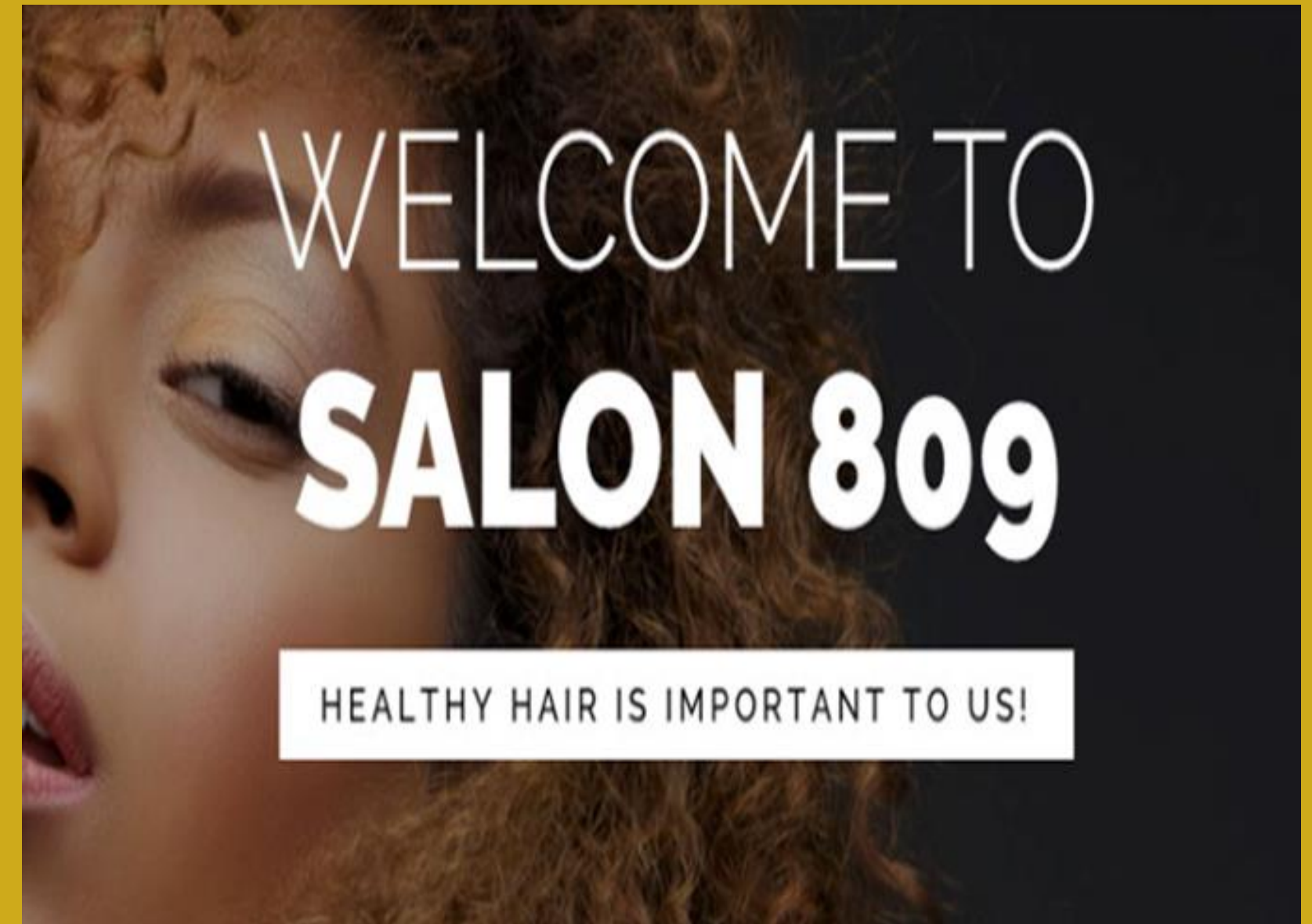


Salon 809

Capital One and City of Bowie

- Application originated resulting from a County Councilmember referral from a local event sponsored
- Funding needed to expand to a third location needing working capital and equipment
- SBGF-CA authorization was deemed not possible due to SBA requirements.
- Underwritten to use funding options from The City of Bowie and Cap One
- 10 new jobs to be created for County
- Met public policy goal of being a woman-owned minority owned business.
- Increased commercial property tax base.
- FSC First Capital Stacking structure:
 - Total Project Cost \$ 120,000
 - Owner Equity \$ 20,000
 - Capital One Micro Loan \$ 50,000
 - City of Bowie Loan \$ 50,000

Total Financing \$100,000



Pennyroyal Station

SBGF-CA and City of Mount Rainier Fund

- Applicant unable to get traditional bank funding due to restaurant risks
- Referral from the City of Mount Rainier
- Funding needed to expand to a third location needing working capital and equipment
- Underwritten to use funding options from The City of Mount Rainier and SBGF-CA as the only funding available
- 34 new jobs to be created for County
- Met public policy goal of being a woman-owned minority owned business.
- Increased commercial property tax base.
- FSC First Capital Stacking structure:
 - Total Project Cost \$ 560,000
 - Owner Equity \$ 400,000
 - SBGF-CA \$ 110,000
 - City of Mount Rainier \$ 50,000

Total Financing \$160,000



Additional Loan Programs



EDI Fund

Supports job creation and commercial tax base, longer repayment term flexible interest rate

Loan Amount: Varies



EDI Fund/Contractors Advantage Program (CAP)

A public-private partnership that supports local banks that approve/fund contract financing for local contractors with up to 25% guarantee from the County. Lines of credit term up to 24 months.

Loan Amount: up to \$250,000

EDI Fund/Special Assistance For Local Entrepreneurs

A Direct Loans and guarantees to support start-ups and expansion companies in Prince George's County who are at least 51% owned by County residents

Loan Amount: Varies



Business Expansion Fund

Supported by the Prince George's County Economic Development Corporation to assist local, small, and minority businesses in Prince George's County with bridge financing for business expansion with flexible financing options.



Loan Amount: up to \$50,000





Strive for 35

Supported by the Washington Gas Light Company for the purpose of funding the development of minority-owned, women-owned, and service-disabled veteran-owned business interested in serving the natural gas industry.

Loan Amount: up to \$50,000



Green Energy Loan Fund

A Pepco/Exelon sponsored program that supports an emerging industry in the County with direct loans, loan guarantees or loan loss reserves up to \$250,000 to back local banks that fund direct loans for commercial building energy efficiency improvements, energy conservation and renewable energy measures



Commercial Property Assessment for Clean Energy (C-PACE)

Provides for the financing of energy efficiency, renewable energy, and water conservation upgrades to commercial buildings. Upgrades are financed, up to 20% of appraised value, through an energy lender and then repaid via an annual assessment on the property tax bill over a long term.



Zest, LLC

BRI Loan/Grant, VLT Relief Loan, VLT Relief Grant, Washington Gas Strive for 35

- Zest originally came to FSC First for BRI Loan/Grant Funding for \$25,000
- Funding needed to working capital and business expansion
- 4 new jobs to be created for County
- Met public policy goal of being a woman-owned minority owned business.
- Increased commercial property tax base.
- FSC First Capital Stacking structure:
 - Total Project Cost \$ 190,000
 - VLT Relief Term Loan \$ 90,000
 - VLT Relief Grant \$ 50,000
 - Washington Gas Strive for 35 \$ 50,000

Total Financing \$190,000



City of Bowie Revolving Loan Fund

Approved Loans

Project	Loan Amount
Old Town Investment Group, LLC	\$50,000
AMN Preschool, LLC	\$100,000
Healthy Living Ventures	\$35,000
Acupuncture PT Place*	\$30,000
Assisting Hands of Annapolis & Bowie LLC	\$50,000
Little Bears Play Place*	\$50,000
Salon 809	\$50,000
Sky High Sports & Entertainment	\$50,000
TOTAL	\$415,000



Lending Capacity

SBA 504 Real Estate Program unlimited up to \$5,500,000 per loan

Small Business Growth Fund (Loan Pool) \$5,478,600

EDI Fund \$9,000,000 allocation per year

(\$8.2MM in SALE for program since 2014 – Avg. \$1.38 Million per year against \$1 M per year allocation)

VLT Flex Fund \$5,000,000

Mt Rainier Million Dollar Incentive Fund \$1,000,000

City of Bowie Revolving Loan Fund \$400,000

Microenterprise Loan Fund \$400,000

Strive for 35 (Washington Gas) \$500,000

Commercial Property Assessment for Clean Energy (C-PACE) - unlimited

Green Energy Loan Fund \$6,000,000

Purple Business Assistance Fund & Commerce (Grants) \$1,050,000

\$34 Million+
available



FSC First is uniquely positioned to support the continued recovery of small businesses.



Thank you

We look forward to assisting you

www.fscfirst.com





Calvin S. Hawkins, II
Chair
At-Large Council Member

"Building the People's Movement"

November 16, 2021

Mr. Gregory I. Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Slater:

For your consideration, please find the Prince George's County (the "County") Priority Projects List and Letter for the Fiscal Years (FY) 2022-2027 State Consolidated Transportation Program (CTP). The documents establish the County's priorities for a comprehensive multimodal transportation network that will strengthen Prince George's County, the Capital region and the state. These projects advance this objective through Vision Zero Prince George's, Transit Oriented Development (TOD), and a transportation strategy that spurs economic growth while promoting sustainability, resiliency, safety, access, and equity.

Upon review of the Draft FY 2022-2027 CTP, the County appreciates that it reflects important improvements. Specifically, the **Arena Drive Interchange**, construction funding for the **Blue Line Corridor Improvements**, design funding for **Greenbelt**, and additional funding for **MD 197** planning are all welcome enhancements. These are positive steps, as historically, too many of the County's priority projects have stalled, been delayed or have not been advanced. As a result, while appreciated, these first incremental steps are not in themselves enough and must be built upon with more deliberate actions to advance the critical priorities expressed on our list.

We would like to emphasize the crucial need to complete the **Purple Line** project as expeditiously as possible while stressing aspects of pedestrian safety and the aesthetics of the alignment as critical priorities. The Purple Line is a light rail facility designed to enhance access for people walking, biking and using transit. We recognize the alarming increase in crashes involving pedestrians and bikers in the corridor, so it is imperative to enhance the safety improvements and countermeasures. Specifically, we urge integration of critical elements recommended by M-NCPPC (MD 193 SPACES report) and the County, including sidewalk and bicycle facilities where they currently do not exist. The County looks forward to working with the State and the Concessionaire on the path forward for expeditious completion of the project, advancing safety both during construction and once in revenue operation.

The priority list directs resources toward projects that enhance community revitalization, promote economic development, increase transit access, reduce congestion, and improve roadway safety for all users. As we do these things, it is also important that critical elements of maintenance, including care of medians and trash removal are carried out effectively.

All the projects expressed on the list are priorities for the County. They cover a range of transportation issues and areas that are needed in the FY 2022-2027 CTP. They include:

VEHICLE AND PEDESTRIAN SAFETY

- **Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways:** Both Prince George's County and the State of Maryland are Vision Zero jurisdictions. During the COVID-19 period, we have been confronted even more clearly by the limitations and opportunities provided by our built environment. Regrettably, Prince George's County reflects the nationwide trend: While Americans drove less in 2020 due to the pandemic, National Highway Traffic Safety Administration's (NHTSA) early estimates show more people died in motor vehicle traffic crashes—the largest projected number of fatalities since 2007¹. NHTSA's research suggests that throughout the national public health emergency and associated lockdowns, driving patterns and behaviors changed significantly, and that drivers who remained on the roads engaged in more risky behavior. We are grappling with how the risks to vulnerable road users might have recently changed and how we can effectively respond. The County and the State collaborate in implementing Vision Zero. Much more is needed as the data shows a preponderance of these crashes are at night and along State maintained high-speed arterial roadways. We endorse SHA convening the Multiagency Vision Zero Working Group, which focuses on improving specific high pedestrian crash corridors as part context-driven design.

TRANSIT/WMATA/MULTI-MODAL

- **Arena Drive Interchange/Blue Line Corridor Initiative Improvements:** The Arena Drive interchange [Medical Center Drive] is integral to the new University of Maryland Regional Medical Center and the gateway to the new downtown Largo, and the Blue Line Corridor. The County appreciates the appropriation of approximately \$8 Million towards improvements to local infrastructure, the addition of a new page in the CTP for the Arena Drive Interchange and efforts to advance the Central Avenue Corridor Connector Trail.
- **New Carrollton:** Continued investment in this vital TOD, which will soon serve as the beginning of the Purple Line, is essential. With the incoming light rail, existing MARC and Amtrak Stations, and the Joint Development project involving WMATA and the State, additional funding is needed to enhance connectivity, environmental treatments, and streetscaping.
- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Transit systems have been particularly hard hit during the pandemic. To address the recovery and the post-COVID 19 environment, sustained funding for the WMATA system is essential. Both the Metrorail and Metrobus are vital for

mobility in the County. An increased focus on Transit Oriented Development through the Joint Development Process and overall coordination are essential to the health and vibrancy of both WMATA and the County.

- **TheBus:** Prince George's County operates "TheBus," a transit system independent of WMATA and the system faces similar COVID-19 challenges. The proposed decreased funding support for the Locally Operated Transit Systems (LOTS) programmed for Prince George's County is contrary to the mission and the necessity to grow public transit systems that support the backbone of the nation's workforce. Enhanced funding is critical to meet existing needs and future growth, which for Prince George's County includes low/no emission vehicles and infrastructure and a LEED certified facility to support the system's growth.
- **MD 5, Branch Avenue/Southern Maryland Rapid Transit:** The Branch Avenue Project, which will improve traffic flow and new interchanges in the Branch Avenue corridor and the Southern Maryland Rapid Transit (SMRT), proposed fixed guideway project along the MD5/US-301 corridor from Prince George's County to Charles County, both need to be advanced. The 2021 General Assembly Session provided a funding mechanism to advance the SMRT. The State needs to finalize the remaining project planning and design elements for the projects so they can move into construction.
- **Bus Rapid Transit (BRT):** Prince George's County recently completed a Feasibility Study, under the auspices of a State Innovation Transportation Innovation Grant (STIG), that demonstrated five routes for advancement as BRT. Continual funding will allow Prince George's County to advance the projects from study corridors to functioning BRT.
- **Transit Oriented Development:** Prince George's County appreciates MDOT advancing previously requested TOD designations. We need five additional TOD's in the County, and funding is needed for projects at TOD's including Greenbelt, New Carrollton, Branch Avenue and Largo.

STATE ROADS & HIGHWAYS

- **MD 210, Indian Head Highway (Palmer Road at Livingston Road West Interchange):** We look forward to the long-awaited completion of the Kerby Hill Road interchange by the end of 2021. Moving forward with subsequent interchanges are crucial to improve safety on this dangerous roadway. The County appreciates the coordinated effort in advancing a shared use bicycle-pedestrian corridor as well as planning of the next interchange.
- **I-95 / Greenbelt Metro Access:** The County is pleased to see that the Draft CTP reflects funding for this. Creating a full-interchange remains critical for safe and efficient access to the Metrorail station from I-95, which will stimulate economic development in the area and establish it as a major TOD location.

- **MD 4 Corridor Interchanges (Westphalia Road, Dower House Road, and MD 223 Woodyard Road).** In addition to construction of the complete MD 4 at Suitland Parkway project, design for the remaining interchanges along Pennsylvania Avenue must be advanced. This will address mission-related needs at Joint Base Andrews and enhance development projects in the area.
- **MD4 at Suitland Parkway:** During the CTP Tour in 2020, the County expressed extreme displeasure regarding the delays, scale backs, and construction issues that have befallen this project. The County is pleased that the state has reinitiated the project and restored the flyover to the design as originally planned. However, given delays and inconvenience the community faces, it is imperative SHA quickly complete this project.
- **US 1, Baltimore Avenue (MD 193 to I-95/495):** Now that the State has advanced Phase I to construction, it must quickly fund and advance the subsequent phases.
- **MD 197, Collington Road (US 50 to MD 450):** Widening MD 197 from US 50 to MD 450 is important for relieving congestion, improving safety, and supporting economic development in the Bowie area. The County appreciates the inclusion of funding for this project in the Draft CTP to advance planning and design.

The County looks forward to collaborating with the Maryland Department of Transportation to support a comprehensive multimodal transportation program through funding of the projects noted in this letter and list. Expeditious advance of these projects will strengthen Prince George's County, the region, and the State of Maryland. We thank you for your partnership.



Angela D. Alsobrooks
County Executive



Calvin S. Hawkins, II
County Council Chair

Enclosure

cc: The Honorable Joanne C. Benson, Chair, Prince George's County Senate Delegation
The Honorable Nick Charles, Chair, Prince George's County House Delegation
The Honorable Deni L. Taveras, Vice-Chair, Prince George's County Council
The Honorable Mel Franklin, Member, Prince George's County Council
The Honorable Thomas E. Dernoga, Member, Prince George's County Council
The Honorable Dannielle M. Glaros, Member, Prince George's County Council
The Honorable Todd M. Turner, Member, Prince George's County Council
The Honorable Jolene Ivey, Member, Prince George's County Council

The Honorable Derrick Leon Davis, Member, Prince George's County Council
The Honorable Rodney C. Streeter, Member, Prince George's County Council
The Honorable Monique Anderson-Walker, Member, Prince George's County Council
The Honorable Sydney J. Harrison, Member, Prince George's County Council
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Martin L. Harris, Acting Director, Department of Public Works and Transportation
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Andree Green Checkley, Prince George's County Planning Department, M-NCPPC
Bill Tyler, Director, Department of Parks and Recreation, M-NCPPC
Tim Smith, Administrator, MDOT State Highway Administration
Holly Arnold, Acting Administrator, Maryland Transit Administration

**PRINCE GEORGE'S COUNTY
2021 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

CRITERIA FOR PRIORITY STATE PROJECTS WITHIN PRINCE GEORGE'S COUNTY

The Maryland State Consolidated Transportation Program (CTP) Priority Projects List (the “List”) is developed by staff of the Prince George’s County Department of Public Works and Transportation (DPW&T) in coordination with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). The List is based on the collective input received by partner agencies and internal analysis. The CTP List is forwarded to the Prince George’s County Executive and Prince George’s County Council for review, approval, and transmittal to the Maryland State Department of Transportation (MDOT) through a joint signature letter.

Criteria used to prioritize the CTP List are as follows:

Safety Improvements – Each project is evaluated to determine the safety enhancements to be achieved for all users in response to data and determined needs.

Capacity Improvements – Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to the needs.

Revitalization – Each project is reviewed to determine the project's contribution to the Prince George’s County's (the “County’s”) revitalization initiatives and improvements to each community's well-being and environmental sustainability through the implementation of current, sound, and sensitive practices.

Economic Development – Each project is evaluated to determine the project's contribution to the County's economic development policies and goals.

Mass Transit – Each project is evaluated to determine the project's contribution to the County's Master Plan for implementation of transit services with emphasis on intra-community transit needs.

Project Schedule – Each project schedule is evaluated to assure the progression of projects from the planning stage into the construction phase for each subsequent year. The availability of projects for the construction phase assures that County projects are available to compete for construction funding each year.

Other Funding Sources – Each project is evaluated to determine the availability of “other” funding sources to supplement State and federal funding provided in the CTP.

I. STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE’S COUNTY

A. Transit Expansion and Funding:

1. Purple Line
(Phase I: New Carrollton to College Park
Phase II: College Park to Bethesda)
 2. “TheBus”
 3. WMATA Funding
 4. Southern Maryland Transit
- Ensure timely and expeditious completion of construction of this vital project which is critical for access, mobility, regional connectivity and economic development.*
- Modernize, Maintain and Expand Community-Based Bus Services to address unmet or underserved transit demands (i.e., enhanced service for National Harbor / South County.) Enable fulfillment of the County’s Transit Vision Plan, conversion to electric busses and associated infrastructure, planning for a new facility and re-organization of services to provide a more effective and efficient system.*
- Maintain and enhance system improvements to deliver effective transit throughout the County with emphasis on maintaining MetroBus and MetroRail service in the County; including, high-capacity transit routes, enhanced investment in TOD/Joint Partnerships; improved connectivity between activity centers.*
- Expand fixed guideway transit services from Branch Avenue Metrorail Station south along the MD 5/ US 301 Corridor to Charles County to relieve congestion in Prince George’s County. The Project needs to be advanced through the planning and design process and State mandates need to be implemented.*

- | | | |
|----|---|---|
| 5. | Fixed Guideway Transit | <i>Connect transit from the Yellow Line in Virginia to the Southern Green Line of Metrorail (Branch Avenue or Suitland) via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia.</i> |
| 6. | Bus Rapid Transit | <i>Study expanded fixed guideway / bus rapid transit services.as identified in a recent STIG grant Study that identified five corridors for further study. In addition, BRT routes studied in the Draft Environmental Impact Statement (DEIS) for the paused section of the I-495/I-270 Managed Lanes project must proceed.</i> |
| 7. | MARC
(Cornerstone/Growth &Investment Plan) | <i>Expand and enhance service along the MARC Camden and Penn Lines and continued through service at Union Station connecting to VirginiaRail Express (VRE). Restore funding for the MARC Cornerstone/Growth and Investment Plan.</i> |

Transit Oriented Development:

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All the TOD Centers on this list are importantfor the economic health and vitality of the State and the County and require significant support.

The first five must be added to the State's Designated TOD list and require investment/funding.

- Largo Metrorail Station/Blue Line Corridor Improvements
- Suitland Metro Station
- Prince George's Plaza Metro Station
- College Park / Discovery District Metro / Northern Gateway Purple Line Stations
- West Hyattsville
- New Carrollton Transit Station
- Greenbelt Metro Station

- Branch Avenue Metrorail Station
- Bowie MARC Station
- Southern Avenue Metro Station
- Laurel MARC
- Naylor Road Metro

II. STATE HIGHWAY ADMINISTRATION (SHA) PRIORITY PROJECTS

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to start and see actual construction take place. The recommended projects have been prioritized from a strategic planning effort to provide: (1) the greatest benefit to areas inside or adjacent to the Beltway; (2) priority safety improvements; and (3) economic development growth within the County. Historically, projects currently funded for construction in the CTP are expected to proceed to construction based on the published funding schedule, which ordinarily would be excluded from this Priority List.

A. Construction Priorities:

- | | |
|---|---|
| <p>1. I-95 / I-495 at Arena Drive
Widening / Interchange; And
Blue Line Corridor Improvements</p> | <p><i>Provide funding to: (1) Improve interchange capacity; (2) Reduce Congestion 3) Improve safety for vehicles, bicycles, and pedestrians; and (4) Promote economic development serving as a gateway for Downtown Prince George's.</i></p> <p>Advance improvements for all Blue Line Corridor Stations to support the County platform for economic development.</p> |
| <p>2. MD 210 - Indian Head Highway
Interchange and Intersection
Improvements
(Could be redesigned and
constructed in one phase)
Phase II Palmer Road /
Livingston Road
Phase III Oxon Hill Road /
Old Fort Road</p> | <p><i>Complete Kirby Hill Road Interchange and advance redesign and construction of remaining intersections to relieve existing and projected congestion, as well as support economic development. Other alternatives to relieve congestion and improve safety for all modes and provide accommodations for bicyclists and pedestrians.</i></p> |
| <p>3. US 1 - Baltimore Avenue
(College Avenue to I-95/I-495)</p> | <p><i>Complete construction on Phase I and fund completion of</i></p> |

- | | |
|---|--|
| Roadway Reconstruction
(To be completed in phases) | <i>planning and advance design of
Phase II / III
into construction</i> |
| Phase II – MD 193 to Hollywood
Road | to improve safety; provide
streetscaping for community
revitalization; improve transit |
| Phase III – Hollywood Road to
95/I-495 | access; bicycle and pedestrian safetyI-
and accommodation and upgrade the
Cherry Hill Road intersection. |
4. I-95 / Greenbelt Metro Access

*Restore State / federal
construction funding for safe and
efficient access from I-95 / I-495 to
the Greenbelt Metrorail Station and
support mixed-use development
around the Station.*

 5. MD 5 / US 301 to Charles County
Line Interchanges and Widening

 - Surratt's Road
 - Burch Hill Road (A-65)

*Provide funding to advance
planning, design and construction
of this major multi-modal corridor
project to relieve congestion.
TB to Charles County Line; improve
safety for all modes; provide
accommodations for bicyclists and
pedestrians and economic
development.*

 6. MD 197 - Collington Road
(US 50 to MD 450)

*Restore funding and advance
planning, design and construction;
improve safety; support roadway
widening and economic development
and provide safe bicyclist and pedestrian
crossing treatments.*

 7. MD 717 / Water Street Bridge
and Roadway Reconstruction

*Advance design completion and
fund construction; improve safety
in the Upper Marlboro area by
raising MD 717 out of the
floodplain.*

 8. MD 450 - Annapolis Road
(Stonybrook Drive to MD 3)

*Advance design completion and
fund construction; relieve
congestion construction: relieve
congestion improve safety and
support roadway widening and
economic development.*

9. US 301 - MD 197 Interchange
(To be constructed in phases)

Advance design & construction.
improve safety; relieve
congestion in this rapidly developing
commercial area and improve bicycle
and pedestrian facilities.

B. Project Planning Priorities:

1. I-95 / I-495 at Arena Drive
Widening / Interchange
Improvements / Reconstruction;
Blue Line Corridor Improvements

*Immediately move into the program
and funding for planning, design,
and construction; improve*

*interchange construction; improve
interchange capacity; reduce
congestion; provide enhanced safety
for vehicles, pedestrians and bicycles;
promote economic development
serving as a gateway for the County
and provide optimal accommodation
for multimodal transportation.*

Advance improvements for all Blue
Line Corridor Stations to support the
County platform for economic
development

2. MD 193 - University Blvd.
be completed in phases)
Phase I: US 1 to Hanover Pkwy
II: County Line to Adelphi
Road

*Move all phases into planning; (To
improve pedestrian, bicycle and
vehicular safety; intersection Phase
improvements; provide continuous
LED street lighting and landscaping
and community enhancement, critical
aspart of the Purple Line. Advance M-
NCPPC Study (SPACES) identifying
MD 193 Corridor Improvements*

3. MD 410 - East-West Highway /
Riverdale Road / Veterans Pkwy
(To proceed in phases)
Phase I: MD 212 to US 1
(Road Diet)
Phase II: MD 212 to MD 650

*Complete planning of all phases:
improve safety, provide
streetscaping, for community and
economic development; provide
continuous overhead lighting and
side paths on both sides of MD 410,
provide safe bicycle and pedestrian
crossings, including a signal and
safety upgrade for two Sligo Creek
Trail crossings with overhead
lighting.*

- | | |
|---|---|
| <p>4. MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements</p> <ul style="list-style-type: none"> • Suitland Parkway Interchange with flyover ramp • Dower House Road Relocation /Interchange & short-term improvements • Westphalia Road Interchange | <p><i>Provide funding to advance planning and construction; relieve congestion, improve safety and provide access to employment centers in the MD 4 corridor and for Joint Base Andrews. Expedited design and construction of the MD 4 at Suitland Parkway interchange with the flyover ramp is imperative.</i></p> |
| <p>5. MD 458 Silver Hill Road</p> <ul style="list-style-type: none"> • MD 5 to Suitland Road • Suitland Road to MD 4 MD 4 to Walker Mill Road | <p><i>Advance into project planning; improve safety for all users and provide streetscaping, revitalization, and continuous overhead lighting for community intersection improvements.</i></p> |
| <p>6. US 50 – John Hanson Highway (MD 704 to MD 197) New Interchange</p> | <p><i>Initiate project planning. relieve congestion and improve safety on MD 197 and MD 450.</i></p> |
| <p>7. MD 212 – Powder Mill Road (Pleasant Acres Drive to I-95) Roadway and Intersection Reconstruction</p> | <p><i>Advance into planning; improve safety and support for economic development.</i></p> |

C. Gateway Beautification Projects:

Funding is needed for enhancements / clean-up of smaller scope projects to improve aesthetics, LED street lighting, Stormwater Management (SWM), sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances of the County from the Nation's Capital.

1. MD 218, Suitland Road
2. MD 4, Pennsylvania Avenue
3. US 50 / MD 201 John Hanson Highway / Kenilworth Avenue
4. MD 214, East Capitol Street
5. MD 210, Indian Head Highway

D. Safety and Urban Reconstruction Priorities:

Funding is needed for projects that improve pedestrian, bicycle, and vehicular safety, provide street

lighting and streetscaping to support the Vision Zero strategy and community enhancement.

1. MD 704, Martin Luther King Highway
(Hill Road to MD 450)
2. Alt. US 1 MD @ MD 450 Annapolis Road
(Specific to Peace Cross)
3. MD 218 Suitland Road
(DC Line to MD 458)
4. MD 4, Pennsylvania Avenue
(DC Line to Silver Hill Road)
5. MD 450, Annapolis Road
 - Finns Lane / Harkins Road to MD 564, Lanham-Severn Road) and extending the limits from MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn)Bladensburg
 - - Green/Complete Street Project (Peace Cross to MD 202)

E. Bicycle and Pedestrian Corridor Priorities:

Retrofitting of existing State roadways to enhance and enable safe bicycle and pedestrian mobility in alignment with a Vision Zero objective.

1. MD 704 (multi-use side path and buffered bike lanes - MD 450 to Hill Road)
2. MD 193 (sidewalks, designated bike lanes and safety improvements from the Montgomery County Line to MD 564, to be done in phases)
 - Phase I: Montgomery County Line to Adelphi Road (incl. SPACES program)
 - Phase II: US 1 to Hanover Parkway
 - Phase III: Hanover Parkway to MD 564
3. US 1 (DC line to Howard County Line to be done in phases)
 - Phase I: Guilford Drive to I-95 / I-495
 - Phase 2: Guilford Drive to DC Line (includes the Trolley Trail)
 - Phase 3: Contee Road to Howard County Line
 - Phase 4: I-95 / I-495 to Odell Road
4. Oxon Hill Road / MD 414 / National Harbor – bike lane and sidewalk safety improvements; facility and access improvements along MD 414 from MGM / National Avenue to Bald Eagle Road, including improvements for under/over passes and connecting Oxon Hill Cove Park

5. MD 450 (road diet, restriping for designated bike lanes – just west of 410 to the Baltimore-Washington Parkway)
6. Bowie Heritage Trail
7. MD 223 (multi-use side path– MD 4 to Livingston Road, in phases)
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road

F. Park Trails Priorities:

Dedicate funding for completion of and connection to trails to enhance the County and State trailway network.

1. WB&A Trail Connections (Anne Arundel County to the Anacostia River)
 - Phase I – Bicycle/pedestrian bridge over Patuxent River connecting Prince George's and Anne Arundel Counties
 - Phase II – Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd Street)
2. Central Avenue Connector Trail (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
3. Rhode Island Avenue Trolley Trail Extension

Phase I: Armentrout to Farragut Street
Phase II: DC Line to Armentrout Drive
4. Suitland Parkway Trail (DC Line to Westphalia Central Park)
5. Little Paint Branch Trail Extension
 - Phase I - Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
 - Phase II – Multi-Use Facility across I-495 / I-95 (Cherry Hill Road)
6. Piscataway Creek Trail (MD 223 to the Potomac River)
7. Oxon Run Trail (Southern Avenue to Naylor Road)
8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway) including cross Beltway access.

ⁱ <https://www.nhtsa.gov/press-releases/2020-fatality-data-show-increased-traffic-fatalities-during-pandemic>