



City of Bowie

Regular City Council Meeting

Monday, October 6, 2025
Council Chambers - 8 p.m.

AGENDA

- I. CALL MEETING TO ORDER**
- II. PLEDGE OF ALLEGIANCE**
- III. QUORUM**
- IV. AGENDA ADDITIONS/DELETIONS/AMENDMENTS**
- V. CITIZEN PARTICIPATION**
- VI. PRESENTATIONS**
 - A.** Swearing-in of New Police Officers
- VII. CITY BOARDS AND COMMITTEES**
 - A.** Appointments/Reappointments/Swearing-in
- VIII. COUNCIL ANNOUNCEMENTS**
- IX. CITY MANAGER'S REPORT**
- X. CONSENT AGENDA**
 - A.** Approval of Letter to M-NCPPC re: FY 2027 Proposed Budget
 - B.** Adoption of Resolution R-74-25 Waiving the Competitive Bidding Requirements of Section 61 "Purchasing and Contracting" of the Charter of the City of Bowie To Allow the City to Enter Into a Contract With Applied Technology Services, Inc., and Authorizing the City Manager To Enter Into an Agreement for Message Boards With License Plate Readers
 - C.** Adoption of Resolution R-79-25 Awarding a Contract to Lighting Maintenance Inc. in the Amount Not to Exceed \$250,000.00
 - D.** Adoption of Resolution R-80-25 Accepting a Bid Proposal For the Four (4) One-Day Electronics Recycling Events From Electronics Value Recovery, Inc. in the Amount of \$38,000
 - E.** Adoption of Resolution R-81-25 Authorizing the Issuance of a Purchase Order to Frederick Ward Associates, Inc. in the Amount of \$170,000 for Task Order #1 Professional Services-Development Plan Review, Engineering, & Design Services in Accordance with the Master Contract Approved on January 21, 2025
 - F.** Adoption of Resolution R-82-25 Awarding a Contract to Fleetpro Inc. in the Amount of \$182,694.31
 - G.** Adoption of Resolution R-83-25 Waiving the Competitive Bidding Requirements of Section 61 "Purchasing and Contracting" of the Charter of the City of Bowie

To Accept the Quote of Ahead, Inc. for CrowdStrike Software, and Authorizing the City Manager to Enter Into an Agreement with CrowdStrike

- H. Adoption of Resolution R-84-25 Awarding a Contract to Environmental Quality Resources LLC in the Amount of \$33,345.00
- I. Introduction of Ordinance O-12-25 Amending City Code, Chapter 14 “Motor Vehicles and Traffic”, Article III, § 14-17b, “Speed Monitoring Systems”, To Increase the Fines For Certain Violations Thereof

XI. OLD BUSINESS

- A. Adoption of Ordinance O-10-25 Amending Chapter 17, “Park Rules and Regulations,” Section 17-5, “Enforcement; Violations and Penalties,” To Provide That It Is a Misdemeanor to Camp in City Parks or to Remain in City Parks After Closing in Violation of Section 17-2, “Park Rules”; and Amending Chapter 22, “Streets and Sidewalks,” Article I, “In General,” Section 22-11, “Buildings or Obstructions in Streets, Sidewalks, or Alleys Unlawful,” To Clarify That the Erection of Tents and Other Shelters in the Public Right of Way Is Prohibited, and Amending Section 22-19A, “Enforcement; Violations and Penalties,” To Declare That the Erection and Maintenance of Tents or Other Shelters on Public Property to Be a Misdemeanor and to Prescribe a Penalty for Said Offense - **Public Hearing/Eligible for Action**
- B. Adoption of Ordinance O-11-25 Amending the Adopted Budget for the Fiscal Year Beginning July 1, 2025, and Ending June 30, 2026, As Adopted by Ordinance O-4-25, To Appropriate Funds for the Following Projects: \$26,000 for Opioid Remediation Strategies and \$45,900 To Replace a Public Safety Vehicle - **Public Hearing/Eligible for Action**

XII. NEW BUSINESS

- A. Health of Beech Trees on Belair Drive - Staff from the Community Services Department will report on the health status of beech trees along Belair Drive, including observations of Beech Leaf Disease and Brittle Cinder Fungus, and associated risks to tree stability.
- B. Economic Development Committee (EDC) Report - The EDC will present their recommendations to Reenvision, Revitalize, and Redevelop the Town Center area of the City.
- C. Police Department Update - Police Chief Dwayne A. Preston will update Council on various matters in the Police Department.
- D. Covington Oaks - Preliminary Plan of Subdivision PPS-2024-010 & Detailed Site Plan DET-2024-005 - **Public Hearing/Eligible for Action**

XIII. ADJOURNMENT

Note: The Ethics Commission has advised that under certain circumstances, members of the public may qualify as lobbyists when they testify before the City Council. If so, the Bowie Ethics Ordinance requires that certain information be filed with the Ethics Commission. Please review the information about lobbying that is provided with the City Clerk. If you have any questions about lobbying, please contact the Ethics Commission or the Assistant City Manager.

This meeting will be televised live on Verizon Channel 10 and Comcast Channel 71 and 996, repeated on 10/8/2025 and 10/11/2025 at 7:00 p.m., and [web-streamed live](#).

For a closed-captioned version of the meeting video, please go to <https://www.youtube.com/user/cityofbowiemd/playlists> and select the 2025 Council Meetings list. Once the meeting video opens, be sure to click on “CC” button to turn on closed captioning.

NEXT REGULAR MEETING OF THE BOWIE CITY COUNCIL - MONDAY, OCTOBER 20, 2025 - COUNCIL CHAMBERS - 8:00 P.M.



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Swearing-in of New Police Officers

DATE: 10/02/2025

Police Officer Triston Parks, #0131, graduated on December 15th, 2024. He comes to the Bowie Police Department with over eight (8) years of service to our country with the Coast Guard before his honorable discharge in September of 2023.

Police Officer Kyra Owens, #0132, joins us as one of four recent Academy graduates who completed their training on September 19th of this year. She joins our Department with over six (6) years of a career in security.

Police Officer Zubair Salim, #0133, also graduated on September 19th. In 2023, he began his career in law enforcement by becoming a cadet with the Prince George's County PD.

Police Officer Sanje Young, #0134, joins us with an Associate Degree in Criminal Justice, with a Bachelor's in Psychology specializing in Criminal Justice. After some years spent working in an administrative capacity for the Army Reserves, she also has valuable experience in hospitality for at-risk youth.

Police Officer Khalid Lea, #0136, is another of our graduates from September of this year. He holds an Associate Degree in general studies with a Bachelor's in Criminal Justice Administration.

Police Officer 1st Class Quiana Keeve, #0141, joins the City of Bowie after years of policing for Prince George's County. Throughout her career she has performed several roles alongside that of police officer, including recruitment, detective work, and community engagement. She has come to the Bowie Police Department with numerous awards and training certifications from her two decades in law enforcement.

ATTACHMENTS: None



Memorandum

TO: City Council

FROM: Awilda Hernandez, City Clerk

SUBJECT: Committee Appointments/Reappointments/Swearing-in

DATE: 10/02/2025

Committee Appointments:

1. Mr. Lionel Charles was interviewed on September 15, 2025, for appointment to the Information Technology Committee. Council concurred to appoint him to the Committee as a Regular Member for a 2-year term. Please have Councilmember Ndebumadu move to appoint him.
2. Ms. Alethea Smalls was interviewed on September 15, 2025, for appointment to the Education Committee. Council concurred to appoint her to the Committee as a Regular Member for a 2-year term. Please have Councilmember Ndebumadu move to appoint her.

ATTACHMENTS: None



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Approval of Letter to M-NCPPC re: FY 2027 Proposed Budget

DATE: 10/02/2025

Consideration of sending annual letter to M-NCCPC regarding City recommendations for Park and Trail improvements.

ATTACHMENTS: 1. 20251006 - MNCPPC Budget Forum Letter - FY 2027 Draft

October 1, 2025

The Honorable Darryl A. Barnes, Chairman
M-NCCPC, Prince George's County Planning Board
1616 McCormick Drive
Largo, Maryland 20774

RE: Proposed Fiscal Year 2027 Maryland-National Capital Park and Planning Commission Budget

Dear Chair Barnes:

The Bowie City Council respectfully offers the following comments regarding the FY 2027 Proposed Maryland-National Capital Park and Planning Commission Budget. Thank you for your review and consideration of these issues of importance to the City of Bowie and its residents.

1. CAPITAL IMPROVEMENT PROGRAM FUNDING

PARKS & RECREATION

Green Branch Athletic Complex – The City fully supports the M-NCPPC FY26 budget priority to advance the Green Branch Athletic Complex capital project. After nearly 20 years of discussions, it's exciting to see this long-awaited project move forward, enhancing recreational opportunities for the Bowie community.

Multi-Generational Community Recreation Center at Green Branch Athletic Complex – The City advocates for the construction of a Multi-Generational Community Recreation Center in Area 3 of the Commission-owned Green Branch property. We strongly support this being the next facility of its kind developed by M-NCPPC. A City-conducted indoor facility analysis in 2013 revealed a high demand for indoor aquatics and court sports, further highlighting the need for such a center.

2. TRAIL PLANNING

TRAIL PLANNING

The City again asks for your leadership and cooperation in trail planning activities for the following specific projects, which are mostly located beyond the City limits:

Bowie Heritage Trail – The City supports continued funding of the Department of Parks and Recreation (DPR) plans to extend the WB & A Spur Trail from the new bridge, across the State of Maryland property to Bowie State University and the MARC train station. We believe that construction of a pedestrian underpass under MD 197 (outside the city limits) to connect Lemon’s Bridge Road to the MARC Train Station at Bowie State University can be formally initiated with DPR now that the WB & A bridge construction is nearly completed. A feasibility study and preliminary engineering have already been completed for the pedestrian underpass, which will be a critical link in The Heritage Trail system, especially if the mixed-use, transit-oriented development planned north of Bowie State University does not come to fruition. The City would like to see funding prioritized to close these gaps, which would be a major milestone in advancing the Bowie Heritage Trail. The City’s Jericho Park Trail, consisting of a 2,200-foot-long hiker-biker trail, including a new trail segment across M-NCPPC parkland, will be completed this fiscal year.

The Bowie Heritage Trail (BHT) – is a five 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, through 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 City is urging M-NCPPC to fund the connection between WB&A Spur and Bowie State University.

Collington Branch Stream Valley Park/ Hall Road Sidewalk – The project includes construction of pedestrian facilities in front of M-NCPPC park property along the north side of Hall Road between the CSX railroad tracks and Pointer Ridge Drive. The pedestrian improvement will provide safe access for residents going to the County Library at Hall Station. It is critical that the \$396,000 commitment currently shown in FY 27 of the proposed CIP be maintained to help encourage the Maryland State Highway Administration (SHA) to fund the construction of the much-needed pedestrian link between the CSX railroad tracks and Pointer Ridge Drive, and eventually a grade separated crossing of MD 214. SHA recently advised that they have reinitiated the Hall Road sidewalk project, including a new pedestrian bridge over Collington Branch. Both the City and County are committed to partnering with SHA to complete pedestrian improvements that will ensure safe access to the new South Bowie Library and sent letters to the State encouraging a shared-use path rather than a sidewalk. Although preliminary design was under progress, the project is currently on hold.

Mount Oak Road Trail – The construction of a trail to connect the end of Pin Oak Pkwy at Dahlia Drive to Mount Oak Road remains a City priority, and the parcel of land that will connect the trail to Mount Oak Road is owned by M-NCPPC. The City is currently working with PG DPW&T and M-NCPPC on a feasibility study to investigate specific alignments and outreach to determine a proposed trail routing from this property to Mount Oak Road. The City requests an easement across the M-NCPPC lot, as well as agreement for reimbursement for any portion of the trail the City builds on Commission land, similar to what was done at the Adnell Park for the Jericho Park Trail.

We appreciate the opportunity to share the City's perspective on these needs and thank you for your thoughtful consideration of them as we work together on projects of mutual interest in the Bowie community.

Sincerely,

Bowie City Council
Timothy J. Adams
Mayor

Cc: The Honorable Ingrid Watson

DRAFT



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Award a Contract for Message Boards with License Plate Readers to Applied Technology Services, Inc. - Resolution R-74-25

DATE: 10/02/2025

The City of Bowie Police Department intends to purchase 3 message boards with license plate readers. City staff found a cooperative contract through the State of Maryland on which the City can piggyback.

Under the State of Maryland contract, Applied Technology Services has given a price of One Hundred Eighty-Six Thousand, Four Hundred Fifty-Seven Dollars (\$186,457.00) which is within budget of One Hundred Ninety Thousand, Eight Hundred Dollars (\$190,800.00).

The City of Bowie Police Department recommends waiving bidding requirements for good cause shown, as allowed by Section 61(b) of the City Charter and waiving the cooperative bidding limitation of \$100,000 for good cause shown, as allowed by Section 62 of the City Charter, for the purchase of these products and services.

I concur with the recommendation of the City of Bowie Police Department and request your approval of Resolution R-74-25

ATTACHMENTS: 1. 20251006 - Resolution R-74-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
WAIVING THE COMPETITIVE BIDDING REQUIREMENTS OF SECTION 61
“PURCHASING AND CONTRACTING” OF THE CHARTER OF THE CITY OF
BOWIE TO ALLOW THE CITY TO ENTER INTO A CONTRACT WITH
APPLIED TECHNOLOGY SERVICES, INC., AND AUTHORIZING THE CITY
MANAGER TO ENTER INTO AN AGREEMENT FOR MESSAGE BOARDS WITH
LICENSE PLATE READERS

WHEREAS, the Charter of the City of Bowie, Maryland (hereinafter, “the City”) requires, in section 61, that all expenditures for inter alia, materials, construction of public improvements or contractual services involving more than twenty-five thousand dollars be made by written contract upon sealed bids to the lowest responsible bidder, except where the City Council by two-thirds (2/3) vote of its members waives the bidding requirement for good cause shown; and

WHEREAS, the City of Bowie Police Department intends to purchase message boards with license plate readers; and

WHEREAS, the State of Maryland has a contract for such products and services with Applied Technology Services, Inc., that is available for the City of Bowie to use; and

WHEREAS, Applied Technology Services, Inc. has agreed to provide these products and services to the City of Bowie at the same price established in the State of Maryland contract; and

WHEREAS, the proposed contract price for the products and services to be procured will exceed twenty-five thousand dollars and the City Council deems the aforesated economic efficiencies to constitute good cause to waive the bidding requirements otherwise required by the Charter.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, by at least a two-thirds (2/3) vote of its members, that:

Section 1. The competitive bidding requirements of Section 61(b) of the Bowie City Charter for good cause shown, are hereby waived.

Section 2. The limitation on cooperative bidding of \$100,000 for any single purchase is hereby waived.

Section 3. The City Manager is hereby authorized to enter into an agreement with the said company for the above-mentioned products and services in the amount of One Hundred Eighty-Six Thousand, Four Hundred and Fifty-Seven Dollars (\$186,457.00).

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on October 6, 2025, by a vote of at least two-thirds (2/3) of the members of the Council.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Street Light LED Upgrade - Resolution R-79-25

DATE: 10/02/2025

A legal notice advertising an Invitation for Bids for Street Light LED Upgrade was placed on eMaryland Marketplace Advantage and Bid Locker. At the close of bidding at 11:00 a.m., Friday, September 12, 2025, the City received two (2) bids. Below is a tabulation of the bids received:

Lighting Maintenance, Inc. Harmans, MD	\$2,781,073.88
Hunt Consulting, LLC Laurel, Maryland	\$5,720,748.00

After careful review of the proposals submitted, it was determined that Lighting Maintenance, Inc. had submitted a responsive and responsible bid proposal. Price increases will not be considered for the first year of the contract. Requests for price adjustments after the initial term must be submitted in writing in an amount that does not exceed the annual percentage change of the Consumer Price Index (CPI) for the twelve-month period immediately prior to the date of the request.

The Public Works Department recommends that the bid proposal from Lighting Maintenance, Inc., be accepted for the Street Light LED Upgrade. The FY26 budget for this work is \$250,000.00.

I concur with the above recommendation to award Lighting Maintenance, Inc. and request your approval of Resolution R-79-25.

ATTACHMENTS: 1. 20251006 - Resolution R-79-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AWARDING A CONTRACT TO LIGHTING MAINTENANCE INC. IN THE AMOUNT
NOT TO EXCEED \$250,000.00

WHEREAS, a legal notice advertising an Invitation for Bids for Street Light LED Upgrade was placed on eMaryland Marketplace Advantage and Bid Locker; and

WHEREAS, at the close of bidding at 11:00 a.m., Friday, September 12, 2025, the City received two (2) bids; and

WHEREAS, after careful review of the bids submitted, it was determined that Lighting Maintenance, Inc. had the most responsive and responsible bid.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the Council hereby accepts the bid of Lighting Maintenance, Inc. and authorizes the City Manager to enter into a contract with Lighting Maintenance, Inc. for Street Light LED Upgrade in an amount not to exceed \$250,000.00

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on October 6, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Bid Award for Four (4) One-Day Electronics Recycling Events - Resolution R-80-25

DATE: 10/02/2025

A legal notice was placed on eMaryland Marketplace and Bid Locker on September 12, 2025, for a contractor to conduct four (4) one-day Electronics Recycling Events at the Public Works Solid Waste/Recycling Parking Lot. Bids were opened and publicly read on Monday, September 22, 2025. The following is a tabulation of the bid received:

Electronics Value Recovery, Inc.	
Baltimore, MD	\$38,000

After careful review, it was determined that Electronics Value Recovery, Inc. of Baltimore, MD had submitted the most responsive and responsible bid in the amount of \$38,000. Public Works recommends awarding the bid in the amount of \$38,000. This is within the amount budgeted in the FY26 Solid Waste Professional Services Budget.

I concur with the above recommendation and request your approval of Resolution R-80-25.

ATTACHMENTS: 1. 20251006 - Resolution R-80-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ACCEPTING A BID PROPOSAL FOR THE
FOUR (4) ONE-DAY ELECTRONICS RECYCLING EVENTS
FROM ELECTRONICS VALUE RECOVERY, INC.
IN THE AMOUNT OF \$38,000

WHEREAS, pursuant to Section 61 of the City Charter, a request for bid proposals was issued on eMaryland Marketplace and Bid Locker on September 12, 2025, for a contractor to conduct four (4) one-day Electronics Recycling Events at the Public Works Solid Waste/Recycling Parking Lot; and

WHEREAS, at the bid opening on Monday, September 22, 2025, the City received one (1) bid; and

WHEREAS, after careful review of all the bids submitted, it was determined that Electronics Value Recovery, Inc. of Baltimore, MD has submitted the most responsive and responsible bid in the amount of \$38,000; and

WHEREAS, Public Works recommends awarding the bid in the amount of \$38,000. This is within the amount budgeted in the FY26 Solid Waste Professional Services Budget.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, the Council hereby accepts the bid of Electronics Value Recovery, Inc. and authorizes the City Manager to enter into a contract with Electronics Value Recovery, Inc. in the amount of \$38,000.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on October 6, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Professional Services-Development Plan Review, Engineering & Design Services Resolution R-81-25

DATE: 10/02/2025

On December 18, 2024, the Public Works Department advertised a Notice of Intent to Negotiate with Frederick Ward Associates, Inc. for an On Call Professional Services Agreement based on that Firm's qualifications, prior performance, and ability to maintain continuity of engineering support services. The Agreement established all contract requirements and labor rates for various engineering services that may be required by the City of Bowie. This Agreement was awarded (Resolution R-5-25) and the City will be entering into the first year of four optional renewal years.

The Public Works Department recommends awarding a Task Order for Development Plan Review in the amount of \$170,000 under this Agreement. Frederick Ward Associates, Inc., has many years of experience with the City Code and City development standards necessary to carry out the required plan reviews. Sufficient funds are available in the Professional Services account in the Public Works Administration section of the FY26 Budget.

In accordance with City Charter Section 61(b)(4), we are requesting that Council authorize the City Manager to award the Development Plan Review Task Order to Frederick Ward Associates and issue a purchase order in an amount not to exceed \$170,000.

I concur with the above recommendation and request your approval of Resolution R-81-25.

ATTACHMENTS: 1. 20251006 - Resolution R-81-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AUTHORIZING THE ISSUANCE OF A PURCHASE ORDER
TO FREDERICK WARD ASSOCIATES, INC.
IN THE AMOUNT OF \$170,000 FOR TASK ORDER #1
PROFESSIONAL SERVICES-DEVELOPMENT PLAN REVIEW,
ENGINEERING, & DESIGN SERVICES IN ACCORDANCE WITH THE
MASTER CONTRACT APPROVED ON JANUARY 21, 2025

WHEREAS, pursuant to Section 61(b)(4) of the City Charter, the Public Works Department advertised an Intent to Negotiate with Frederick Ward Associates, Inc. on December 18, 2024, for an On Call Professional Services Agreement based on that Firm's qualifications, prior performance, and ability to maintain continuity of engineering support services; and

WHEREAS, the Agreement established all contract requirements and labor rates for various engineering services that may be required by the City of Bowie; and

WHEREAS, this Agreement was awarded (R-5-25) and the City is entering into the first year of four optional renewal years; and

WHEREAS, the Public Works Department recommends awarding a Task Order under this Agreement for Development Plan Review in the amount of \$170,000.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the Council authorizes the City Manager to award the Development Plan Review Task Order to Frederick Ward Associates, Inc. for professional services and issue a Purchase Order in an amount not to exceed \$170,000.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on October 6, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Vehicle Maintenance - Resolution R-82-25

DATE: 10/02/2025

A legal notice advertising an Invitation for Bids for Vehicle Maintenance was placed on eMaryland Marketplace Advantage and Bid Locker. At the close of bidding at 11:00 a.m., Wednesday, August 20, 2025, the City received two (2) bids.

After careful review of the proposals submitted, it was determined that the bid proposal received by Neopart Transit, LLC was not a responsive and responsible bid. However, Fleetpro, Inc. had submitted a responsive and responsible bid proposal for a cost of \$182,694.31. Price increases will not be considered for the first year of the contract. Requests for price adjustments after the initial term must be submitted in writing in an amount that does not exceed the annual percentage change of the Consumer Price Index (CPI) for the twelve-month period immediately prior to the date of the request.

The Public Works Department recommends that the bid proposal from Fleetpro Inc., be accepted for the Vehicle Maintenance. The FY26 budget for this work is \$208,000.00.

I concur with the above recommendation to award Lighting Maintenance, Inc. and request your approval of Resolution R-82-25.

ATTACHMENTS: 1. 20251006 - Resolution R-82-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AWARDING A CONTRACT TO FLEETPRO INC. IN THE AMOUNT OF \$182,694.31

WHEREAS, a legal notice advertising an Invitation for Bids for Vehicle Maintenance was placed on eMaryland Marketplace Advantage and Bid Locker; and

WHEREAS, at the close of bidding at 11:00 a.m., Wednesday, August 20, 2025, the City received two (2) bids; and

WHEREAS, after careful review of the bids submitted, it was determined that Fleetpro, Inc. had the most responsive and responsible bid.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the Council hereby accepts the bid of Fleetpro, Inc. and authorizes the City Manager to enter into a contract with Fleetpro, Inc. for Vehicle Maintenance in an amount of \$182,694.31.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on October 6, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Wiave Bidding for CrowdStrike Software Through Ahead, Inc. - Resolution R-83-25

DATE: 10/02/2025

In FY23, the Information Technology Department purchased new enterprise endpoint protection software, CrowdStrike Falcon Complete. In FY24, they added the Falcon Complete Identity module. They have been pleased with the performance and abilities of the solutions to provide security for the Information Technology infrastructure and plan to renew it for another year. There is funding available in the FY26 budget for the renewal.

The vendor, Ahead, Inc. provided a quote for the software for \$115,114.26. Since this quote was not obtained using the City's formal procurement process, the City sent quote requests to vendors authorized to sell CrowdStrike software on the State of Maryland Commercial Off-the Shelf Software (COTS) contract (060B2490021). Two responses were received.

ePlus Technology, Inc.	\$122,204.31
ATS	\$122,031.00

Since Ahead, Inc. has the lower price and issuing a formal bid would not yield better results, in accordance with City Charter Section 61, we are requesting that Council waive bidding requirements and allow for the issuance of a Purchase Order to CDI, LLC in the amount of \$115,114.26 to purchase the CrowdStrike software.

ATTACHMENTS: 1. 20251006 - Resolution R-83-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
WAIVING THE COMPETITIVE BIDDING REQUIREMENTS OF SECTION 61
“PURCHASING AND CONTRACTING” OF THE CHARTER OF THE CITY OF
BOWIE TO ACCEPT THE QUOTE OF AHEAD, INC. FOR CROWDSTRIKE
SOFTWARE, AND AUTHORIZING THE CITY MANAGER TO ENTER INTO AN
AGREEMENT WITH CROWDSTRIKE

WHEREAS, the Charter of the City of Bowie, Maryland (hereinafter, “the City”) requires, in section 61, that all expenditures for inter alia, materials, construction of public improvements or contractual services involving more than twenty-five thousand dollars be made by written contract upon sealed bids to the lowest responsible bidder, except where the City Council by two-thirds (2/3) vote of its members waives the bidding requirement for good cause shown; and

WHEREAS, the FY26 budget contains funding for CrowdStrike Software; and

WHEREAS, the City determined that CrowdStrike Falcon Complete Endpoint Protection, Falcon Complete Identity, and Falcon Complete Next-Generation Security Information and Event Management (SIEM) would provide the best security for the Information Technology infrastructure; and

WHEREAS, the City received a quote from Ahead, Inc. for \$115,114.26 that was not obtained utilizing the City’s formal bidding process; and

WHEREAS, the City requested additional quotes from vendors on the State of Maryland Commercial Off-the-Shelf Software contract 060B2490021; and

WHEREAS, the quotes received were higher than the quote received from Ahead, Inc.; and

WHEREAS, seeking additional bids would not be expected to yield better results; and

WHEREAS, the proposed contract price for the services to be procured will exceed twenty-five thousand dollars and the City Council deems the aforesaid economic efficiencies to constitute good cause to waive the bidding requirements otherwise required by the Charter.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, by at least a two-thirds (2/3) vote of its members, that:

Section 1. The competitive bidding requirements of Section 61 of the Bowie City Charter for good cause shown, are hereby waived.

Section 2. The City Manager is hereby authorized to enter into an agreement with the said company for the above mentioned services.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on October 6, 2025 by a vote of at least two-thirds (2/3) of the members of the Council.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Installation of Vegetation at Spangler Pond - Resolution R-84-25

DATE: 10/02/2025

A legal notice advertising an Invitation for Bids for Installation of Vegetation at Spangler Pond was placed on eMaryland Marketplace Advantage and Bid Locker. At the close of bidding at 11:00 a.m., Monday, September 29, 2025, the City received one (1) bid. Below is the tabulation of the bid received:

Environmental Quality Resources, LLC	
Gambrills, MD	\$33,345.00

After careful review of the proposal submitted, it was determined that the bid proposal received by Environmental Quality Resources LLC was a responsive and responsible bid proposal.

The Public Works Department recommends the bid proposal from Environmental Quality Resources, LLC. be accepted for the Installation of Vegetation at Spangler Pond.

I concur with the above recommendation to award Environmental Quality Resources, LLC and request your approval of Resolution R-84-25.

ATTACHMENTS: 1. 20251006 - Resolution R-84-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AWARDING A CONTRACT TO ENVIRONMENTAL QUALITY RESOURCES LLC
IN THE AMOUNT OF \$33,345.00

WHEREAS, a legal notice advertising an Invitation for Bids for Vehicle Maintenance was placed on eMaryland Marketplace Advantage and Bid Locker; and

WHEREAS, at the close of bidding at 11:00 a.m., Monday, September 29, 2025, the City received one (1) bid; and

WHEREAS, after careful review of the bids submitted, it was determined that Environmental Quality Resources LLC had the most responsive and responsible bid.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the Council hereby accepts the bid of Environmental Quality Resources LLC and authorizes the City Manager to enter into a contract with Environmental Quality Resources LLC for Installation of Vegetation at Spangler Pond in an amount of \$33,345.00.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on October 6, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Amending Chapter 14, "Motor Vehicles and Traffic" Article III, Section 14-17B, "Speed Monitoring Systems, to Increase the Fines for Certain Violations Thereof Ordinance O-12-25

DATE: 10/02/2025

The Police Department is proposing Ordinance O-12-25, Amending Chapter 14, "Motor Vehicles and Traffic" Article III, Section 14-17B, "Speed Monitoring Systems, to increase the fines for speed camera violations. This amendment is proposed to have the City Code mirror newly enacted Maryland State Law, that provides a tiered fine system for speed camera violations as opposed to the current fine of \$40.00 for any speed camera violation, no matter what violating speed is captured. Speed camera violations are enforced only at speeds exceeding 12 MPH over the speed limit.

The Maryland General Assembly has passed HB 182 (2025), which goes into effect on October 1, 2025. This bill amended TR § 21-809 allowing fines greater than \$40 for speed monitoring system violations involving speeds exceeding the speed limit by more than 15 miles per hour. The first tier fine (between 12 and 15 MPH) will remain at \$40.00. The tiers are listed below:

- (a) if the citation alleges that the driver of the motor vehicle exceeded the speed limit by between 12 and 15, inclusive, miles per hour, \$40;
- (b) if the citation alleges that the driver of the motor vehicle exceeded the speed limit by between 16 and 19, inclusive, miles per hour, \$70;
- (c) if the citation alleges that the driver of the motor vehicle exceeded the speed limit by between 20 and 29, inclusive, miles per hour, \$120;
- (d) if the citation alleges that the driver of the motor vehicle exceeded the speed limit by between 30 and 39, inclusive, miles per hour, \$230; and
- (e) if the citation alleges that the driver of the motor vehicle exceeded the speed limit by 40 miles per hour or more, \$425.

City Attorney, Ms. Elissa Levan, has drafted this Ordinance.

I concur with the Police Department's guidance that Ordinance O-12-25 be passed.

ATTACHMENTS: 1. 20251006 - Ordinance O-12-25

ORDINANCE
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AMENDING CITY CODE, CHAPTER 14 “MOTOR VEHICLES AND
TRAFFIC”, ARTICLE III, § 14-17B, “SPEED MONITORING SYSTEMS”, TO
INCREASE THE FINES FOR CERTAIN VIOLATIONS THEREOF

WHEREAS, pursuant to § 5-202 of the Local Government Article, Annotated Code of Maryland, the Council of the City of Bowie (hereinafter, the “City”) has the power to adopt ordinances as it deems necessary to protect the health, safety and welfare of the residents of the City; and

WHEREAS, § 21-809 of the Transportation Article, Annotated Code of Maryland, as amended (hereinafter, “TR § 21-809”), authorizes the City, by local law of its governing body, to operate a speed monitoring system in certain locations in the City, provided that the City follows the procedures and requirements set forth in § 21-809; and

WHEREAS, pursuant to TR § 21-809, the City Council adopted an ordinance enacting Bowie City Code, § 14-17.B. Speed Monitoring System, codified in Chapter 14 of the City Code; and

WHEREAS, by HB 182 (2025), the Maryland General Assembly amended TR § 21-809 to allow fines greater than \$40 for a speed monitoring system violations involving speeds exceeding the speed limit by more than 15 miles per hour; and

WHEREAS, the Bowie City Council has determined that increasing the fines for speed monitoring system violations as permitted by HB 182 will serve the public interest in enhanced road safety for vehicles and pedestrians by further discouraging drivers from greatly exceeding posted speed limits.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED, by the Council of the City of Bowie, Maryland that Bowie City Code, Chapter 14 “Motor Vehicles and Traffic”, § 14-17.B, “Speed Monitoring Systems,” shall be and is hereby amended to read as follows:

Sec. 14-17B. Speed Monitoring Systems in speed zones.

A. In this section, the following words have the meanings indicated.

* * *

H. Penalty.

(1) Unless a driver of a motor vehicle received a citation from a police officer at the time of a violation, the owner or, in accordance with Subsection K(4) of this section,

UNDERLINED BOLD SMALL CAPS

Strikethrough

Asterisks * * *

:

:

:

Indicate matter added to existing law.

Indicate matter deleted from law.

Indicate matter remaining in existing law but not set forth herein.

the driver of a motor vehicle is subject to a civil penalty if the motor vehicle is recorded by a speed monitoring system while being operated at least 12 miles per hour above the posted speed limit.

(2) The penalty for a violation established by a speed monitoring system under this subsection shall be: \$40.

(A) IF THE CITATION ALLEGES THAT THE DRIVER OF THE MOTOR VEHICLE EXCEEDED THE SPEED LIMIT BY BETWEEN 12 AND 15, INCLUSIVE, MILES PER HOUR, \$40;

(B) IF THE CITATION ALLEGES THAT THE DRIVER OF THE MOTOR VEHICLE EXCEEDED THE SPEED LIMIT BY BETWEEN 16 AND 19, INCLUSIVE, MILES PER HOUR, \$70;

(C) IF THE CITATION ALLEGES THAT THE DRIVER OF THE MOTOR VEHICLE EXCEEDED THE SPEED LIMIT BY BETWEEN 20 AND 29, INCLUSIVE, MILES PER HOUR, \$120;

(D) IF THE CITATION ALLEGES THAT THE DRIVER OF THE MOTOR VEHICLE EXCEEDED THE SPEED LIMIT BY BETWEEN 30 AND 39, INCLUSIVE, MILES PER HOUR, \$230; AND

(E) IF THE CITATION ALLEGES THAT THE DRIVER OF THE MOTOR VEHICLE EXCEEDED THE SPEED LIMIT BY 40 MILES PER HOUR OR MORE, \$425.

I. Citation.

(1) Subject to the provisions of Subsection I(2) through (4) of this section, the Department shall mail to an owner liable under Subsection H of this section a citation, upon a form to be prescribed by the District Court of Maryland, that shall include the information required by § 21-809 of the Transportation Article of the Annotated Code of Maryland.

* * *

AND, BE IT FURTHER ORDAINED BY THE COUNCIL OF THE CITY OF BOWIE that, this Ordinance shall become effective thirty (30) days after its enactment by the Council of the City of Bowie, Maryland provided that a fair summary of this Ordinance is published at least once prior to the passage and at least once within ten (10) days after the date of passage in a newspaper having general circulation in the City.

INTRODUCED by the Council of the City of Bowie, Maryland at a meeting on _____, 20__.

PASSED by the Council of the City of Bowie, Maryland at a meeting on _____, 20__.

UNDERLINED BOLD SMALL CAPS

Strikethrough

Asterisks * * *

:

Indicate matter added to existing law.

:

Indicate matter deleted from law.

:

Indicate matter remaining in existing law but not set forth herein.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor

**APPROVED AS TO FORM AND
SUFFICIENCY:**

Elissa D. Levan
City Attorney

UNDERLINED BOLD SMALL CAPS : Indicate matter added to existing law.
~~Strikethrough~~ : Indicate matter deleted from law.
Asterisks * * * : Indicate matter remaining in existing law but not set forth herein.

3



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Amending Chapter 17 "Park Rules and Regulations" and Chapter 22 "Streets and Sidewalks" as it Relates to Fines for Camping on City Property - Ordinance O-10-25

DATE: 10/02/2025

The Police Department is proposing an Ordinance Amending Chapter 17, "Park Rules and Regulations," Section 17-5, "Enforcement; Violations and Penalties." This amendment adds a 30-day jail sentence (previously a \$500 fine) for violations of camping overnight on City Rights of Way, including all City property and parks. The purpose of this Ordinance is to make this existing code violation with a maximum penalty of a \$500 fine, be increased to a maximum sentence of a \$500 fine and 30 days in jail. This change enables Police Officers the ability to arrest someone who is not compliant with this regulation. Currently, this is not an arrestable offense.

The reason for this proposed change is that City Police Officers, as well as other City employees, have been having increasing contact with homeless individuals, including those who refuse assistance. We have encampments on, or encroaching upon, City property, or persons who simply set up camp in City areas as they please, with little ramifications. These situations result in citizen complaints and unsanitary conditions caused by these persons. Unfortunately, more often than not, these persons are suffering from mental illness, drug addiction and/or alcoholism, and at times, are involved in petty offenses, ranging from theft (shoplifting), disorderly conduct, assaults, to public nudity.

Although an arrest in this situation is a last resort, the Police Department believes this tool is necessary when all other avenues have been exhausted. In a related matter, the Police Department has also adjusted its property recovery procedures to provide the ability for anyone arrested in this situation to have their property (if not a health hazard) held by the Police Department pending disposition of the arrest.

City Attorney, Ms. Elissa Levan, has drafted this Ordinance and approved the Police Department property recovery procedure change.

I concur with the Police Department's guidance that Ordinance O-10-25 be passed.

ATTACHMENTS: 1. 20251006 - Ordinance O-10-25

ORDINANCE
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AMENDING CHAPTER 17, "PARK RULES AND REGULATIONS", SECTION 17-5,
"ENFORCEMENT; VIOLATIONS AND PENALTIES", TO PROVIDE THAT IT IS A
MISDEMEANOR TO CAMP IN CITY PARKS OR TO REMAIN IN CITY PARKS
AFTER CLOSING IN VIOLATION OF SECTION 17-2, "PARK RULES"; AND
AMENDING CHAPTER 22, "STREETS AND SIDEWALKS", ARTICLE I, "IN
GENERAL", SECTION 22-11, "BUILDINGS OR OBSTRUCTIONS IN STREETS,
SIDEWALKS, OR ALLEYS UNLAWFUL", TO CLARIFY THAT THE ERECTION OF
TENTS AND OTHER SHELTERS IN THE PUBLIC RIGHT OF WAY IS
PROHIBITED, AND AMENDING SECTION 22-19A, "ENFORCEMENT;
VIOLATIONS AND PENALTIES", TO DECLARE THAT THE ERECTION AND
MAINTENANCE OF TENTS OR OTHER SHELTERS ON PUBLIC PROPERTY TO
BE A MISDEMEANOR AND TO PRESCRIBE A PENALTY FOR SAID OFFENSE

WHEREAS, pursuant to Maryland Code Ann., Local Gov't Art ("LG"), Section 5-202, the Council of the City of Bowie ("the City") has the authority to pass such ordinances as the City Council deems necessary to preserve peace and good order, to secure persons from danger and destruction and to protect the health, comfort and convenience of the citizens of the municipality; and

WHEREAS, pursuant to LG the City has the specific authority to establish and maintain such parks and recreational facilities as are deemed necessary to health and welfare of the municipality and its inhabitants; and

WHEREAS, pursuant to LG the City further has the authority to establish fines and penalties for the violation of its ordinances and to designate such violations in appropriate cases as municipal infractions or as misdemeanors; and

WHEREAS, pursuant to this authority, the City of Bowie has established certain municipal parks and recreational facilities and has enacted rules and regulations, codified in Section 17-2 of the City Code, including, in Section 17-2(W), a prohibition on remaining on park property from sunset to sunrise unless that park property facility is officially open for public use and, in Section 17-(CC), a prohibition on camping in City parks, and, Section 17-5, has provided that violations of these subsections are municipal infractions subject to certain fines; and

WHEREAS, it has come to the attention of the City Council that there is an increasingly frequent problem with people erecting tents and camping overnight in City rights of way and the City Council wishes to clarify that such conduct is prohibited by amending Chapter 22, "Streets and Sidewalks," Section 22-11, "Buildings or obstructions in streets, sidewalks or alleys unlawful," of the City Code to refer specifically to tents and other shelters; and

WHEREAS, City staff is concerned, as a consequence of the increase in camping activity in the rights-of-way that the City is likely to see an increase in people attempting to camp overnight in City parks, and the City Council therefore wishes to enable the City's police department to assist in enforcing the City's prohibition by designating violations of the referenced sections as misdemeanors rather than municipal infractions; and

WHEREAS, the City Council further wishes to enable the City's police department to assist in enforcing the City's prohibition on the erections of tents and other shelters in City rights-of-way by designating such offenses as misdemeanors.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED, by the Council of the City of Bowie, Maryland that Chapter 17, "Park Rules and Regulations," Section 17-5, "Enforcement; violations and penalties," be and is hereby amended to read as follows:

Sec. 17-5. Enforcement; violations and penalties.

A. Violations of any subsection of § 17-2 of this chapter, except Subsections E, G(1) and (2), H, ~~and M~~, W AND CC are municipal infractions, subject to the penalty and enforcement provisions of Chapter 1, §§ 1-6 and 1-6A of this Code.

B. Violations of § 17-2E, G(1) and (2), H, and M, W AND CC of this chapter are misdemeanors, punishable by a fine not exceeding \$500 or imprisonment for 30 days or both.

C. Violations of § 17-4 of this chapter are subject to the penalty and enforcement provisions contained in § 17-4 of this chapter.

AND, BE IT FURTHER ORDAINED AND ENACTED, by the Council of the City of Bowie, Maryland that Chapter 22, "Streets and Sidewalks", Article I, "In General", Section 22-11, "Buildings or obstructions in streets, sidewalks, or alleys unlawful", be and is hereby amended to read as follows:

Sec. 22-11. Buildings or obstructions in streets, sidewalks, or alleys unlawful.

Except as otherwise specifically provided by this chapter and permitted by the City Manager, no person shall erect or maintain any building, facility, equipment, TENT, or other SHELTER OR obstruction on, under or over any alley, street, road, sidewalk or right-of-way within the City.

AND, BE IT FURTHER ORDAINED AND ENACTED, by the Council of the City of Bowie, Maryland that Chapter 22, "Streets and Sidewalks," Article I, "In General", Section 22-19A, "Violations and penalties", be and is hereby amended to read as follows.

Sec. 22-19A. Violations and penalties.

A. Violations of this chapter are municipal infractions, subject to the penalty and enforcement provisions of Chapter 1, §§ 1-6 and 1-6A of this Code.

B. NOTWITHSTANDING THE PROVISIONS OF SUBSECTION A OF THIS SECTION, A VIOLATION OF § 22-11 WITH RESPECT TO THE ERECTIONS OR MAINTENANCE OF A TENT OR OTHER SHELTER IN ANY ALLEY, STREET, ROAD, SIDEWALK OR RIGHT-OF-WAY WITHIN THE CITY IS A MISDEMEANOR PUNISHABLE BY A FINE NOT EXCEEDING \$500 OR IMPRISONMENT FOR 30 DAYS OR BOTH.

AND, BE IT FURTHER ORDAINED that, this Ordinance shall become effective thirty (30) days after its enactment by the Council of the City of Bowie, Maryland provided that a fair summary of this Ordinance is published at least once prior to the of passage and at least once within ten (10) days after the date of passage in a newspaper having general circulation in the City.

INTRODUCED by the Council of the City of Bowie, Maryland at a meeting on _____, 20____.

PASSED by the Council of the City of Bowie, Maryland at a meeting on _____, 20____.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor

APPROVED AS TO FORM AND SUFFICIENCY:

Elissa D. Levan
City Attorney



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Supplemental Appropriations for the Annual Budget for Fiscal Year 2026
Supplemental Ordinance O-11-25

DATE: 10/02/2025

Ordinance O-11-25 proposes to amend the City's Fiscal Year 2026 Annual Budget to provide additional appropriations for the following purposes:

An Opioid settlement has been given to the City for approved opioid remediation strategies. The Youth Services Division is requesting that an additional \$26,000 to be appropriated for the Youth Bureau program supplement to use \$16,000 for travel and training for A Youth in Crisis conference and \$10,000 for a teen substance misuse intervention program. The opioid remediation is funded by the various opioid settlements. Year-to-date the City has collected \$188,608.21 in settlement payments

Vehicle #681 was deemed a total loss in an accident; the replacement vehicle will cost \$45,900. Therefore, it is requested that an additional amount of \$45,900 be appropriated from the General Fund balance for this vehicle to make the FY2026 total \$45,900. Insurance recoveries are forthcoming regarding this vehicle.

ATTACHMENTS: 1. 20251006 - Ordinance O-11-25

ORDINANCE
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AMENDING THE ADOPTED BUDGET FOR THE FISCAL YEAR BEGINNING JULY
1, 2025, AND ENDING JUNE 30, 2026, AS ADOPTED BY ORDINANCE O-4-25, TO
APPROPRIATE FUNDS FOR THE FOLLOWING PROJECTS: \$26,000 FOR
OPIOID REMEDIATION STRATEGIES AND \$45,900 TO REPLACE A PUBLIC
SAFETY VEHICLE

WHEREAS, as required by the Local Government Article of the Annotated Code of Maryland and the Charter of the City of Bowie, the City Council of the City of Bowie, Maryland (hereinafter, “the City”) adopted Ordinance No. O-4-25 to appropriate funds for the several objects and purposes for which the City intended to provide for the Fiscal Year beginning July 1, 2025, and ending June 30, 2026; and

WHEREAS, in accordance with Section 45 of the City Charter, no public money may be expended without having been appropriated by the City Council; and

WHEREAS, supplemental appropriations are necessary to reflect additional expenditures that were not included in Ordinances O-4-25; and

WHEREAS, it has become necessary, for the reasons set forth herein, to appropriate additional funding for the General Fund and Equipment Acquisition and Replacement Fund, specifically an additional appropriation of \$26,000 for approved Opioid Remediation Strategies that includes a Youth Crisis Conference, and a total of \$45,900 to replace a police vehicle (#681) that was totaled in an accident; and

WHEREAS, pursuant to Md. Code Ann., Local Gov’t Article, § 5-205, the City may spend money for a purpose different from the purpose for which the money was appropriated or spend money not appropriated at the time of the annual levy if approved by a two-thirds vote of all the individuals elected to the Council; and

WHEREAS, City Charter, Sec. 12 “Procedure for enacting ordinances” requires that ordinances become effective at the expiration of thirty (30) calendar days following their passage by the Council.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED, by the Council of the City of Bowie, Maryland by the Council of the City of Bowie, that the Budget for the Fiscal Year beginning July 1, 2025, ending June 30, 2026, as adopted by Ordinance O-4-25; is amended as follows:

[Brackets] : Indicate matter deleted from existing law.
Asterisks*** : Indicate matter retained in existing law but omitted herein.

GENERAL FUND**ESTIMATED REVENUES**

Revenues and Other Financing Sources	[\$71,383,500]	\$ 71,409,500
Appropriated Fund Balance	[19,227,400]	19,273,300
TOTAL REVENUES	[\$91,143,000]	\$ 91,214,900

APPROPRIATION BY ACTIVITY

Youth Services	[\$1,650,400]	\$ 1,676,400
Nondepartmental- Equipment		
Acquisition And Replacement Fund	[2,215,700]	2,261,600
TOTAL APPROPRIATIONS	[\$91,143,000]	\$ 91,214,900

EQUIPMENT ACQUISITION AND REPLACEMENT FUND**ESTIMATED REVENUES**

Transfer from General Fund	[\$2,215,700]	\$ 2,261,600
TOTAL REVENUES	[\$4,696,800]	\$ 4,742,700

APPROPRIATIONS

Public Safety - Vehicles	[\$1,291,200]	\$ 1,337,100
TOTAL APPROPRIATIONS	[\$4,696,800]	\$ 4,742,700

AND, BE IT FURTHER ORDAINED BY THE COUNCIL OF THE CITY OF BOWIE that, this Ordinance shall become effective thirty (30) days after its enactment by the Council of the City of Bowie, Maryland, provided that it is adopted by a 2/3 vote of the members of the City Council and further provided that a fair summary of this Ordinance is published at least once prior to the date of passage and at least once within ten (10) days after the date of passage in a newspaper having general circulation in the City.

[Brackets] : Indicate matter deleted from existing law.
Asterisks*** : Indicate matter retained in existing law but omitted herein.

INTRODUCED by the Council of the City of Bowie, Maryland at a meeting on _____, 20__.

PASSED by the Council of the City of Bowie, Maryland at a meeting on _____, 20__.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor

**APPROVED AS TO FORM AND
SUFFICIENCY:**

Elissa D. Levan
City Attorney

[Brackets] : Indicate matter deleted from existing law.
Asterisks*** : Indicate matter retained in existing law but omitted herein.



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Health of Beech Trees on Belair Drive

DATE: 10/02/2025

Staff will be providing an update on the condition of the beech trees along Belair Drive, including recent findings of Beech Leaf Disease and Brittle Cinder Fungus. City Forester Paul Shutz will present information on the health impacts and risks associated with these conditions. Subject-matter experts from Bartlett Tree Company will also attend the meeting to assist in addressing questions from City Council.

ATTACHMENTS: 1. 20251006 - Beech Tree Health City Council Presentation



City of Bowie

Department of

Community Services

Parks and Grounds Division

**American Beech Tree Disease Removal and Replacement
City Council Presentation**

October 2025

City Staff + Partners

City of Bowie DCS Parks and Grounds Division

Brian Erxleben
Superintendent

Paul Schutz
Community Forester

Bartlett Tree Experts

Aaron Toczylowski

ISA Certified Arborist, Certified Tree Worker, Certified Tree Care Safety Professional, Maryland Licensed Tree Expert, and Licensed Pesticide Applicator.

John Smithmyer

Board-Certified Master Arborist regionally managing Maryland and DC for Bartlett Tree Experts. He is on the Board of Directors for Tree Care Industry Association and is a qualified expert witness in Maryland Circuit Court.

Kevin Chase, Ph.D.

Entomological researcher, Bartlett Tree Research Laboratories, Arbor Metrics Solutions – Utility arborist, USDAAPHIS Plant Protection and Quarantine – Research technician, Penn State University Fruit Research and Extension Center – Entomological technician



Introduction

Over 50 American Beech trees line Belair Drive from Spangler Lane to Sun Way and along the Belair Stables.

These trees provide shade, character, and significant beautification to the neighborhood.



Tree Health Concerns

There are two diseases impacting the American Beech Tree:

Brittle Cinder Disease

- Root and trunk rot fungus; causes sudden tree failure
- Cannot be treated

Beech Leaf Disease (BLD)

- Foliar nematode; leaf banding, premature drop, long-term decline
- Treatment available

Diseased Trees



Impact on the Community

- Public safety risks from sudden failure of weakened trees
- Loss of neighborhood character and canopy coverage
- Risk of disease spread to other species
- Financial costs for treatment, removal, and replacement

Removal Plan

Trees Slated for Removal:

15 trees have been identified for removal along Belair Drive

- 11 trees are infected with Brittle Cinder Disease
- 4 trees have structural instability; threatening the Belair Stable facility and right-of-way along Belair Drive

Phased Approach:

Phase I (Oct – Nov 2025): Remove 1 tree near the Stable

Phase II (Jan – Feb 2026): Remove 14 diseased and structurally unstable trees



Removal Plan Map



Affected Trees

Brittle Cinder Fungus (11):

Beeches 2, 13, 23, 30, 33, 34, 35, 48, 60, and two at Belair Stable

Structural Issues (4):

Beeches 1, 36, 56 and one in front of Belair Stable



Replacement Plan

Staff evaluated several replacement tree options to preserve the street's character and maintain a consistent look, utilizing the following criteria:

- Disease resistant
- Wind and storm resistant
- Boulevard, canopy style
- Native species with high ecological value
- Low surface roots
- Wide crown spread



Recommended Species

Top Selections Identified:

White Oak, Black Gum, Northern Red Oak, Shagbark Hickory, American Hornbeam and Red Maple.

Upon consultation with Bartlett, the following species are recommended for replacement consideration. Staff intends to select 2-3 species.

- **White Oak:** Top choice for structural soundness, wind resistance, and ecological value. Ideal for large spaces but needs patience due to slow growth.
- **Black Gum:** Matches white oak for adaptability and aesthetics; best for urban settings or wet sites due to minimal surface roots. Slightly less wind-resistant.
- **Shagbark Hickory:** Strong, ecologically valuable, and low-maintenance; best for rural or naturalized areas due to size and nut litter.



Replacement Trees



White Oak



Black Gum



Hickory Shagbark

Replacement Trees



White Oak



Black Gum



Hickory Shagbark

Treatment & Budget

Beech Leaf Disease Treatment Cost (Remaining Trees):

Scheduled July - August 2026

- Estimated cost: \$39,000

Removal & Replacement Cost (Diseased Trees):

- Estimated cost: \$43,000

Removal (Stable)	Replacement (Stable)	Removal (Belair Dr.)	Replacement (Belair Dr.)
\$5,000	\$500	\$33,000	\$4,500





Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: EDC Report on the Future of the Town Center of Bowie - Reenvision, Revitalize, Redevelop

DATE: 10/02/2025

INTRODUCTION: At Council's request, made earlier this year, the City's Economic Development Committee (Bowie EDC) studied, discussed, deliberated, and prepared their recommendations to reenvision, revitalize, and redevelop the Town Center area of the City. The Chair of the Bowie EDC will lead a presentation team in delivering the report.

BACKGROUND: The Town Center area as examined in this project is approximately 123 acres generally encompassing those land parcels known as Bowie Crossing, Bowie Town Center, and Shoppes at Bowie Town Center. "Town Center" defines different geographies within Bowie depending upon the user of the phrase – for the purposes of this project 'Town Center' means the commercial properties generally contained within the development locally know as Bowie Crossing and Bowie Town Center -- Attachment 1 shows in more detail the parcels and their ownership; Attachment 2 shows the assessed value of some of the properties in the Town Center as of May 2025.

In June 2025, a team of EDC members and City staff toured twelve (12) properties in Maryland looking for examples and ideas. Attachment 3 contains the notes from that tour.

In June 2025, the EDC toured three properties considered to be good examples (Merriweather District in Howard County, Pike and Rose in Montgomery County, and the Mosaic District in Fairfax County) to study. Attachment 4 is the 'tour book' and Attachment 5 is the consolidated notes from the tour.

The EDC looked in general at retail in Bowie and specifically at Bowie Town Center in many meetings from 2023 through now. Attachment 6 is a concept briefing on the Bowie Town Center presented during a Bowie EDC meeting earlier this year. Attachment 7 is a citizen prepared report on Bowie Town Center delivered to EDC.

The Town Center area, as studied by the Bowie EDC, is the topic of an Urban Land Institute Technical Assistance Program (ULI TAP) to be conducted in partnership with the Metropolitan Council of Governments (MWCOC) on November 12 and 13 at Bowie City Hall.

RECOMMENDATION: We recommend that the City Council receive the report and direct City staff to

arrange for at least one stakeholder's session, and to further review and recommend additional implementation steps to the Council.

- ATTACHMENTS:**
1. 20251006 - Town Center Bowie Parcels Map and Ownership List
 2. 20251006 - Partial Town Center Parcels Assessed Value May 2025
 3. 20251006 - Windshield Tour Summary -June 10, 2025
 4. 20251006 - Tour Package July 3, 2025
 5. 20251006 - July 3, 2025 EDC Bus Tour Notes
 6. 20251006 - Bowie Town Center March 12, 2025
 7. 20251006 - Nurridin Bowie Town Center Report Jan 2025
 8. 20251006 - Reenvision Bowie Town Center Presentation

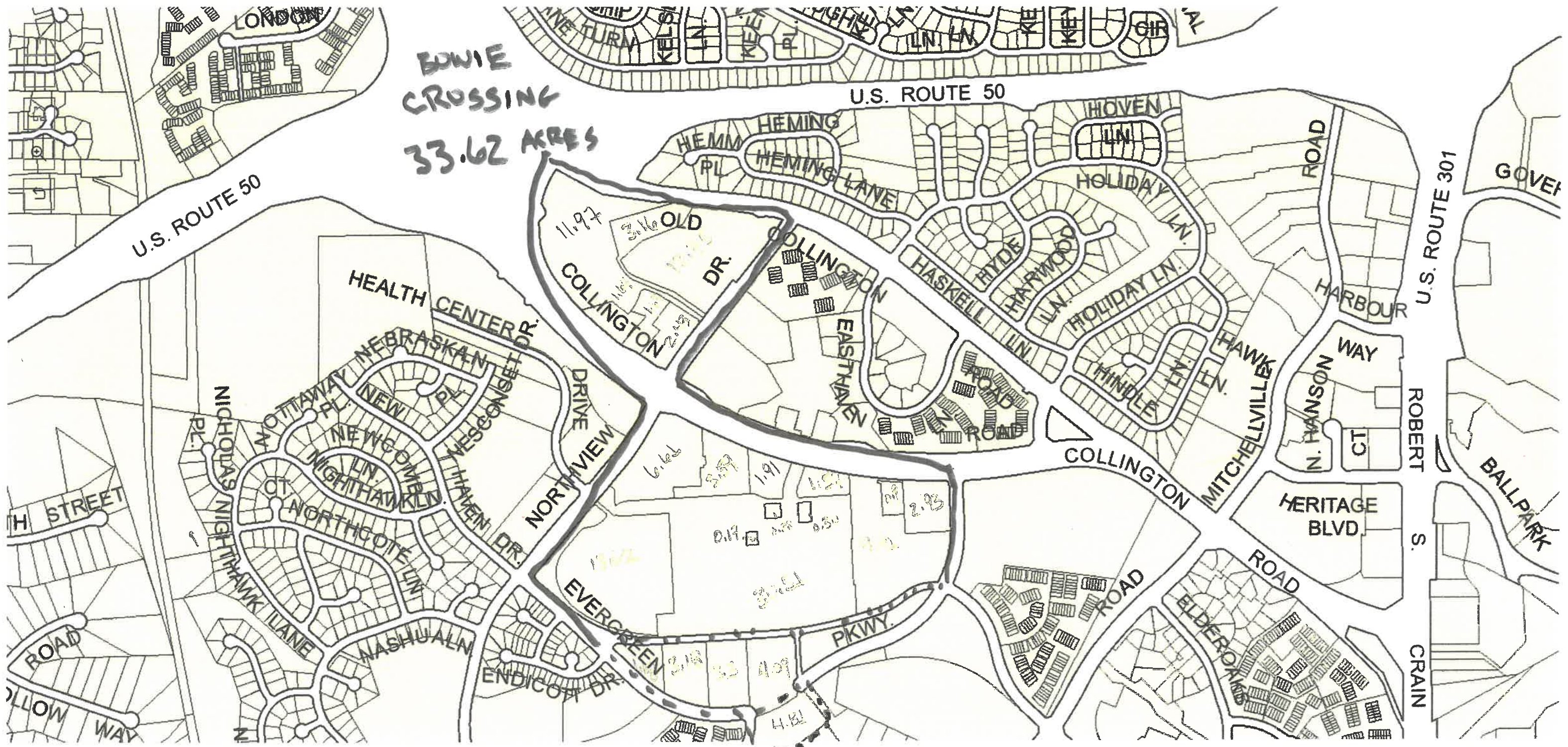
Bowie Town Center Parcels Ownership



Map_ID	OWNER_NAME	ICO_NAME	MAIL_STREE	MAIL_CITY	MAIL_STATE	MAIL_ZIP5	ACCOUNT	PLAT	LOT
1	PASSION JAVA MINISTRIES INC		3318 HAMPTON POINT DR	SILVER SPRING	MD	20716	3131711	7181080	1
2	NOVA BOWIE DE LLC		25220 METHLEY PLUM PL	ALDIE	VA	20105	3131729	7181080	2
3	PRINCE GEORGES COUNTY		ROOM L128	UPPER MARLBORO	MD	20772	821421		
4	BOWDAY LLC		222 GRAND AVE	ENGLEWOOD	NJ	7631	3180395	7183090	7
5	SPIRIT MASTER FUNDING VII LLC	STE 500	2999 NE 191ST ST	AVENTURA	FL	33180	3180403	7183090	8
6	15211 MLB LLC		2008 MONTICELLO DR	ANNAPOLIS	MD	21041	3180411	7183090	9
7	NAI SATURN EASTERN LLC	PARADIGM TAX GROUP	PO BOX 800729	DALLAS	TX	75380	3324282	7190044	1
8	WP BOWIE STRIP LLC	WP BOWIE STRIP LLC	4900 E DUBLIN GRANVILLE RD #4	COLUMBUS	OH	43081	3324258	7190043	2
9	GMRI INC		PO BOX 695019	ORLANDO	FL	32869	3324266	7190043	3
10	FCPT HOSPITALITY PROPERTIES LLC	FOUR CORNERS PROP TRS INC	591 REDWOOD HWY #1150	MILL VALLEY	CA	94941	3324316	7190045	5
11	FCPT HOLDINGS LLC	C/O FOUR CORNERS PROPERTY TRUS	591 REDWOOD HWY SUITE 3215	MILL VALLEY	CA	94941	5743284	7190045	17
12	BEST BUY STORES L P	LEGAL DEPT REAL ESTATE	7601 PENN AVE S	RICHFIELD	MN	55423	3324332	7190045	7
13	WP BTC LLC	WP BOWIE STRIP LLC	4900 E DUBLIN GRANVILLE RD #4	COLUMBUS	OH	43081	3324308	7190044	
14	MAY DEPT STORES CO		145 PROGRESS PL	SPRINGDALE	OH	45202	3324290	7190044	12
15	WP BTC LLC	WP BOWIE STRIP LLC	4900 E DUBLIN GRANVILLE RD #4	COLUMBUS	OH	43081	3631397	7202086	13
16	WP BTC LLC	WP BOWIE STRIP LLC	4900 E DUBLIN GRANVILLE RD #4	COLUMBUS	OH	43081	3631413	7202086	15
17	ADAMS MARITAL TST BOWIE LLC	METROPOLITAJN REAL EST SER	6205 OLD KEENE MILL CT STE 10	SPRINGFIELD	VA	22152	3631421	7202086	16
18	WP BTC LLC	WP BOWIE STRIP LLC	4900 E DUBLIN GRANVILLE RD #4	COLUMBUS	OH	43081	3631405	7202086	14
19	SANTAY REALTY OF BOWIE LLC		7900 CEDARVILLE RD	BRANDYWINE	MD	20613	3324324	7263029	18
20	WP BTC LLC	WP BOWIE STRIP LLC	4900 E DUBLIN GRANVILLE RD #4	COLUMBUS	OH	43081	3415189	7193001	
21	BOWIE HOLDINGS LLC	HAUPPAUGE PROP STE 309	1975 HEMPSTEAD TPKE	EAST MEADOW	NY	11554	3415163	7193001	11
22	BOWIE HOLDINGS LLC	HAUPPAUGE PROP STE 309	1975 HEMPSTEAD TPKE	EAST MEADOW	NY	11554	3586344	7199083	13
23	BOWIE HOLDINGS LLC	HAUPPAUGE PROP STE 309	1975 HEMPSTEAD TPKE	EAST MEADOW	NY	11554	3507290	7196062	12
24	WP BTC LLC	WP BOWIE STRIP LLC	4900 E DUBLIN GRANVILLE RD #4	COLUMBUS	OH	43081	3415171	7193001	
25	BOWIE CITY OF		2614 KENHILL DR	BOWIE	MD	20715	3324340	7190045	8
26	HOSPITALITY DEVLMT CO II LLC	SUITE 212	8850 COLUMBIA 100 PKWY	COLUMBIA	MD	21045	3507308	7196062	
27	BOWIE CITY OF	CITY CLERK	2614 KENHILL DR	BOWIE	MD	20715	2837854		
28	RBM-BOWIE NEW TOWN LTD PARTNERSHIP		PO BOX 32562	BALTIMORE	MD	21282	750786		

TOWN CENTER

Advanced Mapping



BTC
72.29 acres

12.25 acres
17.06 acres
SHOPPES

MOAIC = 31 acres
Pike + Rose = 28 acres
Marriwatha = 22 acres

0 1,000 ft

TOWN CENTER

PROPERTY	ACRES	ASSESED VALUE
Regal Cinema (former)	11.97	\$ 9,077,500.00
County Collington Park & Ride	12.75	\$ 10,986,667.00
4201 Northview Drive Office	6.15	\$ 8,653,300.00
Macy's	13.62	\$ 15,904,533.00
United Furniture	9.90	\$ 6,983,100.00
Bowie Town Center 4 Main Bldgs	30.51	\$ 43,200,000.00
Safeway Bowie Town Center	6.61	\$ 15,590,400.00
Retail Strip behind Safeway	3.59	\$ 12,903,900.00
Best Buy	2.93	\$ 7,196,267.00
TOTALS	98.03	\$ 130,495,667.00
AVERAGE ASSESSED VALUE PER ACRE		\$ 1,331,180.93

Bowie Town Center Reimagined Working Group

Windshield Tour Summary – June 9–10, 2025

Overview

On June 9th, the Working Group identified **12 town centers/malls** to visit across the Baltimore–DC region. On June 10th, the group conducted a **drive-by (“windshield”) tour** of several of these sites to observe their design, land use, and walkability characteristics.

Evaluation Criteria

Each site was observed through the lens of the following criteria:

1. **Transit Access** – Proximity and type of public transit
 2. **Mix of Uses** – Residential, retail, office, community space
 3. **Parking Approach** – Structured, surface, integrated
 4. **Pedestrian Features** – Sidewalks, street design, inviting public realm
 5. **Strengths** – What worked well
 6. **Weaknesses** – What didn’t feel effective
-

Sites Visited and Observations

1. Annapolis Town Center

- **Transit:** No visible transit; buses nearby
 - **Mix of Uses:** Residential (Avalon Apartments, 6–10 stories), retail, restaurants; limited/no visible office space
 - **Parking:** Structured and some street parking
 - **Pedestrian Realm:** Sidewalks (12 ft wide), starts inside the development, not well integrated with surroundings
 - **Likes:** Active mixed-use, decent density
 - **Dislikes:** Feels auto-oriented, not welcoming to pedestrians from the outside
-

2. Owings Mills (Mill Station)

- **Transit:** This is a Transit Oriented Development, and walkable to Metro

- **Mix of Uses:** Retail, residential (up to 7 stories), institutional (state building) integrated within the town center.
 - **Parking:** Structured and surface
 - **Pedestrian Realm:** Wide sidewalks, attractive and walkable, public seating
 - **Likes:** Inviting design, good pedestrian flow, TOD potential
 - **Dislikes:** Suburban character may not suit all contexts
-

3. Hunt Valley Town Center

- **Transit:** Near light rail
 - **Mix of Uses:** Retail, office, residential (condos/apartments up to 7 stories)
 - **Parking:** Multiple parking garages
 - **Pedestrian Realm:** Well-designed streetscape, welcoming entrance signage
 - **Likes:** Balanced mix of uses, structured parking, walkable environment
 - **Dislikes:** Not specified—overall strong impression
-

4. Merriweather Post District

- **Transit:** No visible transit; bus routes nearby
 - **Mix of Uses:** Residential (6–7 stories), restaurants, limited retail; adjacent to Columbia Mall
 - **Parking:** Structured
 - **Pedestrian Realm:** Tree-lined sidewalks, outdoor cafes, stormwater features, play areas
 - **Likes:** Vibrant public spaces (e.g., Busboys and Poets, theater), walkable and upscale feel
 - **Dislikes:** Limited transit access
-

5–7. Crown, Rio, Rockville Town Center

- Observations were more general:
 - **Urban-style development** with mixed uses
 - Walkability and density vary
 - Felt geared toward **urban populations**
-

12. Mosaic Shopping District (Fairfax, VA)

- **Transit:** Bus access; car-oriented otherwise
 - **Mix of Uses:** High-end retail, restaurants, community spaces
 - **Parking:** Not detailed
 - **Pedestrian Realm:** Wide sidewalks, inviting plaza areas with seating, games, and cafes
 - **Likes:** Excellent sense of place, vibrant pedestrian areas, well-executed compact design
 - **Dislikes:** Small size; not a major destination, but flows well
-

Recommendations for Follow-Up Guided Visits

Based on strong impressions from the windshield tour, a more **in-depth, on-site tour** is recommended for:

1. **Hunt Valley Town Center**
2. **Merriweather Post District**
3. **Mosaic Shopping District**
4. **Owings Mills Town Center**

These locations showed strong potential for lessons in **mixed-use integration, pedestrian experience, and placemaking** that could inform the reimagining of Bowie Town Center.

Bowie EDC Bus Tour Route July 3 2025

Merriweather District developed by Howard Hughes Holdings Inc.

<https://www.howardhughes.com/regions/maryland/>

<https://merriweatherdistrict.com/about/>

<https://www.naiopmd.org/news/projects-aim-to-create-new-live-work-play-community/>

<https://columbiamaryland.org/the-merriweather-district-columbia-marylands-newest-cultural-development/>

Architect <https://jp2architects.com/projects/merriweather-district/>

Architect <https://tca-arch.com/work/merriweather/>

Architect <https://ashton-design.com/work/merriweather-district>

Pike and Rose developed by Federal Realty

<https://properties.federalrealty.com/property/pike-rose/3314013>

https://en.wikipedia.org/wiki/Pike_%26_Rose

<https://pikeandrose.com/washington-post-pike-rose-community-grows-rockville-pike/>

Architect Phase I <https://segd.org/projects/pike-rose/>

Architect Phase II <https://www.bctdesignngroup.com/project/pike-rose/>

Mosaic District developed by Edens

<https://edens.com/property/mosaic/>

https://en.wikipedia.org/wiki/Mosaic_District

<https://www.eya.com/development/mosaic-district>

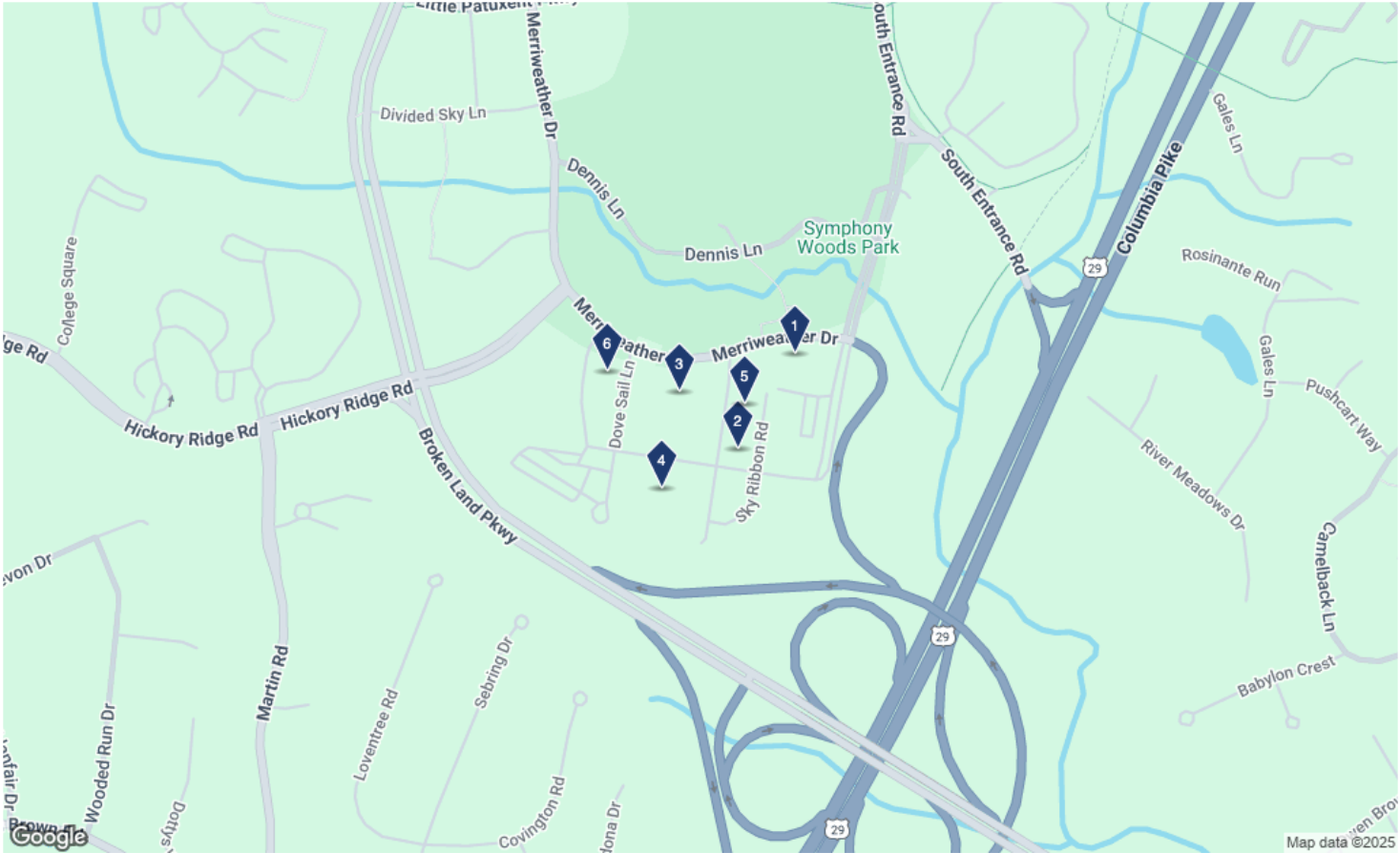
<https://www.terrain.org/2022/unsprawl/the-mosaic-district/>

<https://www.architectmagazine.com/project-gallery/mosaic-district>

Architect <https://www.skiarch.com/projects-item/mosaic-district/>



Merriweather District Map & List Report



Property Summary Statistics

Property Attributes	Low	Average	Median	High
Building SF	10,771 SF	301,200 SF	353,504 SF	510,181 SF
Year Built	2019	2023	2022	2028
Available SF	19,631 SF	19,631 SF	19,631 SF	19,631 SF
Asking Rent Per SF/YR	-	-	-	-
Availability %	5.5%	5.3%	5.5%	5.5%
Vacancy %	0.0%	4.1%	2.1%	4.2%
Asking Price Per SF	-	-	-	-
Cap Rate	-	-	-	-
Star Rating	★★★★☆ 4	★★★★☆ 4.3	★★★★☆ 4	★★★★★ 5

Property List

Property Name/ Address	Type	Built/ Renovated	Size (% Leased)	SF Available	Asking Rent	Asking Price (Cap Rate)
1 6100 Merriweather Dr Columbia, Maryland 21044	Office ★★★★★	2019	357,008 SF (95.8%)	4,721 - 19,631	Withheld	Not For Sale

Property List (Continued)

	Property Name/ Address	Type	Built/ Renovated	Size (% Leased)	SF Available	Asking Rent	Asking Price (Cap Rate)
2	Busboys and Poets 6521 Mango Tree Rd Columbia, Maryland 21044	Retail ★★★★☆	2021	10,771 SF	-	Withheld	Not For Sale
3	Juniper 6000 Merriweather Dr Columbia, Maryland 21044	Apartments ★★★★☆	2020	382 Units	500 - 3,900	Withheld	Not For Sale
4	Marlow 6200 Valencia Ln Columbia, Maryland 21044	Apartments ★★★★☆	2022	472 Units	2,000 - 6,704	Withheld	Not For Sale
5	6300 Merriweather Dr Columbia, Maryland 21044	Office ★★★★★	2028	179,240 SF	19,570 - 179,240	Withheld	Not For Sale
6	Phase 3 5953 Symphony Woods Rd Columbia, Maryland 21044	Office ★★★★☆	2027	400,000 SF	-	Withheld	Not For Sale



6100 Merriweather Dr

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Office

Property Summary

RBA (% Leased)	357,008 SF (95.8%)
Built	2019
Stories	12
Typical Floor	27,130 SF
Tenancy	Multiple
Available	4,721 - 19,631 SF
Max Contiguous	7,985 SF
Asking Rent	Withheld
Parking Spaces	1,300 (3.99/1,000 SF)



Property Details

Land Area	1.56 AC (67,954 SF)	Zoning	NT
Building FAR	5.25	Parcel	15-600859
Owner Occupied	No		

For Lease Summary

Number of Spaces	3	% Leased	95.8%
Smallest Space	4,721 SF	Asking Rent	Withheld
Max Contiguous	7,985 SF	Office Available	12,706 SF
Total Available	19,631 SF	Retail Available	6,925 SF
Vacant	14,910 SF		

Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881
Cushman & Wakefield: Patrick Crilley (301) 787-7730

Amenities

- Bicycle Storage
- Car Charging Station
- Conferencing Facility
- Energy Star Labeled
- Fitness Center
- Roof Terrace

Available Spaces

Floor	Suite	Use	Type	SF Available	Floor Contiguous	Building Contiguous	Rent/SF/Year	Occupancy	Term
E CNCR	Con-course Level	Office	Direct	7,985	7,985	7,985	Withheld	Vacant	Negotiable

Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881
Cushman & Wakefield: Patrick Crilley (301) 787-7730

P 1	A100	Retail	Direct	6,925	6,925	6,925	Withheld	Vacant	5 - 10 Years
-----	------	--------	--------	-------	-------	-------	----------	--------	--------------

H&R Retail, Inc.: Ray Schupp (703) 447-5929, Sean Harcourt (443) 904-5327
H&R Retail, Inc.: Suzanne Katz (410) 925-2177

Mezzanine floor



6100 Merriweather Dr

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Office

Available Spaces (Continued)

Floor	Suite	Use	Type	SF Available	Floor Contiguous	Building Contiguous	Rent/SF/Year	Occupancy	Term
P 2	240	Office	Sublet	4,721	4,721	4,721	Withheld	30 Days	Thru Aug 2029

KLNB: Rashida Akhter (202) 510-6620

KLNB: Taylor Rabbitt (443) 994-2080

Plug & Play

High End Finishes

Mix of private offices and workstations

Walking distance to Whole Foods, Lake Kittamaqundi, the mall in Columbia, and numerous restaurants and eateries.

Transportation

Parking Details	1300 Covered Spaces; Ratio of 3.99/1,000 SF
Traffic Volume	6,020 on Columbia Pike (2024); 5,096 on Columbia Pike (2023); 2,163 on Brokenland Pkwy (2020); 80,446 on Columbia Pike (2025); 8,819 on Columbia Pike (2023); 7,223 on Columbia Pike (2020); 2,603 on Columbia Pike (2020); 8,663 on Columbia Pike (2020); 45,228 on Mall Access Rd (2025); 6,183 on Columbia Pike (2020)
Commuter Rail	Jessup   16 min drive
Airport	Baltimore/Washington International Thurgood Marshall 26 min drive
	Ronald Reagan Washington Ntl 48 min drive
Walk Score ®	Somewhat Walkable (52)
Transit Score ®	Some Transit (46)

Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
CareFirst BlueCross BlueShield	1-4	85,188	567	Apr 2024	Apr 2034
Adtalem Global Education	7-8	53,346	-	Dec 2024	Jul 2032
Advarra Inc	6	27,130	180	Mar 2021	-
Tenable Network Security	7	26,673	100	Apr 2021	-
Insperty	5	12,540	25	Mar 2021	-

Showing 5 of 11 Tenants

Contacts

Type	Name	Location	Phone
Recorded Owner	Howard County	-	-
Developer	The Howard Hughes Corporation	Columbia, MD 21044	(410) 964-4800
Architect	FOX Architects	Washington, DC 20037	(202) 659-0929



6100 Merriweather Dr

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Office

Market Conditions

Vacancy Rates	Current	YOY Change	Submarket Leasing Activity	Current	YOY Change
Subject Property	4.2%	↓ -7.5%	12 Month Leased	324,284 SF	↑ 24.0%
Submarket 4-5 Star	22.1%	↑ 2.5%	Months on Market	14.5	↓ -1.2 mo
Market Overall	12.5%	↑ 0.6%			

Market Asking Rent Per Area	Current	YOY Change	Submarket Sales Activity	Current	Prev Year
Subject Property	\$35.86/SF	↓ -4.0%	12 Month Sales Volume	\$577.32K	\$3.16M
Submarket 4-5 Star	\$29.08/SF	↓ -0.3%	Market Sale Price Per Area	\$174/SF	\$177/SF
Market Overall	\$23.92/SF	↑ 1.0%			

Property Notes

The newest office building in the Merriweather District! This building will be a Trophy A Class office building. The Merriweather District is the first in the state to receive the LEED Neighborhood certification. 6100 Merriweather will feature incredible views overlooking Merriweather Post Pavilion, Symphony Woods and all of Downtown Columbia. There will be a manned security desk in the main lobby, destination elevators, a rooftop terrace, a towel-served fitness center with locker rooms, a bike share station and bike racks. The parking garage will be the first parking garage to be mapped for autonomous parking through STEER.

At full buildout, this building will be part of a 5M SF dense urban environment featuring office, residential, retail and hotel.



6521 Mango Tree Rd - Merriweather District

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Retail

Property Summary

Center Type	Neighborhood Center
GLA	10,771 SF
Built	2021
Tenancy	Single
Asking Rent	Withheld



Property Details

Land Area	0.30 AC (13,044 SF)	Parcel	15-600862
Building FAR	0.83		

Amenities

- LEED Certified - Gold

Transportation

Traffic Volume	2,163 on Brokenland Pkwy (2020); 80,446 on Oclumbia Pike (2025); 2,603 on Columbia Pike (2020); 7,223 on Columbia Pike (2020); 8,663 on Columbia Pike (2020); 8,819 on Columbia Pike (2023); 6,183 on Columbia Pike (2020); 6,020 on Columbia Pike (2024); 5,096 on Columbia Pike (2023); 6,123 on Rodona Dr (2020)		
Commuter Rail	Jessup 		16 min drive
Airport	Baltimore/Washington International Thurgood Marshall		26 min drive
	Ronald Reagan Washington Ntl		48 min drive
Walk Score ®	Car-Dependent (46)		
Transit Score ®	Some Transit (44)		

Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Busboys and Poets	1-2	10,638	23	Oct 2021	-

Showing 1 of 1 Tenants

Contacts

Type	Name	Location	Phone
Recorded Owner	Howard County	-	-
Developer	The Howard Hughes Corporation	Columbia, MD 21044	(410) 964-4800





6521 Mango Tree Rd - Merriweather District

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Retail

Market Conditions

Vacancy Rates	Current	YOY Change	
Subject Property	0.0%		0.0%
Submarket 3-5 Star	12.2%	↓	-0.1%
Market Overall	5.6%	↑	0.3%

Market Asking Rent Per Area	Current	YOY Change	
Subject Property	\$31.79/SF	↑	1.1%
Submarket 3-5 Star	\$36.67/SF	↑	0.3%
Market Overall	\$24.36/SF	↑	1.5%

Submarket Leasing Activity	Current	YOY Change	
12 Month Leased	22,265 SF	↓	-27.1%
Months on Market	35.9	↑	6.5 mo

Submarket Sales Activity	Current	Prev Year
12 Month Sales Volume	\$0	\$0
Market Sale Price Per Area	\$262/SF	\$265/SF



6000 Merriweather Dr - Juniper

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Apartments

Property Summary

Units	382
Built	2020
Stories	7
Elevators	4 passenger
Market Segment	All
Vacancy %	4.2
Asking Rent Per Unit	\$2,624
Commercial Available	500 - 3,900 SF
Commercial Asking Rent	Withheld



Property Details

Land Area	3.36 AC (146,362 SF)	Average Unit Size	910 SF
Building FAR	2.39	Zoning	NT
Number of Buildings	1	Parcel	15-600858
Units Per Area	114/AC		

Commercial For Lease Summary

Number of Spaces	3	Vacant	3,400 SF
Smallest Space	500 SF	Asking Rent	Withheld
Max Contiguous	2,000 SF	Retail Available	3,900 SF

Amenities

Unit Amenities

- | | | | |
|--------------------|----------------|--------------|--------|
| • Air Conditioning | • Heating | • Kitchen | • Oven |
| • Range | • Refrigerator | • Tub/Shower | |

Site Amenities

- | | | | |
|------------------|-----------------------|------------------|-------------|
| • 24 Hour Access | • Bicycle Storage | • Cabana | • Clubhouse |
| • Courtyard | • Energy Star Labeled | • Fitness Center | • Grill |
| • Lounge | • Pet Washing Station | • Pool | |

Unit Mix

Models			Counts		Units Available		Average Asking Rent		Average Effective Rent		Concessions
Beds	Baths	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
Studio	1	576	11	2.9%	-	-	\$1,880	\$3.26	\$1,869	\$3.24	0.6%
Studio	1	608	30	7.9%	2	6.7%	\$1,924	\$3.16	\$1,913	\$3.15	0.6%
1	1	562	3	0.8%	-	-	\$1,754	\$3.12	\$1,744	\$3.10	0.6%
1	1	577	14	3.7%	0	0.0%	\$1,954	\$3.39	\$1,943	\$3.37	0.6%
1	1	580	4	1.0%	-	-	\$1,341	\$2.31	\$1,333	\$2.30	0.6%
1	1	584	8	2.1%	-	-	\$1,782	\$3.05	\$1,772	\$3.03	0.6%
1	1	640	28	7.3%	3	10.7%	\$2,155	\$3.37	\$2,143	\$3.35	0.6%





6000 Merriweather Dr - Juniper

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Apartments

Unit Mix (Continued)

Beds	Baths	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
1	1	646	5	1.3%	0	0.0%	\$2,138	\$3.31	\$2,126	\$3.29	0.6%
1	1	700	9	2.4%	3	33.3%	\$2,234	\$3.19	\$2,221	\$3.17	0.6%
1	1	707	6	1.6%	0	0.0%	\$2,132	\$3.01	\$2,120	\$3.00	0.6%
1	1	743	6	1.6%	-	-	\$2,482	\$3.34	\$2,468	\$3.32	0.6%
1	1	768	58	15.2%	3	5.2%	\$2,325	\$3.03	\$2,312	\$3.01	0.6%
1	1	791	13	3.4%	-	-	\$2,258	\$2.85	\$2,246	\$2.84	0.6%
1	1	815	5	1.3%	-	-	\$2,502	\$3.07	\$2,488	\$3.05	0.6%
1	1	816	18	4.7%	0	0.0%	\$2,259	\$2.77	\$2,246	\$2.75	0.6%
1	1	832	1	0.3%	-	-	\$2,384	\$2.87	\$2,371	\$2.85	0.5%
1	1	840	1	0.3%	-	-	\$2,554	\$3.04	\$2,540	\$3.02	0.5%
1	1	877	2	0.5%	0	0.0%	\$2,264	\$2.58	\$2,251	\$2.57	0.6%
1	1	882	12	3.1%	2	16.7%	\$2,426	\$2.75	\$2,412	\$2.74	0.6%
1	1	895	6	1.6%	0	0.0%	\$2,348	\$2.62	\$2,334	\$2.61	0.6%
1	1	972	6	1.6%	0	0.0%	\$2,376	\$2.44	\$2,363	\$2.43	0.6%
2	2	1,107	5	1.3%	1	20.0%	\$3,208	\$2.90	\$3,190	\$2.88	0.6%
2	2	1,119	6	1.6%	0	0.0%	\$2,669	\$2.39	\$2,654	\$2.37	0.6%
2	2	1,120	1	0.3%	-	-	\$3,013	\$2.69	\$2,996	\$2.68	0.6%
2	2	1,129	36	9.4%	3	8.3%	\$3,283	\$2.91	\$3,265	\$2.89	0.6%
2	2	1,189	2	0.5%	1	50.0%	\$3,216	\$2.70	\$3,198	\$2.69	0.6%
2	2	1,218	13	3.4%	1	7.7%	\$3,490	\$2.87	\$3,470	\$2.85	0.6%
2	2	1,222	6	1.6%	0	0.0%	\$3,440	\$2.81	\$3,420	\$2.80	0.6%
2	2	1,237	6	1.6%	-	-	\$3,259	\$2.63	\$3,241	\$2.62	0.6%
2	2	1,265	6	1.6%	-	-	\$3,477	\$2.75	\$3,457	\$2.73	0.6%
3	2	1,222	5	1.3%	-	-	\$3,317	\$2.71	\$3,298	\$2.70	0.6%
3	2	1,223	1	0.3%	-	-	\$1,717	\$1.40	\$1,707	\$1.40	0.6%
3	2	1,371	2	0.5%	-	-	\$3,447	\$2.51	\$3,428	\$2.50	0.6%
3	2	1,373	15	3.9%	0	0.0%	\$3,695	\$2.69	\$3,674	\$2.68	0.6%
3	2	1,375	1	0.3%	1	100%	\$3,831	\$2.79	\$3,809	\$2.77	0.6%
3	2	1,385	8	2.1%	0	0.0%	\$3,684	\$2.66	\$3,663	\$2.64	0.6%
3	2	1,428	6	1.6%	1	16.7%	\$3,741	\$2.62	\$3,720	\$2.61	0.6%
3	2	1,429	2	0.5%	1	50.0%	\$3,915	\$2.74	\$3,893	\$2.72	0.6%
3	2	1,459	3	0.8%	-	-	\$3,889	\$2.67	\$3,867	\$2.65	0.6%
3	2	1,463	6	1.6%	0	0.0%	\$3,811	\$2.61	\$3,790	\$2.59	0.6%
3	2	1,492	6	1.6%	0	0.0%	\$3,950	\$2.65	\$3,928	\$2.63	0.6%
Totals		Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
All Studios		599	41	10.7%	2	4.9%	\$1,912	\$3.19	\$1,902	\$3.17	0.6%
All 1 Beds		740	205	53.7%	11	5.4%	\$2,221	\$3.00	\$2,209	\$2.98	0.6%
All 2 Beds		1,168	81	21.2%	6	7.4%	\$3,285	\$2.81	\$3,267	\$2.80	0.6%



6000 Merriweather Dr - Juniper

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Apartments

Unit Mix (Continued)

Totals	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
All 3 Beds	1,394	55	14.4%	3	5.5%	\$3,681	\$2.64	\$3,660	\$2.63	0.6%
Totals	910	382	100%	22	5.8%	\$2,624	\$2.88	\$2,609	\$2.87	0.6%

Estimate Unit Mix as of July 1, 2025

Available Spaces

Floor	Suite	Use	Type	SF Available	Floor Contiguous	Building Contiguous	Rent/SF/Year	Occupancy	Term
P 1	B110.B	Retail	Direct	2,000	2,000	2,000	Withheld	Vacant	5 - 10 Years
H&R Retail, Inc.: Ray Schupp (703) 447-5929, Sean Harcourt (443) 904-5327 H&R Retail, Inc.: Suzanne Katz (410) 925-2177									
P 1	B135	Retail	Direct	1,400	1,400	1,400	Withheld	Vacant	Negotiable
H&R Retail, Inc.: Ray Schupp (703) 447-5929, Sean Harcourt (443) 904-5327 H&R Retail, Inc.: Suzanne Katz (410) 925-2177 First generation inline retail space available									
P 1	B187	Retail	Direct	500	500	500	Withheld	30 Days	5 - 10 Years
H&R Retail, Inc.: Ray Schupp (703) 447-5929, Sean Harcourt (443) 904-5327 H&R Retail, Inc.: Suzanne Katz (410) 925-2177									

Transportation

Traffic Volume	2,163 on Brokenland Pkwy (2020); 2,603 on Columbia Pike (2020); 80,446 on Oclumbia Pike (2025); 17,183 on Martin Rd (2025); 7,223 on Columbia Pike (2020); 8,663 on Columbia Pike (2020); 5,096 on Columbia Pike (2023); 6,020 on Columbia Pike (2024); 8,819 on Columbia Pike (2023); 6,183 on Columbia Pike (2020)										
Commuter Rail	Jessup									16 min drive	
Airport	Baltimore/Washington International Thurgood Marshall										26 min drive
	Ronald Reagan Washington Ntl										48 min drive
Walk Score ®	Somewhat Walkable (53)										
Transit Score ®	Some Transit (47)										

Commercial Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Blackwall Barn & Lodge	1	10,572	-	Oct 2022	Oct 2037
Dok Khao Thai Eatery	1	3,400	20	Aug 2021	-
Banditos Taco & Tequila	1	3,359	41	Jan 2025	-
Paws Up	1	3,290	10	Feb 2025	Jan 2030
Clove & Cardamom	1	3,000	6	Feb 2021	-

Showing 5 of 13 Tenants

Contacts

Type	Name	Location	Phone
Recorded Owner	Howard County	Ellicott City, MD 21043	-
True Owner	The Howard Hughes Corporation	Columbia, MD 21044	(410) 964-4800





6000 Merriweather Dr - Juniper

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Apartments

Contacts (Continued)

Type	Name	Location	Phone
Property Management	Greystar - Juniper	Columbia, MD 21044	(443) 545-7777
Developer	The Howard Hughes Corporation	Columbia, MD 21044	(410) 964-4800
Architect	FOX Architects	Washington, DC 20037	(202) 659-0929

Market Conditions

Vacancy Rates	Current	YOY Change	Submarket Sales Activity	Current	Prev Year
Subject Property	4.2%	↓ -0.3%	12 Month Sales Volume	\$318.5M	\$135.3M
Submarket 3-5 Star	5.8%	↓ -1.0%	Market Sales Price Per Unit	\$264.08K	\$253.48K
Market Overall	7.3%	↑ 0.1%			

Market Rent Per Unit	Current	YOY Change	Under Construction Units	Current	Prev Year
Subject Property	\$2,624	↓ -0.7%	Market Overall	2,776	↓ -24.3%
Submarket 3-5 Star	\$2,196	↑ 0.8%			
Market Overall	\$1,731	↑ 1.6%			

Concessions	Current	YOY Change
Subject Property	0.6%	↑ 0.6%
Submarket 3-5 Star	0.6%	0.0%
Market Overall	0.8%	↓ -0.1%

Property Notes

The bed-bath mix, unit counts, and sizes are confirmed per property management.



6200 Valencia Ln - Marlow

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Apartments

Property Summary

Units	472
Built	2022
Stories	7
Elevators	5 passenger
Market Segment	All
Vacancy %	5.5
Asking Rent Per Unit	\$2,561
Commercial Available	2,000 - 6,704 SF
Commercial Asking Rent	Withheld



Property Details

Land Area	3.87 AC (168,776 SF)	Units Per Area	122/AC
Building FAR	3.02	Average Unit Size	780 SF
Number of Buildings	1	Parcel	15-600864

Commercial For Lease Summary

Number of Spaces	2	Vacant	8,261 SF
Smallest Space	2,000 SF	Asking Rent	Withheld
Max Contiguous	4,704 SF	Retail Available	6,704 SF

Amenities

Unit Amenities

- Air Conditioning
- Heating
- Kitchen
- Tub/Shower

Site Amenities

- Bicycle Storage
- Cabana
- Conference Rooms
- Courtyard
- Fitness Center
- Grill
- Lounge
- Package Service
- Pet Play Area
- Pet Washing Station
- Pool
- Roof Terrace

Unit Mix

Models			Counts		Units Available		Average Asking Rent		Average Effective Rent		Concessions
Beds	Baths	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
Studio	1	514	53	11.2%	4	7.6%	\$2,053	\$3.99	\$2,039	\$3.97	0.7%
1	1	542	48	10.2%	0	0.0%	\$1,912	\$3.53	\$1,899	\$3.50	0.7%
1	1	620	24	5.1%	1	4.2%	\$2,072	\$3.34	\$2,058	\$3.32	0.7%
1	1	651	24	5.1%	1	4.2%	\$2,227	\$3.42	\$2,212	\$3.40	0.7%
1	1	663	36	7.6%	0	0.0%	\$2,132	\$3.22	\$2,118	\$3.19	0.7%
1	1	671	30	6.4%	0	0.0%	\$2,185	\$3.26	\$2,171	\$3.23	0.7%
1	1	673	30	6.4%	2	6.7%	\$2,270	\$3.37	\$2,255	\$3.35	0.7%
1	1	717	6	1.3%	1	16.7%	\$2,410	\$3.36	\$2,394	\$3.34	0.7%
1	1	749	18	3.8%	0	0.0%	\$2,300	\$3.07	\$2,285	\$3.05	0.7%





6200 Valencia Ln - Marlow

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Apartments

Unit Mix (Continued)

Beds	Baths	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
1	1	779	18	3.8%	0	0.0%	\$2,285	\$2.93	\$2,270	\$2.91	0.7%
1	1	783	48	10.2%	1	2.1%	\$2,435	\$3.11	\$2,419	\$3.09	0.7%
1	1	787	18	3.8%	0	0.0%	\$2,540	\$3.23	\$2,523	\$3.21	0.7%
1	1	858	12	2.5%	1	8.3%	\$2,860	\$3.33	\$2,841	\$3.31	0.7%
2	2	952	6	1.3%	1	16.7%	\$3,088	\$3.24	\$3,068	\$3.22	0.7%
2	2	994	6	1.3%	1	16.7%	\$3,280	\$3.30	\$3,258	\$3.28	0.7%
2	2	1,007	12	2.5%	0	0.0%	\$3,152	\$3.13	\$3,131	\$3.11	0.7%
2	2	1,127	6	1.3%	0	0.0%	\$3,577	\$3.17	\$3,553	\$3.15	0.7%
2	2	1,148	16	3.4%	0	0.0%	\$3,452	\$3.01	\$3,429	\$2.99	0.7%
2	2	1,153	14	3.0%	0	0.0%	\$3,484	\$3.02	\$3,461	\$3.00	0.7%
2	2	1,154	6	1.3%	0	0.0%	\$3,642	\$3.16	\$3,618	\$3.14	0.7%
2	2	1,156	12	2.5%	1	8.3%	\$3,481	\$3.01	\$3,458	\$2.99	0.7%
2	2	1,337	6	1.3%	0	0.0%	\$4,689	\$3.51	\$4,658	\$3.48	0.7%
2	2	1,451	6	1.3%	0	0.0%	\$4,764	\$3.28	\$4,733	\$3.26	0.7%
2	2.5	1,421	10	2.1%	3	30.0%	\$4,415	\$3.11	\$4,386	\$3.09	0.7%
2	2.5	1,639	1	0.2%	0	0.0%	\$5,014	\$3.06	\$4,980	\$3.04	0.7%
2	2.5	1,688	1	0.2%	0	0.0%	\$5,164	\$3.06	\$5,129	\$3.04	0.7%
3	2	1,466	5	1.1%	0	0.0%	\$4,869	\$3.32	\$4,837	\$3.30	0.7%
Totals		Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
All Studios		514	53	11.2%	4	7.6%	\$2,053	\$3.99	\$2,039	\$3.97	0.7%
All 1 Beds		688	312	66.1%	7	2.2%	\$2,241	\$3.26	\$2,226	\$3.24	0.7%
All 2 Beds		1,177	102	21.6%	6	5.9%	\$3,688	\$3.13	\$3,664	\$3.11	0.7%
All 3 Beds		1,466	5	1.1%	0	0.0%	\$4,869	\$3.32	\$4,837	\$3.30	0.7%
Totals		782	472	100%	17	3.6%	\$2,561	\$3.27	\$2,544	\$3.25	0.7%

 Estimate Unit Mix as of July 1, 2025

Available Spaces

Floor	Suite	Use	Type	SF Available	Floor Contiguous	Building Contiguous	Rent/SF/Year	Occupancy	Term
P 1	C145	Retail	Direct	4,704	4,704	4,704	Withheld	Vacant	5 - 10 Years
H&R Retail, Inc.: Ray Schupp (703) 447-5929, Sean Harcourt (443) 904-5327 H&R Retail, Inc.: Suzanne Katz (410) 925-2177									
P 1	C120	Retail	Direct	2,000	2,000	2,000	Withheld	Vacant	5 - 10 Years
H&R Retail, Inc.: Ray Schupp (703) 447-5929, Sean Harcourt (443) 904-5327 H&R Retail, Inc.: Suzanne Katz (410) 925-2177									



6200 Valencia Ln - Marlow

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Apartments

Transportation

Traffic Volume	2,163 on Brokenland Pkwy (2020); 2,603 on Columbia Pike (2020); 8,663 on Columbia Pike (2020); 7,223 on Columbia Pike (2020); 6,123 on Rodona Dr (2020); 17,183 on Martin Rd (2025); 80,446 on Oclumbia Pike (2025); 8,819 on Columbia Pike (2023); 6,183 on Columbia Pike (2020); 9,833 on Brokenland Pkwy (2020)		
Commuter Rail	Jessup 		16 min drive
Airport	Baltimore/Washington International Thurgood Marshall		27 min drive
	Ronald Reagan Washington Ntl		49 min drive
Walk Score ®	Car-Dependent (45)		
Transit Score ®	Some Transit (45)		

Commercial Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Smashing Grapes	1	6,502	-	Jan 2023	-
Salon Lofts	1	5,000	5	Apr 2024	-
Allure Nail Spa	1	2,600	-	Nov 2022	-

Showing 3 of 3 Tenants

Contacts

Type	Name	Location	Phone
Recorded Owner	Howard County	-	-
Property Management	Greystar - Marlow	Columbia, MD 21044	(443) 888-2140
Developer	The Howard Hughes Corporation	Columbia, MD 21044	(410) 964-4800

Market Conditions

Vacancy Rates	Current	YOY Change	Submarket Sales Activity	Current	Prev Year
Subject Property	5.5%	↓ -4.9%	12 Month Sales Volume	\$318.5M	\$135.3M
Submarket 3-5 Star	5.8%	↓ -1.0%	Market Sales Price Per Unit	\$264.08K	\$253.48K
Market Overall	7.3%	↑ 0.1%			
Market Rent Per Unit	Current	YOY Change	Under Construction Units	Current	Prev Year
Subject Property	\$2,561	↓ -2.5%	Market Overall	2,776	↓ -24.3%
Submarket 3-5 Star	\$2,196	↑ 0.8%			
Market Overall	\$1,731	↑ 1.6%			
Concessions	Current	YOY Change			
Subject Property	0.7%	0.0%			
Submarket 3-5 Star	0.6%	0.0%			
Market Overall	0.8%	↓ -0.1%			



6300 Merriweather Dr

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Office

Property Summary

RBA (% Leased)	179,240 SF (0.0%)
Status	Proposed
Built	February 2028
Stories	8
Typical Floor	22,405 SF
Tenancy	Multiple
Available	19,570 - 179,240 SF
Max Contiguous	179,240 SF
Asking Rent	Withheld



Property Details

Land Area	1.17 AC (50,965 SF)	Owner Occupied	No
Building FAR	3.52	Parcel	15-600861

For Lease Summary

Number of Spaces	8	% Leased	0.0%
Smallest Space	19,570 SF	Asking Rent	Withheld
Max Contiguous	179,240 SF	Office Available	179,240 SF
Vacant	0 SF		

Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881
Cushman & Wakefield: Patrick Crilley (301) 787-7730

Available Spaces

Floor	Suite	Use	Type	SF Available	Floor Contiguous	Building Contiguous	Rent/SF/Year	Occupancy	Term
E 1	-	Office	Direct	19,570	19,570	179,240	Withheld	02/2026	Negotiable
Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881 Cushman & Wakefield: Patrick Crilley (301) 787-7730									
E 2	-	Office	Direct	22,810	22,810	179,240	Withheld	02/2026	Negotiable
Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881 Cushman & Wakefield: Patrick Crilley (301) 787-7730									
E 3	-	Office	Direct	22,810	22,810	179,240	Withheld	02/2026	Negotiable
Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881 Cushman & Wakefield: Patrick Crilley (301) 787-7730									
E 4	-	Office	Direct	22,810	22,810	179,240	Withheld	02/2026	Negotiable
Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881 Cushman & Wakefield: Patrick Crilley (301) 787-7730									
E 5	-	Office	Direct	22,810	22,810	179,240	Withheld	02/2026	Negotiable
Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881 Cushman & Wakefield: Patrick Crilley (301) 787-7730									



6300 Merriweather Dr

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Office

Available Spaces (Continued)

Floor	Suite	Use	Type	SF Available	Floor Contiguous	Building Contiguous	Rent/SF/Year	Occupancy	Term
E 6	-	Office	Direct	22,810	22,810	179,240	Withheld	02/2026	Negotiable
Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881 Cushman & Wakefield: Patrick Crilley (301) 787-7730									
E 7	-	Office	Direct	22,810	22,810	179,240	Withheld	02/2026	Negotiable
Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881 Cushman & Wakefield: Patrick Crilley (301) 787-7730									
E 8	-	Office	Direct	22,810	22,810	179,240	Withheld	02/2026	Negotiable
Cushman & Wakefield: Matt Melnick (410) 913-1784, Richard Thomas (410) 591-3881 Cushman & Wakefield: Patrick Crilley (301) 787-7730									

Transportation

Traffic Volume	2,163 on Brokenland Pkwy (2020); 80,446 on Oclumbia Pike (2025); 6,020 on Columbia Pike (2024); 5,096 on Columbia Pike (2023); 2,603 on Columbia Pike (2020); 7,223 on Columbia Pike (2020); 8,663 on Columbia Pike (2020); 8,819 on Columbia Pike (2023); 6,183 on Columbia Pike (2020); 17,183 on Martin Rd (2025)
Commuter Rail	Jessup  17 min drive
Airport	Baltimore/Washington International Thurgood Marshall 27 min drive
	Ronald Reagan Washington Ntl 49 min drive
Walk Score ®	Somewhat Walkable (51)
Transit Score ®	Some Transit (47)

Contacts

Type	Name	Location	Phone
Recorded Owner	Howard County	-	-
True Owner	The Howard Hughes Corporation	Columbia, MD 21044	(410) 964-4800
Asset Manager	The Howard Hughes Corporation	Columbia, MD 21044	(410) 964-4800

Market Conditions

Vacancy Rates	Current	YOY Change	Submarket Leasing Activity	Current	YOY Change
Subject Property	-	-	12 Month Leased	324,284 SF	↑ 24.0%
Submarket 4-5 Star	22.1%	↑ 2.5%	Months on Market	14.5	↓ -1.2 mo
Market Overall	12.5%	↑ 0.6%			

Market Asking Rent Per Area	Current	YOY Change	Submarket Sales Activity	Current	Prev Year
Subject Property	-	-	12 Month Sales Volume	\$577.32K	\$3.16M
Submarket 4-5 Star	\$29.08/SF	↓ -0.3%	Market Sale Price Per Area	\$174/SF	\$177/SF
Market Overall	\$23.92/SF	↑ 1.0%			



5953 Symphony Woods Rd - Phase 3

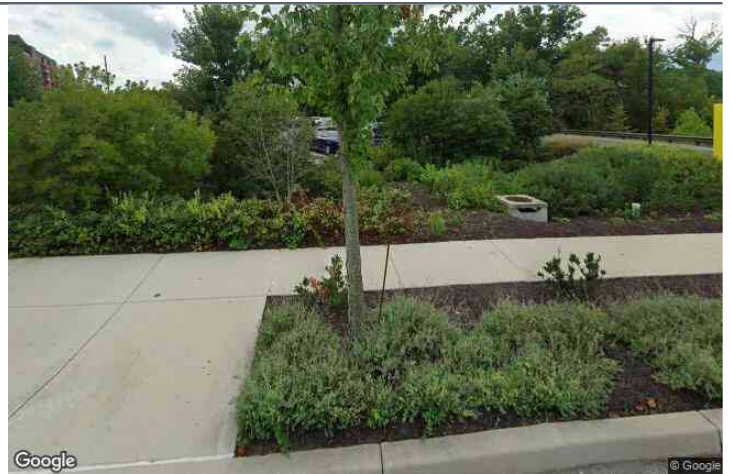
Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Office

Property Summary

RBA	400,000 SF
Status	Proposed
Built	March 2027
Stories	17
Typical Floor	23,529 SF
Tenancy	Multiple
Asking Rent	Withheld



Property Details

Land Area	2.05 AC (89,254 SF)	Zoning	NT
Building FAR	4.48	Parcel	15-599579
Owner Occupied	No		

Transportation

Traffic Volume	17,183 on Martin Rd (2025); 2,163 on Brokenland Pkwy (2020); 2,603 on Columbia Pike (2020); 32,642 on Little Patuxent Pkwy (2025); 31,598 on Shepherd Sq (2025); 8,663 on Columbia Pike (2020); 7,223 on Columbia Pike (2020); 80,446 on Oclumbia Pike (2025); 5,096 on Columbia Pike (2023)		
Commuter Rail	Jessup 		16 min drive
Airport	Baltimore/Washington International Thurgood Marshall		27 min drive
	Ronald Reagan Washington Ntl		48 min drive
Walk Score ®	Somewhat Walkable (53)		
Transit Score ®	Some Transit (47)		

Contacts

Type	Name	Location	Phone
Recorded Owner	Howard County	-	-



5953 Symphony Woods Rd - Phase 3

Columbia, Maryland 21044 (Howard County) - Downtown Columbia Submarket



Office

Market Conditions

Vacancy Rates	Current	YOY Change		Submarket Leasing Activity	Current	YOY Change
Subject Property	-	-	-	12 Month Leased	324,284 SF	↑ 24.0%
Submarket 3-5 Star	22.8%	↑	3.6%	Months on Market	14.5	↓ -1.2 mo
Market Overall	12.5%	↑	0.6%			

Market Asking Rent Per Area	Current	YOY Change		Submarket Sales Activity	Current	Prev Year
Subject Property	-	-	-	12 Month Sales Volume	\$577.32K	\$3.16M
Submarket 3-5 Star	\$28.48/SF	↑	0.3%	Market Sale Price Per Area	\$174/SF	\$177/SF
Market Overall	\$23.92/SF	↑	1.0%			

Pike & Rose Availability and Vacancy Analysis

Grand Totals

	Bldgs	Existing Rentable Bldg Area	Direct SF Vacant	Vacant Rate %	Direct w/ Sublet SF Vacant	Vacant % with Sublet	Total SF Available	Direct SF Available	Sublet SF Available	Max SF Contig	Avg Rate
	150	12,006,428	300,445	2.5%	303,688	2.5%	286,847	235,476	53,021	61,105	\$49.78/nnn



Pike & Rose Availability and Vacancy Building List

Building Address	Existing Rentable Bldg Area	Direct SF Vacant	Direct % Vacant	Total SF Vacant	Total % Vacant	Total SF Available	Direct SF Available	Sublet SF Available	Max SF Contig	Avg Rate
5700 Bou Ave	154,731	0	0.0%	0	0.0%	0	0	0	0	-
5750 Bou Ave	388,487	0	0.0%	0	0.0%	0	0	0	0	-
6040 California Cir	357,164	0	0.0%	0	0.0%	0	0	0	0	-
6050-6060 California Cir	120,000	0	0.0%	0	0.0%	0	0	0	0	-
2001-2009 Chapman Ave	9,208	0	0.0%	0	0.0%	0	0	0	0	-
2100 Chapman Ave	9,596	0	0.0%	0	0.0%	0	0	0	0	-
12000 Chase Crossing Cir	189,020	0	0.0%	0	0.0%	0	0	0	0	-
5910 Executive Blvd	1,370	0	0.0%	0	0.0%	0	0	0	0	-
6001 Executive Blvd	250,000	61,105	24.4%	61,105	24.4%	61,105	61,105	0	61,105	-
6003 Executive Blvd	109,841	0	0.0%	0	0.0%	0	0	0	0	-
6005 Executive Blvd	8,847	0	0.0%	0	0.0%	0	0	0	0	-
6011 Executive Blvd	141,592	0	0.0%	0	0.0%	0	0	0	0	-
6101 Executive Blvd	81,652	0	0.0%	0	0.0%	17,022	17,022	0	6,665	-
6111 Executive Blvd	65,067	0	0.0%	0	0.0%	0	0	0	0	-
6115 Executive Blvd	1,871	0	0.0%	0	0.0%	0	0	0	0	-
6119 Executive Blvd	944	0	0.0%	0	0.0%	0	0	0	0	-
6121 Executive Blvd	8,000	0	0.0%	0	0.0%	0	0	0	0	-
6125-6161 Executive Blvd	16,975	15,245	89.8%	15,245	89.8%	15,245	15,245	0	4,715	\$22.01/+util
6135 Executive Blvd	832	0	0.0%	0	0.0%	0	0	0	0	-
6141-6147 Executive Blvd	12,000	0	0.0%	0	0.0%	0	0	0	0	-
6151 Executive Blvd	2,999	0	0.0%	0	0.0%	0	0	0	0	-
6157 Executive Blvd	1,515	0	0.0%	0	0.0%	0	0	0	0	-
6167-6189 Executive Blvd	7,246	0	0.0%	1,650	22.8%	7,246	7,246	1,650	7,246	\$22.18/mg
6175 Executive Blvd	930	930	100.0%	930	100.0%	930	930	0	930	-
6179 Executive Blvd	913	0	0.0%	0	0.0%	0	0	0	0	-
6183 Executive Blvd	2,999	0	0.0%	0	0.0%	2,999	2,999	0	2,999	-
6187-6193 Executive Blvd	9,091	0	0.0%	0	0.0%	0	0	0	0	-
6201-6215 Executive Blvd	12,000	0	0.0%	0	0.0%	0	0	0	0	-
6205 Executive Blvd	2,845	0	0.0%	0	0.0%	0	0	0	0	-
6219-6233 Executive Blvd	12,000	0	0.0%	0	0.0%	0	0	0	0	-
6237-6251 Executive Blvd	13,636	0	0.0%	0	0.0%	0	0	0	0	-
6255-6265 Executive Blvd	9,475	0	0.0%	0	0.0%	0	0	0	0	-
6257 Executive Blvd	1,531	0	0.0%	0	0.0%	0	0	0	0	-
6301-6311 Executive Blvd	13,636	0	0.0%	0	0.0%	0	0	0	0	-
6315-6325 Executive Blvd	11,422	0	0.0%	0	0.0%	0	0	0	0	-
6329-6343 Executive Blvd	25,000	0	0.0%	0	0.0%	0	0	0	0	-
6329-6347 Executive Blvd	13,636	0	0.0%	0	0.0%	0	0	0	0	-
11810 Grand Park Ave	204,000	0	0.0%	0	0.0%	5,000	0	0	5,000	-
11853-11885 Grand Park Ave	21,517	0	0.0%	0	0.0%	0	0	0	0	-
11870 Grand Park Ave	224,400	0	0.0%	0	0.0%	0	0	0	0	-
11915 Grand Park Ave	2,048	0	0.0%	0	0.0%	0	0	0	0	-
11920 Grand Park Ave	51,403	0	0.0%	0	0.0%	0	0	0	0	-
5800-5952 Hubbard Dr	15,200	0	0.0%	0	0.0%	0	0	0	0	-
5800-5814 Hubbard Dr	67,000	0	0.0%	0	0.0%	0	0	0	0	7/1/2025



Pike & Rose Availability and Vacancy Building List

Building Address	Existing Rentable Bldg Area	Direct SF Vacant	Direct % Vacant	Total SF Vacant	Total % Vacant	Total SF Available	Direct SF Available	Sublet SF Available	Max SF Contig	Avg Rate
5818-5824 Hubbard Dr	11,593	0	0.0%	0	0.0%	0	0	0	0	-
5828-5836 Hubbard Dr	2,484	0	0.0%	0	0.0%	0	0	0	0	-
5840-5850 Hubbard Dr	1,900	0	0.0%	0	0.0%	0	0	0	0	-
5840 Hubbard Dr	1,114	0	0.0%	0	0.0%	0	0	0	0	-
5860-5884 Hubbard Dr	16,892	0	0.0%	0	0.0%	0	0	0	0	-
5906 Hubbard Dr	1,230	0	0.0%	0	0.0%	0	0	0	0	-
5910-5912 Hubbard Dr	2,460	0	0.0%	0	0.0%	0	0	0	0	-
5932 Hubbard Dr	953	0	0.0%	0	0.0%	0	0	0	0	-
1776 E Jefferson St	117,708	0	0.0%	0	0.0%	7,769	7,769	0	3,888	-
1780 E Jefferson St	5,455	0	0.0%	0	0.0%	0	0	0	0	-
5721 Josiah Henson Pky	3,584	3,582	99.9%	3,582	99.9%	3,582	3,582	0	3,582	-
11601 Landsdowne St	385,453	0	0.0%	0	0.0%	0	0	0	0	-
11912 Maple Ave	2,480	0	0.0%	0	0.0%	0	0	0	0	-
11916-11920 Maple Ave	3,730	0	0.0%	0	0.0%	0	0	0	0	-
11917 Maple Ave	3,673	0	0.0%	0	0.0%	0	0	0	0	-
11921 Maple Ave	4,200	0	0.0%	0	0.0%	0	0	0	0	-
5440 Marinelli Rd	264,644	0	0.0%	0	0.0%	0	0	0	0	-
915 Meeting St	276,000	49,661	18.0%	49,661	18.0%	12,175	12,175	0	7,802	\$54.00/fs
5901 Montrose Rd	815,414	0	0.0%	0	0.0%	0	0	0	0	-
6001 Montrose Rd	147,658	96,152	65.1%	96,152	65.1%	0	0	0	0	-
6101 Montrose Rd	30,000	0	0.0%	0	0.0%	0	0	0	0	-
6123 Montrose Rd	20,476	0	0.0%	0	0.0%	0	0	0	0	-
6125 Montrose Rd	511,645	0	0.0%	0	0.0%	0	0	0	0	-
12205-12275 Nebel St	82,489	0	0.0%	0	0.0%	0	0	0	0	-
5535 Nicholson Ln	2,090	0	0.0%	0	0.0%	0	0	0	0	-
5541 Nicholson Ln	20,100	17,342	86.3%	17,342	86.3%	17,342	17,342	0	7,811	-
5801 Nicholson Ln	811,195	0	0.0%	0	0.0%	0	0	0	0	-
5809 Nicholson Ln	368,242	0	0.0%	0	0.0%	0	0	0	0	-
11550 Old Georgetown Rd	577,692	0	0.0%	0	0.0%	0	0	0	0	-
11555 Old Georgetown Rd	0	0	-	0	-	0	0	0	0	-
11560-11594 Old Georgetown Rd	111,049	0	0.0%	0	0.0%	16,518	16,518	0	8,948	-
11575 Old Georgetown Rd	7,276	0	0.0%	0	0.0%	0	0	0	0	-
11611 Old Georgetown Rd	23,280	0	0.0%	0	0.0%	0	0	0	0	-
11617 Old Georgetown Rd	49,254	0	0.0%	0	0.0%	0	0	0	0	-
11700 Old Georgetown Rd	153,752	0	0.0%	0	0.0%	0	0	0	0	-
11710 Old Georgetown Rd	467,561	0	0.0%	0	0.0%	0	0	0	0	-
11800 Old Georgetown Rd	405,549	0	0.0%	0	0.0%	0	0	0	0	-
900 PerSei Pl	246,100	0	0.0%	0	0.0%	0	0	0	0	-
935 Prose St	6,024	0	0.0%	0	0.0%	0	0	0	0	-
5515 Randolph Rd	5,434	0	0.0%	0	0.0%	0	0	0	0	-
5520 Randolph Rd	57,507	0	0.0%	0	0.0%	0	0	0	0	-
5530-5636 Randolph Rd	90,624	8,608	9.5%	8,608	9.5%	8,608	8,608	0	4,400	-
5646 Randolph Rd	6,000	0	0.0%	0	0.0%	0	0	0	0	-
1910 Rockville Pike	2,285	0	0.0%	0	0.0%	0	0	0	0	-

7/1/2025
Page 3



Pike & Rose Availability and Vacancy Building List

Building Address	Existing Rentable Bldg Area	Direct SF Vacant	Direct % Vacant	Total SF Vacant	Total % Vacant	Total SF Available	Direct SF Available	Sublet SF Available	Max SF Contig	Avg Rate
1910 Rockville Pike	5,512	0	0.0%	0	0.0%	0	0	0	0	-
1911 Rockville Pike	1,769	0	0.0%	0	0.0%	0	0	0	0	-
11500 Rockville Pike	12,200	0	0.0%	0	0.0%	0	0	0	0	-
11503 Rockville Pike	20,149	0	0.0%	0	0.0%	0	0	0	0	-
11510-11564 Rockville Pike	63,888	0	0.0%	0	0.0%	2,387	2,387	0	1,325	-
11545 Rockville Pike	347,922	0	0.0%	0	0.0%	0	0	0	0	-
11555 Rockville Pike	380,452	0	0.0%	0	0.0%	0	0	0	0	-
11564 Rockville Pike	3,600	0	0.0%	0	0.0%	0	0	0	0	-
11610-11640 Rockville Pike	23,567	0	0.0%	0	0.0%	2,010	0	2,010	2,010	\$50.78/nnn
11710 Rockville Pike	2,800	2,800	100.0%	2,800	100.0%	0	0	0	0	-
11720 Rockville Pike	2,933	0	0.0%	0	0.0%	0	0	0	0	-
11800-11802 Rockville Pike	12,138	0	0.0%	0	0.0%	0	0	0	0	-
11801 Rockville Pike	245,338	0	0.0%	0	0.0%	0	0	0	0	-
11919 Rockville Pike	61,902	0	0.0%	0	0.0%	0	0	0	0	-
11921 Rockville Pike	119,969	16,489	13.7%	16,489	13.7%	16,489	16,489	0	7,854	\$35.00/fs
11990 Rockville Pike	28,735	0	0.0%	0	0.0%	0	0	0	0	-
12001 Rockville Pike	5,178	0	0.0%	0	0.0%	0	0	0	0	-
12003 Rockville Pike	2,500	0	0.0%	0	0.0%	0	0	0	0	-
12011-12013 Rockville Pike	86,300	0	0.0%	0	0.0%	0	0	0	0	-
12015 Rockville Pike	15,500	0	0.0%	0	0.0%	0	0	0	0	-
12017 Rockville Pike	14,000	0	0.0%	0	0.0%	0	0	0	0	-
12037 Rockville Pike	17,684	0	0.0%	0	0.0%	0	0	0	0	-
12051-12071 Rockville Pike	152,069	0	0.0%	0	0.0%	0	0	0	0	-
12071 Rockville Pike	3,500	0	0.0%	0	0.0%	0	0	0	0	-
12085-12091 Rockville Pike	80,266	0	0.0%	0	0.0%	0	0	0	0	-
12097 Rockville Pike	3,510	0	0.0%	0	0.0%	0	0	0	0	-
12099 Rockville Pike	4,687	0	0.0%	0	0.0%	0	0	0	0	-
12101 Rockville Pike	6,000	0	0.0%	0	0.0%	0	0	0	0	-
12103-12147 Rockville Pike	69,299	2,053	3.0%	2,053	3.0%	10,365	10,365	0	7,112	-
12151 Rockville Pike	1,860	0	0.0%	0	0.0%	0	0	0	0	-
12161 Rockville Pike	3,710	0	0.0%	0	0.0%	0	0	0	0	-
12200 Rockville Pike	4,772	0	0.0%	0	0.0%	0	0	0	0	-
12204 Rockville Pike	4,880	0	0.0%	0	0.0%	0	0	0	0	-
12212 Rockville Pike	4,240	0	0.0%	0	0.0%	0	0	0	0	-
12218 Rockville Pike	5,000	0	0.0%	0	0.0%	0	0	0	0	\$60.00/nnn
12222 Rockville Pike	15,659	0	0.0%	0	0.0%	0	0	0	0	\$30.60/nnn
12224 Rockville Pike	4,954	0	0.0%	0	0.0%	0	0	0	0	-
12230 Rockville Pike	10,520	0	0.0%	0	0.0%	0	0	0	0	-
12238-12256 Rockville Pike	60,000	7,048	11.7%	7,048	11.7%	8,500	8,500	0	3,588	-
12260 Rockville Pike	7,371	0	0.0%	0	0.0%	0	0	0	0	-
12266-12270 Rockville Pike	105,187	0	0.0%	0	0.0%	6,865	6,865	0	3,968	-
12274 Rockville Pike	14,167	0	0.0%	0	0.0%	899	899	0	899	-
12276 Rockville Pike	7,250	0	0.0%	0	0.0%	0	0	0	0	-
128 Rollins Ave	2,699	0	0.0%	0	0.0%	0	0	0	0	7/1/2025



Pike & Rose Availability and Vacancy Building List

Building Address	Existing Rentable Bldg Area	Direct SF Vacant	Direct % Vacant	Total SF Vacant	Total % Vacant	Total SF Available	Direct SF Available	Sublet SF Available	Max SF Contig	Avg Rate
130 Rollins Ave	168,240	0	0.0%	0	0.0%	0	0	0	0	-
152 Rollins Ave	17,000	2,739	16.1%	4,332	25.5%	4,332	2,739	1,593	2,739	-
160 Rollins Ave	2,640	0	0.0%	0	0.0%	0	0	0	0	-
164 Rollins Ave	15,000	0	0.0%	0	0.0%	0	0	0	0	-
168 Rollins Ave	3,168	0	0.0%	0	0.0%	0	0	0	0	-
170 Rollins Ave	6,000	0	0.0%	0	0.0%	0	0	0	0	-
172 Rollins Ave	6,375	0	0.0%	0	0.0%	0	0	0	0	-
174-188 Rollins Ave	9,300	1,200	12.9%	1,200	12.9%	1,200	1,200	0	1,200	\$37.50/nnn
979 Rollins Ave	7,706	0	0.0%	0	0.0%	0	0	0	0	-
981 Rollins Ave	24,149	13,241	54.8%	13,241	54.8%	13,241	13,241	0	13,241	-
909 Rose Ave	212,000	2,250	1.1%	2,250	1.1%	45,018	2,250	0	21,930	\$52.00/fs
910 Rose Ave	36,371	0	0.0%	0	0.0%	0	0	0	0	-
925 Rose Ave	26,114	0	0.0%	0	0.0%	0	0	0	0	-
930 Rose Ave	149,454	0	0.0%	0	0.0%	0	0	0	0	-
940 Rose Ave	313,956	0	0.0%	0	0.0%	0	0	0	0	-
5905 Stonehenge Pl	126,000	0	0.0%	0	0.0%	0	0	0	0	-
12303 Twinbrook Pky	11,657	0	0.0%	0	0.0%	0	0	0	0	-
12401 Twinbrook Pky	47,774	0	0.0%	0	0.0%	0	0	0	0	-
Grand Totals (150 Bldgs)	12,006,428	300,445	2.5%	303,688	2.5%	286,847	235,476	5,253	61,105	\$49.78/nnn

Property Name/ Address	City	Type	Size	SF Available	Asking Rent
2100 Chapman Ave	Rockville	Specialty	9,596 SF	-	Withheld
174-188 Rollins Ave	Rockville	Retail	9,300 SF	1,200	\$37.50 SF/Year
White Flint Station 11610-11640 Rockville Pike	Rockville	Retail	23,567 SF	2,010	\$50.78 SF/Year
2001-2009 Chapman Ave	Rockville	Retail	9,208 SF	-	Withheld
11503 Rockville Pike	Rockville	Retail	20,149 SF	-	Withheld
Target 5700 Bou Ave	Rockville	Retail	154,731 SF	-	Withheld
Chick-Fil-A 12001 Rockville Pike	Rockville	Retail	5,178 SF	-	Withheld
TD Bank 12003 Rockville Pike	Rockville	Retail	2,500 SF	-	Withheld
Phase II 12011-12013 Rockville Pike	Rockville	Retail	86,300 SF	-	Withheld
12015 Rockville Pike	Rockville	Retail	15,500 SF	-	Withheld
Old Navy 12017 Rockville Pike	Rockville	Retail	14,000 SF	-	Withheld
Montrose Crossing 12037 Rockville Pike	Rockville	Retail	17,684 SF	-	Withheld
Montrose Crossing 12051-12071 Rockville Pike	Rockville	Retail	152,069 SF	-	Withheld
Thaisons 12071 Rockville Pike	Rockville	Retail	3,500 SF	-	Withheld
Montrose Crossing Shopping Ce... 12085-12091 Rockville Pike	Rockville	Retail	80,266 SF	-	Withheld
Chase Bank 12097 Rockville Pike	Rockville	Retail	3,510 SF	-	Withheld
Bank of America 12099 Rockville Pike	Rockville	Retail	4,687 SF	-	Withheld
11510-11564 Rockville Pike	Rockville	Retail	63,888 SF	1,062 - 2,387	Withheld
Randolph Shopping Center 12205-12275 Nebel St	Rockville	Retail	82,489 SF	-	Withheld
McDonald's 11564 Rockville Pike	Rockville	Retail	3,600 SF	-	Withheld
Jared The Galleria of Jewellery 12101 Rockville Pike	Rockville	Retail	6,000 SF	-	Withheld
PIKE CENTER 12103-12147 Rockville Pike	Rockville	Retail	69,299 SF	1,200 - 10,365	Withheld
Shell 12151 Rockville Pike	Rockville	Retail	1,860 SF	-	Withheld
M&T Bank 12161 Rockville Pike	Rockville	Retail	3,710 SF	-	Withheld
12218 Rockville Pike	Rockville	Retail	5,000 SF	-	Withheld
12222 Rockville Pike	Rockville	Retail	15,659 SF	-	Withheld
12224 Rockville Pike	Rockville	Retail	4,954 SF	-	Withheld
Retail Block 7 11853-11885 Grand Park Ave	North Bethesda	Retail	21,517 SF	-	Withheld

Property Name/ Address	City	Type	Size	SF Available	Asking Rent
Retail Block 1a 11920 Grand Park Ave	North Bethesda	Retail	51,403 SF	-	Withheld
Block 11 11560-11594 Old Georgetown Rd	North Bethesda	Retail	111,049 SF	1,985 - 16,518	Withheld
Retail Block 13 11800-11802 Rockville Pike	North Bethesda	Retail	12,138 SF	-	Withheld
Retail Block 3 - Porsche Bethesda 11990 Rockville Pike	North Bethesda	Retail	28,735 SF	-	Withheld
REI 910 Rose Ave	North Bethesda	Retail	36,371 SF	-	Withheld
Retail Block 4 925 Rose Ave	North Bethesda	Retail	26,114 SF	-	Withheld
Julii 11915 Grand Park Ave	Rockville	Retail	2,048 SF	-	Withheld
Bark Social 935 Prose St	North Bethesda	Retail	6,024 SF	-	Withheld
Montrose Shopping Center 5530-5636 Randolph Rd	Rockville	Retail	90,624 SF	2,200 - 8,608	\$16.50 - 17.50 SF/Year
Federal Plaza 1776 E Jefferson St	Rockville	Retail	117,708 SF	1,900 - 7,769	Withheld
1780 E Jefferson St	Rockville	Retail	5,455 SF	-	Withheld
5520 Randolph Rd	Rockville	Retail	57,507 SF	-	Withheld
12266-12270 Rockville Pike	Rockville	Retail	105,187 SF	1,397 - 6,865	Withheld
12274 Rockville Pike	Rockville	Retail	14,167 SF	899	Withheld
Silver Diner 12276 Rockville Pike	Rockville	Retail	7,250 SF	-	Withheld
5910 Executive Blvd	Rockville	Retail	1,370 SF	-	Withheld
11912 Maple Ave	Rockville	Retail	2,480 SF	-	Withheld
Land & Small Bldg 11916-11920 Maple Ave	Rockville	Retail	3,730 SF	-	Withheld
11917 Maple Ave	Rockville	Retail	3,673 SF	-	Withheld
11921 Maple Ave	Rockville	Retail	4,200 SF	-	Withheld
5535 Nicholson Ln	Rockville	Retail	2,090 SF	-	Withheld
11575 Old Georgetown Rd	Rockville	Retail	7,276 SF	-	Withheld
Manhattan Lincoln/mercury/jagu... 11617 Old Georgetown Rd	Rockville	Retail	49,254 SF	-	Withheld
5646 Randolph Rd	Rockville	Retail	6,000 SF	-	Withheld
1910 Rockville Pike	Rockville	Retail	5,512 SF	-	Withheld
Rockville Bp 1910 Rockville Pike	Rockville	Retail	2,285 SF	-	Withheld
1911 Rockville Pike	Rockville	Retail	1,769 SF	-	Withheld
11500 Rockville Pike	North Bethesda	Retail	12,200 SF	-	Withheld
11710 Rockville Pike	Rockville	Retail	2,800 SF	-	Withheld
11720 Rockville Pike	Rockville	Retail	2,933 SF	-	Withheld
12200 Rockville Pike	Rockville	Retail	4,772 SF	-	Withheld
12204 Rockville Pike	Rockville	Retail	4,880 SF	-	Withheld

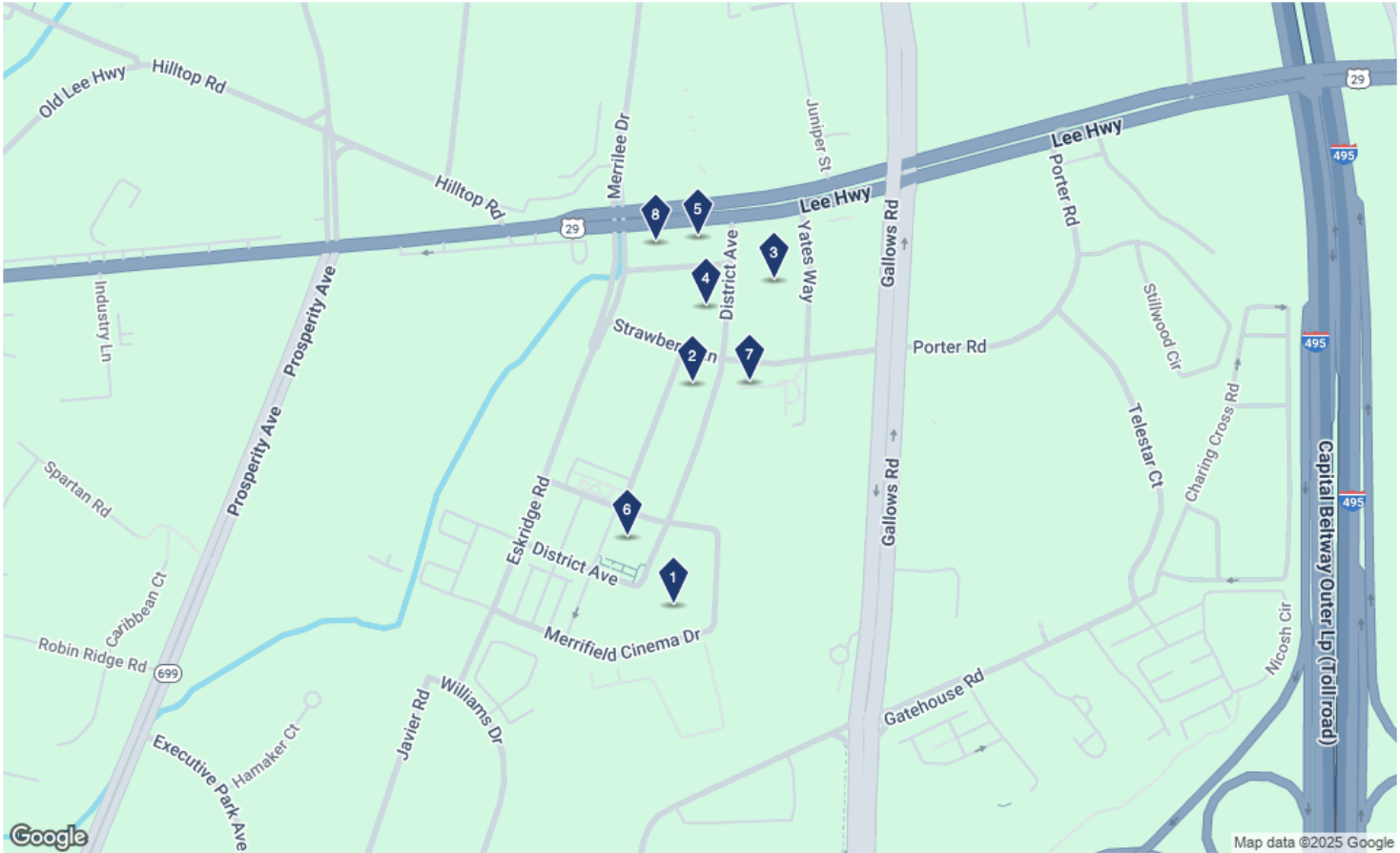
Property Name/ Address	City	Type	Size	SF Available	Asking Rent
12212 Rockville Pike	Rockville	Retail	4,240 SF	-	Withheld
Towne Plaza 12230 Rockville Pike	Rockville	Retail	10,520 SF	-	Withheld
Towne Plaza 12238-12256 Rockville Pike	Rockville	Retail	60,000 SF	1,452 - 8,500	Withheld
12260 Rockville Pike	Rockville	Retail	7,371 SF	-	Withheld
The Melting Pot 128 Rollins Ave	Rockville	Retail	2,699 SF	-	Withheld
160 Rollins Ave	Rockville	Retail	2,640 SF	-	Withheld
168 Rollins Ave	Rockville	Retail	3,168 SF	-	Withheld
12303 Twinbrook Pky	Rockville	Retail	11,657 SF	-	Withheld
12401 Twinbrook Pky	Rockville	Retail	47,774 SF	-	Withheld
5541 Nicholson Ln	Rockville	Office	20,100 SF	870 - 17,342	Withheld
909 Rose Ave	North Bethesda	Office	212,000 SF	50 - 45,018	\$52.00 SF/Year
11810 Grand Park Ave	North Bethesda	Office	204,000 SF	100 - 5,000	Withheld
The Executive Condominium 6125-6161 Executive Blvd	Rockville	Office	16,975 SF	4,715	\$22.01 SF/Year
6167-6189 Executive Blvd	Rockville	Office	7,246 SF	150 - 1,650	\$19.20 - 52.00 SF/Year
Montrose Metro I 11921 Rockville Pike	Rockville	Office	119,969 SF	693 - 16,489	\$35.00 SF/Year
Rollins 152 152 Rollins Ave	Rockville	Office	17,000 SF	1,593 - 4,332	Withheld
915 Meeting Street 915 Meeting St	North Bethesda	Office	276,000 SF	1,557 - 12,175	\$54.00 SF/Year
981 Rollins Ave	Rockville	Office	24,149 SF	13,241	\$23.00 SF/Year
6001 Executive Blvd	Rockville	Office	250,000 SF	7,000 - 61,105	Withheld
#6 6003 Executive Blvd	Rockville	Office	109,841 SF	-	Withheld
Annex Bldg 6005 Executive Blvd	Rockville	Office	8,847 SF	-	Withheld
Energy Bldg 6011 Executive Blvd	Rockville	Office	141,592 SF	-	Withheld
Atrium Building 6101 Executive Blvd	North Bethesda	Office	81,652 SF	1,763 - 17,022	Withheld
Kaiser Permanente Labtorator... 6111 Executive Blvd	Rockville	Office	65,067 SF	-	Withheld
6115 Executive Blvd	North Bethesda	Office	1,871 SF	-	Withheld
6119 Executive Blvd	Rockville	Office	944 SF	-	Withheld
6121 Executive Blvd	Rockville	Office	8,000 SF	-	Withheld
6141-6147 Executive Blvd	Rockville	Office	12,000 SF	-	Withheld
6157 Executive Blvd	Rockville	Office	1,515 SF	-	Withheld
6175 Executive Blvd	Rockville	Office	930 SF	930	Withheld
6183 Executive Blvd	North Bethesda	Office	2,999 SF	2,999	Withheld
6187-6193 Executive Blvd	Rockville	Office	9,091 SF	-	Withheld

Property Name/ Address	City	Type	Size	SF Available	Asking Rent
Executive Office Park 6201-6215 Executive Blvd	Rockville	Office	12,000 SF	-	Withheld
6205 Executive Blvd	Rockville	Office	2,845 SF	-	Withheld
6219-6233 Executive Blvd	Rockville	Office	12,000 SF	-	Withheld
6237-6251 Executive Blvd	Rockville	Office	13,636 SF	-	Withheld
6255-6265 Executive Blvd	Rockville	Office	9,475 SF	-	Withheld
6301-6311 Executive Blvd	Rockville	Office	13,636 SF	-	Withheld
6315-6325 Executive Blvd	Rockville	Office	11,422 SF	-	Withheld
6329-6347 Executive Blvd	Rockville	Office	13,636 SF	-	Withheld
The Executive 6329-6343 Executive Blvd	Rockville	Office	25,000 SF	-	Withheld
5800-5952 Hubbard Dr	Rockville	Office	15,200 SF	-	Withheld
5800-5814 Hubbard Dr	Rockville	Office	67,000 SF	-	Withheld
5818-5824 Hubbard Dr	Rockville	Office	11,593 SF	-	Withheld
5828-5836 Hubbard Dr	Rockville	Office	2,484 SF	-	Withheld
Georgetowne Park 5840-5850 Hubbard Dr	Rockville	Office	1,900 SF	-	Withheld
Georgetowne Park 5860-5884 Hubbard Dr	Rockville	Office	16,892 SF	-	Withheld
5906 Hubbard Dr	Rockville	Office	1,230 SF	-	Withheld
5910-5912 Hubbard Dr	Rockville	Office	2,460 SF	-	Withheld
5721 Josiah Henson Pky	Rockville	Office	3,584 SF	1,791 - 3,582	Withheld
Three White Flint North 11601 Landsdowne St	Rockville	Office	385,453 SF	-	Withheld
Montrose Office Center 6001 Montrose Rd	Rockville	Office	147,658 SF	-	Withheld
Seymour S. Abensohn Building 6101 Montrose Rd	Rockville	Office	30,000 SF	-	Withheld
6123 Montrose Rd	Rockville	Office	20,476 SF	-	Withheld
Jewish Community Center Of Gr... 6125 Montrose Rd	Rockville	Office	511,645 SF	-	Withheld
Norman Jemal Building 11611 Old Georgetown Rd	Rockville	Office	23,280 SF	-	Withheld
5515 Randolph Rd	Rockville	Office	5,434 SF	-	Withheld
Two White Flint North 11545 Rockville Pike	North Bethesda	Office	347,922 SF	-	Withheld
One White Flint North 11555 Rockville Pike	North Bethesda	Office	380,452 SF	-	Withheld
Montrose Metro II 11919 Rockville Pike	North Bethesda	Office	61,902 SF	-	Withheld
164 Rollins Ave	Rockville	Office	15,000 SF	-	Withheld
170 Rollins Ave	Rockville	Office	6,000 SF	-	Withheld
172 Rollins Ave	Rockville	Office	6,375 SF	-	Withheld
979 Rollins Ave	Rockville	Office	7,706 SF	-	Withheld
6135 Executive Blvd	Rockville	Office	832 SF	-	Withheld

Property Name/ Address	City	Type	Size	SF Available	Asking Rent
6151 Executive Blvd	Rockville	Office	2,999 SF	-	Withheld
6179 Executive Blvd	North Bethesda	Office	913 SF	-	Withheld
6257 Executive Blvd	Rockville	Office	1,531 SF	-	Withheld
5840 Hubbard Dr	Rockville	Office	1,114 SF	-	Withheld
5932 Hubbard Dr	Rockville	Office	953 SF	-	Withheld
The Henri at Pike & Rose 11870 Grand Park Ave	North Bethesda	Apartments	272 Units	-	Withheld
Pallas at Pike & Rose 11550 Old Georgetown Rd	North Bethesda	Apartments	319 Units	-	Withheld
The Pinnacle 11555 Old Georgetown Rd	Rockville	Apartments	201 Units	-	Withheld
PerSei 900 PerSei Pl	North Bethesda	Apartments	174 Units	-	Withheld
930 Rose Ave	Rockville	Apartments	100 Units	-	Withheld
Midtown Bethesda North 5750 Bou Ave	North Bethesda	Apartments	230 Units	-	Withheld
The Apartments at Miramont 6040 California Cir	Rockville	Apartments	300 Units	-	Withheld
Miramont Villas Condos 6050-6060 California Cir	Rockville	Apartments	68 Units	-	Withheld
The Morgan 12000 Chase Crossing Cir	Rockville	Apartments	128 Units	-	Withheld
Strathmore Court at White Flint 5440 Marinelli Rd	Rockville	Apartments	202 Units	-	Withheld
Arrive North Bethesda 5901 Montrose Rd	North Bethesda	Apartments	432 Units	-	Withheld
The Grand 5801 Nicholson Ln	North Bethesda	Apartments	548 Units	-	Withheld
The Wisconsin 5809 Nicholson Ln	North Bethesda	Apartments	300 Units	-	Withheld
The Sterling at the Metro 11700 Old Georgetown Rd	North Bethesda	Apartments	197 Units	-	Withheld
The Gallery at White Flint 11710 Old Georgetown Rd	North Bethesda	Apartments	455 Units	-	Withheld
White Flint Station 11800 Old Georgetown Rd	North Bethesda	Apartments	261 Units	-	Withheld
The Forum Condominiums 11801 Rockville Pike	North Bethesda	Apartments	230 Units	-	Withheld
Rollins Ridge 130 Rollins Ave	Rockville	Apartments	99 Units	-	Withheld
Northpark by Tri Pointe Homes 5905 Stonehenge Pl	North Bethesda	Apartments	34 Units	-	Withheld
Canopy by Hilton Washington DC... 940 Rose Ave	Rockville	Hotel	177 Rooms	-	Withheld



Mosaic District Fairfax VA



Property Summary Statistics

Property Attributes	Low	Average	Median	High
Building SF	15,590 SF	155,192 SF	87,768 SF	538,794 SF
Year Built	2000	2011	2012	2015
Available SF	59,263 SF	59,263 SF	59,263 SF	59,263 SF
Asking Rent Per SF/YR	-	-	-	-
Availability %	61.1%	19.1%	61.1%	61.1%
Vacancy %	0.0%	23.4%	0.0%	75.0%
Asking Price Per SF	-	-	-	-
Cap Rate	-	-	-	-
Star Rating	★★★★☆ 3	★★★★☆ 3.8	★★★★☆ 4	★★★★☆ 4

Property List

Property Name/ Address	Type	Built/ Renovated	Size (% Leased)	SF Available	Asking Rent	Asking Price (Cap Rate)
Avalon Mosaic 1 2987 District Ave Fairfax, Virginia 22031	Apartments ★★★★☆	2013	531 Units	-	Withheld	Not For Sale

Property List (Continued)

	Property Name/ Address	Type	Built/ Renovated	Size (% Leased)	SF Available	Asking Rent	Asking Price (Cap Rate)
2	Modera Mosaic 2920 District Ave Fairfax, Virginia 22031	Apartments ★★★★☆	2015	473 Units	-	Withheld	Not For Sale
3	2905 District Ave Fairfax, Virginia 22031	Retail ★★★★☆	2012	137,854 SF	-	Withheld	Not For Sale
4	One Mosaic 2910 District Ave Fairfax, Virginia 22031	Office ★★★★☆	2012	97,000 SF (38.9%)	5,000 - 59,263	Withheld	Not For Sale
5	Archer Hotel Falls Church 8296 Glass Aly Fairfax, Virginia 22031	Hotel ★★★★☆	2012/2022	148 Rooms	-	Withheld	Not For Sale
6	Modera Mosaic 2980 District Ave Fairfax, Virginia 22031	Apartments ★★★★☆	2000	105 Units	-	Withheld	Not For Sale
7	2911 District Ave Fairfax, Virginia 22031	Retail ★★★★☆☆	-	60,000 SF	-	Withheld	Not For Sale
8	8298 Glass Aly Fairfax, Virginia 22031	Retail ★★★★☆☆	-	15,590 SF	-	Withheld	Not For Sale

Mosaic District Fairfax VA

1

2987 District Ave - Avalon Mosaic
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket

★★★★☆

Apartments

Property Summary

Units	531
Built	2013
Stories	7
Elevators	6 passenger
Market Segment	All
Vacancy %	8.5
Asking Rent Per Unit	\$2,855
Parking Spaces	320 (0.60/Unit)
Commercial Asking Rent	Withheld



Property Details

Land Area	4.80 AC (209,232 SF)	Average Unit Size	875 SF
Building FAR	2.58	Construction Type	Steel
Number of Buildings	1	Parcel	0493-37-Q1 (+5 more)
Units Per Area	111/AC		

Amenities

Unit Amenities

- Air Conditioning
 - Disposal
 - Security System
 - Washer/Dryer Hookup
- Balcony
 - Granite Countertops
 - Stainless Steel Appliances
 - Wheelchair Accessible (Rooms)
- Ceiling Fans
 - Hardwood Floors
 - Walk-In Closets
 - Window Coverings
- Dishwasher
 - Microwave
 - Washer/Dryer

Site Amenities

- Business Center
 - Fitness Center
 - Lounge
 - Storage Space
- Controlled Access
 - Furnished Units Available
 - Maintenance on site
 - Sundeck
- Courtyard
 - Grill
 - Package Service
- Elevator
 - Laundry Facilities
 - Property Manager on Site

Unit Mix

Models			Counts		Units Available		Average Asking Rent		Average Effective Rent		Concessions
Beds	Baths	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
Studio	1	558	11	2.1%	2	18.2%	\$2,275	\$4.08	\$2,257	\$4.05	0.8%
Studio	1	576	38	7.2%	1	2.6%	\$2,115	\$3.67	\$2,099	\$3.64	0.8%
Studio	1	668	1	0.2%	-	-	\$2,781	\$4.16	\$2,759	\$4.13	0.8%
Studio	1	708	1	0.2%	-	-	\$2,814	\$3.97	\$2,792	\$3.94	0.8%
Studio	1	720	1	0.2%	-	-	\$3,175	\$4.41	\$3,150	\$4.38	0.8%
Studio	1	944	1	0.2%	-	-	\$3,519	\$3.73	\$3,492	\$3.70	0.8%
Studio	2	990	4	0.8%	-	-	\$4,260	\$4.30	\$4,227	\$4.27	0.8%
1	1	657	5	0.9%	4	80.0%	\$2,416	\$3.68	\$2,394	\$3.64	0.9%

Mosaic District Fairfax VA



2987 District Ave - Avalon Mosaic

Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Apartments

Unit Mix (Continued)

Beds	Baths	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
1	1	668	44	8.3%	3	6.8%	\$2,485	\$3.72	\$2,463	\$3.69	0.9%
1	1	708	71	13.4%	5	7.0%	\$2,467	\$3.48	\$2,444	\$3.45	0.9%
1	1	709	2	0.4%	1	50.0%	\$2,445	\$3.45	\$2,423	\$3.42	0.9%
1	1	720	2	0.4%	1	50.0%	\$2,460	\$3.42	\$2,438	\$3.39	0.9%
1	1	744	17	3.2%	5	29.4%	\$2,501	\$3.36	\$2,478	\$3.33	0.9%
1	1	768	11	2.1%	-	-	\$2,506	\$3.26	\$2,484	\$3.23	0.9%
1	1	801	1	0.2%	0	0.0%	\$2,300	\$2.87	\$2,279	\$2.85	0.9%
1	1	869	20	3.8%	0	0.0%	\$2,556	\$2.94	\$2,533	\$2.91	0.9%
1	1	887	22	4.1%	0	0.0%	\$2,805	\$3.16	\$2,780	\$3.13	0.9%
1	1	911	12	2.3%	0	0.0%	\$2,623	\$2.88	\$2,599	\$2.85	0.9%
1	1	925	18	3.4%	0	0.0%	\$2,875	\$3.11	\$2,849	\$3.08	0.9%
1	1.5	868	20	3.8%	2	10.0%	\$2,880	\$3.32	\$2,854	\$3.29	0.9%
1	1.5	1,015	14	2.6%	0	0.0%	\$2,850	\$2.81	\$2,824	\$2.78	0.9%
1	1.5	1,091	20	3.8%	-	-	\$3,112	\$2.85	\$3,084	\$2.83	0.9%
2	1	926	9	1.7%	-	-	\$3,349	\$3.62	\$3,318	\$3.58	0.9%
2	1	944	11	2.1%	0	0.0%	\$2,831	\$3.00	\$2,805	\$2.97	0.9%
2	2	961	14	2.6%	0	0.0%	\$2,938	\$3.06	\$2,911	\$3.03	0.9%
2	2	990	25	4.7%	3	12.0%	\$3,214	\$3.25	\$3,184	\$3.22	0.9%
2	2	1,033	11	2.1%	0	0.0%	\$2,990	\$2.89	\$2,963	\$2.87	0.9%
2	2	1,054	8	1.5%	2	25.0%	\$3,176	\$3.01	\$3,147	\$2.99	0.9%
2	2	1,058	20	3.8%	4	20.0%	\$3,769	\$3.56	\$3,735	\$3.53	0.9%
2	2	1,065	18	3.4%	0	0.0%	\$3,307	\$3.10	\$3,277	\$3.08	0.9%
2	2	1,080	4	0.8%	1	25.0%	\$3,520	\$3.26	\$3,488	\$3.23	0.9%
2	2	1,098	14	2.6%	1	7.1%	\$3,386	\$3.08	\$3,355	\$3.06	0.9%
2	2	1,105	15	2.8%	2	13.3%	\$3,171	\$2.87	\$3,142	\$2.84	0.9%
2	2	1,111	10	1.9%	0	0.0%	\$3,123	\$2.81	\$3,094	\$2.78	0.9%
2	2	1,121	10	1.9%	1	10.0%	\$3,790	\$3.38	\$3,756	\$3.35	0.9%
2	2	1,124	6	1.1%	1	16.7%	\$3,915	\$3.48	\$3,879	\$3.45	0.9%
2	2	1,138	4	0.8%	1	25.0%	\$3,855	\$3.39	\$3,820	\$3.36	0.9%
2	2	1,154	4	0.8%	0	0.0%	\$3,760	\$3.26	\$3,726	\$3.23	0.9%
2	2	1,160	6	1.1%	1	16.7%	\$3,129	\$2.70	\$3,100	\$2.67	0.9%
2	2	1,220	3	0.6%	0	0.0%	\$3,170	\$2.60	\$3,141	\$2.57	0.9%
2	2	1,231	3	0.6%	0	0.0%	\$3,445	\$2.80	\$3,413	\$2.77	0.9%
Totals		Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
All Studios		614	57	10.7%	3	5.3%	\$2,364	\$3.85	\$2,345	\$3.82	0.8%
All 1 Beds		808	279	52.5%	21	7.5%	\$2,633	\$3.26	\$2,609	\$3.23	0.9%

Mosaic District Fairfax VA



2987 District Ave - Avalon Mosaic
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Apartments

Unit Mix (Continued)

Totals	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
All 2 Beds	1,056	195	36.7%	17	8.7%	\$3,316	\$3.14	\$3,286	\$3.11	0.9%
Totals	878	531	100%	41	7.7%	\$2,855	\$3.25	\$2,829	\$3.22	0.9%

Estimate Unit Mix as of July 1, 2025

Transportation

Parking Details	300 Covered Spaces; 20 Surface Spaces; Ratio of 0.60/Unit
Traffic Volume	2,099 on Gallows Rd (2025); 6,189 on Gate House Plz (2025); 50,143 on Wendell Howard Rd (2024); 33,036 on Ransell Rd (2023); 50,000 on Anderson Dr (2021); 33,417 on Ransell Rd (2025); 4,449 on Professional Hill Dr (2025); 937 on Williams Dr (2025); 2,200 on Arlington Blvd (2025); 8,895 on Shadwell PkLn (2025)
Commuter Rail	Backlick Road 15 min drive Rolling Road 15 min drive
Airport	Ronald Reagan Washington Ntl 25 min drive Washington Dulles International 33 min drive
Walk Score ®	Very Walkable (80)

Commercial Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Urbano 116	1	4,990	-	May 2020	-
One Medical	1	3,850	26	Feb 2022	Feb 2032
Our Mom Eugenia	1	3,730	-	Apr 2020	Nov 2034
Nando's	1	3,000	-	Feb 2022	-
[solidcore]	1	1,900	2	Mar 2015	-

Showing 5 of 14 Tenants

Contacts

Type	Name	Location	Phone
Recorded Owner	AVALON MOSAIC LLC	-	-
True Owner	AvalonBay Communities, Inc.	Arlington, VA 22203	(703) 329-6300
Asset Manager	AvalonBay Communities, Inc.	Arlington, VA 22203	(703) 329-6300
Property Management	AvalonBay - Avalon Mosaic	Fairfax, VA 22031	(703) 280-0111
Developer	EDENS	Washington, DC 20002	(202) 902-2600
Architect	SK+I Architectural Design	Bethesda, MD 20814	(301) 654-9300

Mosaic District Fairfax VA



2987 District Ave - Avalon Mosaic
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Apartments

Market Conditions

Vacancy Rates			Submarket Sales Activity		
	Current	YOY Change		Current	Prev Year
Subject Property	8.5%	0.0%	12 Month Sales Volume	\$0	\$0
Submarket 3-5 Star	9.7%	↑ 4.7%	Market Sales Price Per Unit	\$365.76K	\$351.42K
Market Overall	7.6%	↑ 0.7%			
Market Rent Per Unit			Under Construction Units		
	Current	YOY Change		Current	Prev Year
Subject Property	\$2,855	↑ 6.7%	Market Overall	12,976	↓ -44.9%
Submarket 3-5 Star	\$2,596	↑ 2.6%			
Market Overall	\$2,283	↑ 1.3%			
Concessions					
	Current	YOY Change			
Subject Property	0.9%	0.0%			
Submarket 3-5 Star	1.2%	↑ 0.7%			
Market Overall	0.9%	↑ 0.1%			

Property Notes

Bed-bath mix, unit allocation, and unit sizes are estimated per property management.

Mosaic District Fairfax VA



2920 District Ave - Modera Mosaic

Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Apartments

Property Summary

Units	473
Built	2015
Stories	5
Elevators	4 passenger
Market Segment	All
Vacancy %	4.7
Asking Rent Per Unit	\$2,653
Commercial Asking Rent	Withheld



Property Details

Land Area	3.47 AC (151,310 SF)	Average Unit Size	770 SF
Building FAR	1.59	Construction Type	Wood Frame
Number of Buildings	3	Zoning	350
Units Per Area	136/AC	Parcel	0493-38040001

Amenities

Unit Amenities

- Air Conditioning
- Kitchen
- Stainless Steel Appliances
- Wi-Fi
- Granite Countertops
- Oven
- Tub/Shower
- Hardwood Floors
- Range
- Washer/Dryer
- Heating
- Smoke Free
- Wheelchair Accessible (Rooms)

Site Amenities

- 24 Hour Access
- Elevator
- Media Center/Movie Theatre
- Smoke Detector
- Cabana
- Fitness Center
- On-Site Retail
- Sundeck
- Concierge
- Gameroom
- Online Services
- Tenant Controlled HVAC
- Controlled Access
- Lounge
- Pool
- Wi-Fi

Unit Mix

Models			Counts		Units Available		Average Asking Rent		Average Effective Rent		Concessions
Beds	Baths	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
Studio	1	489	15	3.2%	0	0.0%	\$2,099	\$4.29	\$2,086	\$4.27	0.6%
Studio	1	501	26	5.5%	-	-	\$2,277	\$4.55	\$2,264	\$4.52	0.6%
Studio	1	502	30	6.3%	-	-	\$2,080	\$4.14	\$2,068	\$4.12	0.6%
Studio	1	510	14	3.0%	2	14.3%	\$2,072	\$4.06	\$2,060	\$4.04	0.6%
Studio	1	555	16	3.4%	2	12.5%	\$2,217	\$3.99	\$2,204	\$3.97	0.6%
Studio	1	556	14	3.0%	-	-	\$2,252	\$4.05	\$2,239	\$4.03	0.6%
Studio	1	562	8	1.7%	-	-	\$1,732	\$3.08	\$1,722	\$3.06	0.6%

Mosaic District Fairfax VA

2

2920 District Ave - Modera Mosaic

Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket

★★★★☆

Apartments

Unit Mix (Continued)

Beds	Baths	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
Studio	1	578	13	2.7%	-	-	\$2,099	\$3.63	\$2,086	\$3.61	0.6%
Studio	1	581	14	3.0%	1	7.1%	\$2,152	\$3.70	\$2,139	\$3.68	0.6%
1	1	546	3	0.6%	-	-	\$2,516	\$4.61	\$2,501	\$4.58	0.6%
1	1	590	10	2.1%	3	30.0%	\$2,159	\$3.66	\$2,146	\$3.64	0.6%
1	1	596	4	0.8%	1	25.0%	\$2,436	\$4.09	\$2,421	\$4.06	0.6%
1	1	600	22	4.7%	0	0.0%	\$2,028	\$3.38	\$2,016	\$3.36	0.6%
1	1	606	3	0.6%	0	0.0%	\$1,897	\$3.13	\$1,885	\$3.11	0.6%
1	1	632	7	1.5%	1	14.3%	\$2,273	\$3.60	\$2,259	\$3.57	0.6%
1	1	636	3	0.6%	-	-	\$2,153	\$3.39	\$2,140	\$3.36	0.6%
1	1	673	16	3.4%	1	6.3%	\$2,335	\$3.47	\$2,321	\$3.45	0.6%
1	1	675	3	0.6%	0	0.0%	\$2,084	\$3.09	\$2,071	\$3.07	0.6%
1	1	725	10	2.1%	-	-	\$2,442	\$3.37	\$2,427	\$3.35	0.6%
1	1	735	3	0.6%	1	33.3%	\$2,779	\$3.78	\$2,762	\$3.76	0.6%
1	1	738	7	1.5%	1	14.3%	\$2,832	\$3.84	\$2,815	\$3.81	0.6%
1	1	743	8	1.7%	1	12.5%	\$2,650	\$3.57	\$2,634	\$3.55	0.6%
1	1	758	5	1.1%	0	0.0%	\$2,856	\$3.77	\$2,839	\$3.75	0.6%
1	1	760	7	1.5%	1	14.3%	\$2,738	\$3.60	\$2,722	\$3.58	0.6%
1	1	778	5	1.1%	-	-	\$2,733	\$3.51	\$2,717	\$3.49	0.6%
1	1	785	4	0.8%	-	-	\$2,726	\$3.47	\$2,710	\$3.45	0.6%
1	1	800	13	2.7%	2	15.4%	\$2,630	\$3.29	\$2,614	\$3.27	0.6%
1	1	867	9	1.9%	-	-	\$3,277	\$3.78	\$3,257	\$3.76	0.6%
1	1	922	6	1.3%	0	0.0%	\$2,758	\$2.99	\$2,741	\$2.97	0.6%
2	1	739	3	0.6%	-	-	\$2,600	\$3.52	\$2,585	\$3.50	0.6%
2	1	798	2	0.4%	-	-	\$3,156	\$3.95	\$3,137	\$3.93	0.6%
2	1	935	3	0.6%	-	-	\$2,544	\$2.72	\$2,529	\$2.70	0.6%
2	1	978	4	0.8%	-	-	\$2,886	\$2.95	\$2,869	\$2.93	0.6%
2	2	817	5	1.1%	0	0.0%	\$2,566	\$3.14	\$2,550	\$3.12	0.6%
2	2	864	9	1.9%	-	-	\$2,397	\$2.77	\$2,383	\$2.76	0.6%
2	2	889	2	0.4%	0	0.0%	\$2,504	\$2.82	\$2,489	\$2.80	0.6%
2	2	895	9	1.9%	2	22.2%	\$2,758	\$3.08	\$2,742	\$3.06	0.6%
2	2	897	2	0.4%	-	-	\$2,753	\$3.07	\$2,737	\$3.05	0.6%
2	2	947	2	0.4%	0	0.0%	\$2,630	\$2.78	\$2,614	\$2.76	0.6%
2	2	982	2	0.4%	2	100%	\$3,003	\$3.06	\$2,985	\$3.04	0.6%
2	2	984	5	1.1%	1	20.0%	\$3,228	\$3.28	\$3,209	\$3.26	0.6%
2	2	989	11	2.3%	2	18.2%	\$3,187	\$3.22	\$3,168	\$3.20	0.6%
2	2	1,009	4	0.8%	-	-	\$3,352	\$3.32	\$3,332	\$3.30	0.6%
2	2	1,012	5	1.1%	0	0.0%	\$2,880	\$2.85	\$2,863	\$2.83	0.6%



Mosaic District Fairfax VA

2

2920 District Ave - Modera Mosaic
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket

★★★★☆

Apartments

Unit Mix (Continued)

Beds	Baths	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
2	2	1,018	8	1.7%	1	12.5%	\$3,334	\$3.28	\$3,314	\$3.26	0.6%
2	2	1,031	7	1.5%	0	0.0%	\$3,563	\$3.46	\$3,542	\$3.44	0.6%
2	2	1,050	8	1.7%	0	0.0%	\$3,095	\$2.95	\$3,076	\$2.93	0.6%
2	2	1,057	9	1.9%	0	0.0%	\$2,875	\$2.72	\$2,858	\$2.70	0.6%
2	2	1,065	17	3.6%	1	5.9%	\$3,677	\$3.45	\$3,655	\$3.43	0.6%
2	2	1,098	7	1.5%	0	0.0%	\$3,156	\$2.87	\$3,137	\$2.86	0.6%
2	2	1,105	17	3.6%	1	5.9%	\$3,677	\$3.33	\$3,655	\$3.31	0.6%
2	2	1,112	7	1.5%	1	14.3%	\$3,747	\$3.37	\$3,724	\$3.35	0.6%
2	2	1,120	6	1.3%	-	-	\$3,637	\$3.25	\$3,616	\$3.23	0.6%
2	2	1,147	3	0.6%	-	-	\$3,617	\$3.15	\$3,595	\$3.13	0.6%
2	2	1,155	9	1.9%	-	-	\$3,586	\$3.10	\$3,564	\$3.09	0.6%
2	2	1,182	4	0.8%	-	-	\$3,747	\$3.17	\$3,725	\$3.15	0.6%
2	2	1,330	5	1.1%	-	-	\$3,709	\$2.79	\$3,686	\$2.77	0.6%
Totals		Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
All Studios		529	150	31.7%	5	3.3%	\$2,136	\$4.04	\$2,123	\$4.01	0.6%
All 1 Beds		706	148	31.3%	12	8.1%	\$2,481	\$3.51	\$2,466	\$3.49	0.6%
All 2 Beds		1,031	175	37.0%	11	6.3%	\$3,242	\$3.15	\$3,223	\$3.13	0.6%
Totals		770	473	100%	28	5.9%	\$2,653	\$3.45	\$2,637	\$3.42	0.6%

 Estimate Unit Mix as of July 1, 2025

Transportation

Traffic Volume	50,143 on Wendell Howard Rd (2024); 50,000 on Anderson Dr (2021); 33,417 on Ransell Rd (2025); 33,036 on Ransell Rd (2023); 4,098 on Gallows Rd (2025); 34,104 on Hilltop Rd (2025); 1,300 on Lee Hwy (2025); 7,299 on Merrifield Ave (2025); 7,315 on Lee Hwy (2022); 7,810 on Dorr Ave (2025)										
Transit/Subway	Dunn Loring-Merrifield  OR 										17 min walk
Commuter Rail	Rolling Road 										13 min drive
	Backlick Road 										15 min drive
Airport	Ronald Reagan Washington National										25 min drive
	Washington Dulles International										25 min drive
Walk Score ®	Walker's Paradise (92)										

Commercial Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Bloomie's	1	22,420	-	Aug 2019	-
West Elm	1	9,000	20	Apr 2018	-
Barnes & Noble	1	8,300	15	Apr 2019	-
Williams-Sonoma	1	6,600	-	Jan 2020	-



Mosaic District Fairfax VA



2920 District Ave - Modera Mosaic
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket

★★★★☆
Apartments

Commercial Tenants (Continued)

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Herman Miller	1	4,987	4	Feb 2025	-

Showing 5 of 20 Tenants

Contacts

Type	Name	Location	Phone
Recorded Owner	ESKRIDGE LLC	Houston, TX 77042	-
True Owner	Mill Creek Residential	Boca Raton, FL 33431	(561) 998-4465
Property Management	Mill Creek - Modera Mosaic	Fairfax, VA 22031	(703) 991-6789
Developer	Mill Creek Residential	Bethesda, MD 20817	(301) 881-4092

Market Conditions

Vacancy Rates	Current	YOY Change	Submarket Sales Activity	Current	Prev Year
Subject Property	4.7%	↓ -0.6%	12 Month Sales Volume	\$0	\$0
Submarket 3-5 Star	9.7%	↑ 4.7%	Market Sales Price Per Unit	\$365.76K	\$351.42K
Market Overall	7.6%	↑ 0.7%			
Market Rent Per Unit	Current	YOY Change	Under Construction Units	Current	Prev Year
Subject Property	\$2,653	↑ 3.7%	Market Overall	12,976	↓ -44.9%
Submarket 3-5 Star	\$2,596	↑ 2.6%			
Market Overall	\$2,283	↑ 1.3%			
Concessions	Current	YOY Change			
Subject Property	0.6%	0.0%			
Submarket 3-5 Star	1.2%	↑ 0.7%			
Market Overall	0.9%	↑ 0.1%			

Property Notes

Bed-bath mix, unit allocation, and unit sizes are estimated per property management.

Mosaic District Fairfax VA



2905 District Ave - Mosaic District

Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Retail

Property Summary

Center Type	Lifestyle Center
GLA	137,854 SF
Built	2012
Tenancy	Multiple
Asking Rent	Withheld
Parking Spaces	540 (2.41/1,000 SF)
Frontage	98' on Lee Hwy



Property Details

Zoning	PDC	Parcel	0493-38010001
--------	-----	--------	---------------

Amenities

- Air Conditioning
- Car Charging Station
- Dedicated Turn Lane
- Signalized Intersection

Previous Sale

Sale Date	12/2/2013	Sale Type	Investment
Sale Price	Withheld	Comp Status	Research Complete
Comp ID	2916553	Sale Conditions	Bulk/Portfolio Sale +2

Transportation

Parking Details	500 Covered Spaces; 40 Surface Spaces; Ratio of 2.41/1,000 SF		
Traffic Volume	1,300 on Lee Hwy (2025); 4,098 on Gallows Rd (2025); 7,299 on Merrifield Ave (2025); 7,315 on Lee Hwy (2022); 50,143 on Wendell Howard Rd (2024); 33,417 on Ransell Rd (2025); 50,000 on Anderson Dr (2021); 33,036 on Ransell Rd (2023); 6,192 on Merrifield Ave (2024); 6,510 on Lee Hwy (2024)		
Frontage	98' on Lee Hwy		
Transit/Subway	Dunn Loring-Merrifield  		17 min walk
Commuter Rail	Backlick Road 		15 min drive
	Rolling Road 		15 min drive
Airport	Ronald Reagan Washington Ntl		25 min drive
	Washington Dulles International		32 min drive
Walk Score ®	Walker's Paradise (93)		

Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Target	1	89,097	150	Feb 2020	-
Pottery Barn	1	15,230	25	Nov 2023	-



Mosaic District Fairfax VA



2905 District Ave - Mosaic District

Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Retail

Tenants (Continued)

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
New Balance	1	3,520	15	Apr 2024	-
The Salty	1	3,210	10	Jul 2024	-
Salon Nordine & Day Spa	1	3,047	20	Nov 2014	-

Showing 5 of 20 Tenants

Contacts

Type	Name	Location	Phone
True Owner	Blackstone Inc.	New York, NY 10154	(212) 583-5000
True Owner	EDENS	Washington, DC 20002	(202) 902-2600

Market Conditions

Vacancy Rates	Current	YOY Change	Submarket Leasing Activity	Current	YOY Change
Subject Property	0.0%	0.0%	12 Month Leased	32,636 SF	↑ 45.7%
Submarket 3-5 Star	4.6%	↑ 3.3%	Months on Market	10.4	↑ 2.1 mo
Market Overall	4.4%	↑ 0.2%			

Market Asking Rent Per Area	Current	YOY Change	Submarket Sales Activity	Current	Prev Year
Subject Property	\$41.16/SF	↑ 4.4%	12 Month Sales Volume	\$12.99M	\$17M
Submarket 3-5 Star	\$40.38/SF	↑ 3.5%	Market Sale Price Per Area	\$432/SF	\$426/SF
Market Overall	\$34.03/SF	↑ 3.1%			

Mosaic District Fairfax VA

4

2910 District Ave - One Mosaic

Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket

★★★★☆

Office

Property Summary

RBA (% Leased)	97,000 SF (38.9%)
Built	2012
Stories	4
Typical Floor	24,250 SF
Tenancy	Multiple
Available	5,000 - 59,263 SF
Max Contiguous	48,500 SF
Asking Rent	Withheld
Parking Spaces	300 (3.00/1,000 SF)



Property Details

Land Area	1.68 AC (73,181 SF)	Owner Occupied	No
Building FAR	1.33	Zoning	PDC
Slab to Slab	9'6"	Parcel	0493-37-H
Column Spacing	Yes		

For Lease Summary

Number of Spaces	3	% Leased	38.9%
Smallest Space	5,000 SF	Asking Rent	Withheld
Max Contiguous	48,500 SF	Office Available	59,263 SF
Vacant	72,750 SF		

Avison Young: Dave Millard (703) 725-4498

Amenities

• Air Conditioning	• Central Heating	• Property Manager on Site	• Restaurant
• Storage Space			

Available Spaces

Floor	Suite	Use	Type	SF Available	Floor Contiguous	Building Contiguous	Rent/SF/Year	Occupancy	Term
E 2	200	Office	Direct	5,000 - 24,250	24,250	48,500	Withheld	Vacant	5 - 15 Years
Avison Young: Dave Millard (703) 725-4498, Peter Berk (703) 795-6869, Nick Gregorios (703) 317-7507, Wesley Preuss (202) 997-1248									
E 3	300	Office	Direct	5,000 - 24,250	24,250	48,500	Withheld	Vacant	5 - 15 Years
Avison Young: Dave Millard (703) 725-4498, Peter Berk (703) 795-6869, Nick Gregorios (703) 317-7507, Wesley Preuss (202) 997-1248									
P 4	-	Office	Direct	5,000 - 10,763	10,763	10,763	Withheld	Vacant	5 - 15 Years
Avison Young: Dave Millard (703) 725-4498, Peter Berk (703) 795-6869, Nick Gregorios (703) 317-7507, Wesley Preuss (202) 997-1248									

Mosaic District Fairfax VA



2910 District Ave - One Mosaic
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Office

Previous Sale

Sale Date	12/2/2013	Sale Type	Investment
Sale Price	Withheld	Comp Status	Research Complete
Comp ID	2916553	Sale Conditions	Bulk/Portfolio Sale +2

Transportation

Parking Details	300 Covered Spaces; Ratio of 3.00/1,000 SF		
Traffic Volume	1,300 on Lee Hwy (2025); 7,299 on Merrifield Ave (2025); 7,315 on Lee Hwy (2022); 4,098 on Gallows Rd (2025); 34,104 on Hilltop Rd (2025); 50,143 on Wendell Howard Rd (2024); 6,192 on Merrifield Ave (2024); 7,810 on Dorr Ave (2025); 50,000 on Anderson Dr (2021); 33,417 on Ransell Rd (2025)		
Transit/Subway	Dunn Loring-Merrifield		17 min walk
Commuter Rail	Backlick Road		15 min drive
	Rolling Road		15 min drive
Airport	Ronald Reagan Washington Ntl		25 min drive
	Washington Dulles International		32 min drive
Walk Score ®	Walker's Paradise (92)		

Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Ryan LLC	4	7,200	-	Jul 2025	Jul 2036
Samaha	4	6,287	-	Jan 2026	Jan 2037
True Food Kitchen	1	5,781	12	Nov 2014	-
Anthropologie	1	4,777	30	Mar 2019	-
Sundance	1	3,983	10	Nov 2018	-

Showing 5 of 12 Tenants

Contacts

Type	Name	Location	Phone
Recorded Owner	Eskridge E A, LLC	Columbia, SC 29202	-
True Owner	Blackstone Inc.	New York, NY 10154	(212) 583-5000
True Owner	EDENS	Washington, DC 20002	(202) 902-2600
Developer	EDENS	Washington, DC 20002	(202) 902-2600

Mosaic District Fairfax VA



2910 District Ave - One Mosaic
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Office

Market Conditions

Vacancy Rates	Current	YOY Change		Submarket Leasing Activity	Current	YOY Change
Subject Property	75.0%	↑	75.0%	12 Month Leased	531,079 SF	↑ 56.4%
Submarket 3-5 Star	12.4%	↓	-0.8%	Months on Market	33.2	↓ -2.5 mo
Market Overall	17.5%	↑	0.7%			

Market Asking Rent Per Area	Current	YOY Change		Submarket Sales Activity	Current	Prev Year
Subject Property	\$44.63/SF	↓	-1.1%	12 Month Sales Volume	\$64.81M	\$15.98M
Submarket 3-5 Star	\$33.73/SF	↑	0.2%	Market Sale Price Per Area	\$212/SF	\$219/SF
Market Overall	\$39.63/SF		0.0%			

Mosaic District Fairfax VA

5

Archer Hotel Falls Church - 8296 Glass Aly

Fairfax, Virginia 22031 (Fairfax County) - Fairfax/Tysons Corner Submarket

Upper Upscale

Hotel

Property Summary

Rooms	148
Built/Renovated	2012/2022
Stories	7
Operation Type	Independent
Meeting Space	2,300 SF
Commercial Asking Rent	Withheld



Property Details

Land Area	1.22 AC (53,328 SF)	Construction Type	Steel
Building FAR	1.47	Zoning	PDC
Primary Corridors	Interior	Parcel	0493-38-0001
Hotel Location Type	Suburban		

Amenities

Room Amenities			
• Balcony	• High Speed Internet Access	• Patio	
Site Amenities			
• Business Center	• Fitness Center	• Meeting Event Space	• On-Site Bar
• Pool	• Public Access Wifi	• Restaurant	• Smoke-Free

Transportation

Traffic Volume	7,299 on Merrifield Ave (2025); 7,315 on Lee Hwy (2022); 1,300 on Lee Hwy (2025); 6,192 on Merrifield Ave (2024); 34,104 on Hilltop Rd (2025); 7,810 on Dorr Ave (2025); 6,510 on Lee Hwy (2024); 4,098 on Gallows Rd (2025); 4,518 on Merrifield Ave (2025); 50,143 on Wendell Howard Rd (2024)		
Transit/Subway	Dunn Loring-Merrifield  OR 		16 min walk
Commuter Rail	Backlick Road 		15 min drive
	Rolling Road 		15 min drive
Airport	Ronald Reagan Washington Ntl		25 min drive
	Washington Dulles International		31 min drive
Walk Score ®	Walker's Paradise (91)		

Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Parc de Ville	1	5,820	40	Nov 2019	-
Le Pain Quotidien	1	2,620	7	Nov 2014	-

Mosaic District Fairfax VA

5

Archer Hotel Falls Church - 8296 Glass Aly

Fairfax, Virginia 22031 (Fairfax County) - Fairfax/Tysons Corner Submarket

Upper Upscale
Hotel

Tenants (Continued)

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Floyd's 99 Barbershop	1	1,580	13	Feb 2014	-

Showing 3 of 3 Tenants

Contacts

Type	Name	Location	Phone
Recorded Owner	Merrifield Hotel Associates Lp	Wichita, KS 67226	-
True Owner	LodgeWorks	Wichita, KS 67226	(316) 681-5100
Hotel Operator	LodgeWorks	Wichita, KS 67226	(316) 681-5100
Architect	Dennis D Smith AIA	Wichita, KS 67203	-

Market Conditions

Supply in Available Rooms		12 Month	YOY Change	ADR		12 Month	YOY Change
Fairfax/Tysons Corner		3,173,822	↑ 0.8%	Fairfax/Tysons Corner		\$163.3	↑ 3.3%
Washington - DC USA		41,297,541	↑ 1.5%	Washington - DC USA		\$189.18	↑ 3.7%
Demand in Occupied Rooms		12 Month	YOY Change	RevPAR		12 Month	YOY Change
Fairfax/Tysons Corner		2,174,032	↑ 3.1%	Fairfax/Tysons Corner		\$111.86	↑ 5.6%
Washington - DC USA		27,885,999	↑ 1.5%	Washington - DC USA		\$127.74	↑ 3.8%
Occupancy		12 Month	YOY Change	Delivered Rooms		12 Month	YOY Change
Fairfax/Tysons Corner		68.5%	↑ 2.2%	Fairfax/Tysons Corner		0	↓ -100.0%
Washington - DC USA		67.5%	0.0%	Washington - DC USA		1,810	↑ 208.3%

Mosaic District Fairfax VA



2980 District Ave - Modera Mosaic

Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Apartments

Property Summary

Units	105
Built	2000
Stories	5
Elevators	Yes
Market Segment	All
Commercial Asking Rent	Withheld



Property Details

Land Area	0.54 AC (23,522 SF)	Construction Type	Metal
Building FAR	3.14	Zoning	C
Number of Buildings	1	Parcel	0493-38060001
Units Per Area	194/AC		

Amenities

Unit Amenities

- Air Conditioning
- Hardwood Floors
- Kitchen
- Carpet
- Heating
- Tub/Shower
- Dishwasher
- High Speed Internet Access
- Grill
- Island Kitchen

Site Amenities

- 24 Hour Access
- Elevator
- Maintenance on site
- Wi-Fi
- Bicycle Storage
- Fitness Center
- Planned Social Activities
- Concierge
- Green Community
- Public Transportation
- Controlled Access
- Lounge
- Security System

Unit Mix

Models			Counts		Units Available		Average Asking Rent		Average Effective Rent		Concessions
Beds	Baths	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
Studio	1	-	25	23.8%	-	-	-	-	-	-	-
1	1	-	25	23.8%	-	-	-	-	-	-	-
2	1	-	25	23.8%	-	-	-	-	-	-	-
2	2	-	30	28.6%	-	-	-	-	-	-	-
Totals		Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
All Studios		-	25	23.8%	-	-	-	-	-	-	-
All 1 Beds		-	25	23.8%	-	-	-	-	-	-	-
All 2 Beds		-	55	52.4%	-	-	-	-	-	-	-



Mosaic District Fairfax VA



2980 District Ave - Modera Mosaic
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Apartments

Unit Mix (Continued)

Totals	Average SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	%
Totals	-	105	100%	-	-	-	-	-	-	-

Estimate Unit Mix as of June 27, 2025

Transportation

Traffic Volume	50,143 on Wendell Howard Rd (2024); 33,036 on Ransell Rd (2023); 50,000 on Anderson Dr (2021); 33,417 on Ransell Rd (2025); 2,099 on Gallows Rd (2025); 6,189 on Gate House Plz (2025); 4,449 on Professional Hill Dr (2025); 2,200 on Arlington Blvd (2025); 34,104 on Hilltop Rd (2025); 937 on Williams Dr (2025)																
Commuter Rail	Backlick Road									15 min drive							
	Rolling Road									15 min drive							
Airport	Ronald Reagan Washington Ntl									25 min drive							
	Washington Dulles International									33 min drive							
Walk Score ®	Very Walkable (78)																

Commercial Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
F45 Training, Inc.	1	2,380	-	Oct 2020	-
Kumon	1	1,350	10	Sep 2019	-
Gyu Shige	1	500	-	Jun 2022	-

Showing 3 of 3 Tenants

Contacts

Type	Name	Location	Phone
Recorded Owner	Eskridge Realty (E&A) LLC	Columbia, SC 29201	(803) 744-6750
True Owner	EDENS	Washington, DC 20002	(202) 902-2600
Property Management	Millcreek Partners	Fairfax, VA 22030	(703) 352-2700
Developer	EDENS	Washington, DC 20002	(202) 902-2600

Mosaic District Fairfax VA



2980 District Ave - Modera Mosaic
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Apartments

Market Conditions

Vacancy Rates	Current	YOY Change	
Subject Property	-	-	-
Submarket 3-5 Star	9.7%	↑	4.7%
Market Overall	7.6%	↑	0.7%

Market Rent Per Unit	Current	YOY Change	
Subject Property	-	-	-
Submarket 3-5 Star	\$2,596	↑	2.6%
Market Overall	\$2,283	↑	1.3%

Concessions	Current	YOY Change	
Subject Property	-	-	-
Submarket 3-5 Star	1.2%	↑	0.7%
Market Overall	0.9%	↑	0.1%

Submarket Sales Activity	Current	Prev Year
12 Month Sales Volume	\$0	\$0
Market Sales Price Per Unit	\$365.76K	\$351.42K

Under Construction Units	Current	Prev Year
Market Overall	12,976	↓ -44.9%

Mosaic District Fairfax VA

7

2911 District Ave - Mosaic District
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket

★★★★☆

Retail

Property Summary

Center Type	Lifestyle Center
GLA	60,000 SF
Tenancy	Multiple
Asking Rent	Withheld



Property Details

Parcel	0493-37-D
--------	-----------

Transportation

Traffic Volume	50,143 on Wendell Howard Rd (2024); 50,000 on Anderson Dr (2021); 33,417 on Ransell Rd (2025); 33,036 on Ransell Rd (2023); 4,098 on Gallows Rd (2025); 1,300 on Lee Hwy (2025); 7,299 on Merrifield Ave (2025); 7,315 on Lee Hwy (2022); 34,104 on Hilltop Rd (2025); 2,099 on Gallows Rd (2025)		
Transit/Subway	Dunn Loring-Merrifield  		18 min walk
Commuter Rail	Backlick Road 		14 min drive
	Rolling Road 		15 min drive
Airport	Ronald Reagan Washington Ntl		25 min drive
	Washington Dulles International		32 min drive
Walk Score ®	Walker's Paradise (93)		

Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
Angelika Film Center	1–2	42,844	-	Nov 2014	-
Matchbox	1	5,220	-	Sep 2014	-
Alta Strada	1	3,000	8	Mar 2019	-
Jinya Ramen Bar	1	3,000	-	Mar 2019	-
Shake Shack	1	3,000	-	Feb 2022	-

Showing 5 of 5 Tenants

Mosaic District Fairfax VA



2911 District Ave - Mosaic District
Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Retail

Market Conditions

Vacancy Rates	Current	YOY Change		Submarket Leasing Activity	Current	YOY Change
Subject Property	0.0%		0.0%	12 Month Leased	32,636 SF	↑ 45.7%
Submarket 2-4 Star	3.5%	↑	2.6%	Months on Market	10.4	↑ 2.1 mo
Market Overall	4.4%	↑	0.2%			

Market Asking Rent Per Area	Current	YOY Change		Submarket Sales Activity	Current	Prev Year
Subject Property	\$41.16/SF	↑	4.4%	12 Month Sales Volume	\$12.99M	\$17M
Submarket 2-4 Star	\$39.79/SF	↑	3.1%	Market Sale Price Per Area	\$432/SF	\$426/SF
Market Overall	\$34.03/SF	↑	3.1%			

Mosaic District Fairfax VA

8

8298 Glass Aly - Mosaic District

Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket

★★★★☆

Retail

Property Summary

Center Type	Lifestyle Center
GLA	15,590 SF
Tenancy	Multiple
Asking Rent	Withheld



Property Details

Parcel	0493-38-0001
--------	--------------

Transportation

Traffic Volume	7,299 on Merrifield Ave (2025); 7,315 on Lee Hwy (2022); 34,104 on Hilltop Rd (2025); 6,192 on Merrifield Ave (2024); 1,300 on Lee Hwy (2025); 7,810 on Dorr Ave (2025); 6,510 on Lee Hwy (2024); 4,518 on Merrifield Ave (2025); 4,098 on Gallows Rd (2025); 13,304 on Lee Hwy (2025)		
Transit/Subway	Dunn Loring-Merrifield  OR 		15 min walk
Commuter Rail	Backlick Road 		15 min drive
	Rolling Road 		15 min drive
Airport	Ronald Reagan Washington Ntl		25 min drive
	Washington Dulles International		32 min drive
Walk Score ®	Walker's Paradise (91)		

Tenants

Tenant Name	Floor	SF Occupied	Employees	Move Date	Expiration
MOM's - My Organic Market	1	12,000	50	Nov 2014	-
Red Apron Butchery	1	3,380	14	Nov 2014	-
B Side	1	840	-	Sep 2014	-

Showing 3 of 3 Tenants

Contacts

Type	Name	Location	Phone
True Owner	Blackstone Inc.	New York, NY 10154	(212) 583-5000

Mosaic District Fairfax VA



8298 Glass Aly - Mosaic District

Fairfax, Virginia 22031 (Fairfax County) - Merrifield Submarket



Retail

Market Conditions

Vacancy Rates	Current	YOY Change		Submarket Leasing Activity	Current	YOY Change	
Subject Property	0.0%		0.0%	12 Month Leased	32,636 SF	↑	45.7%
Submarket 2-4 Star	3.5%	↑	2.6%	Months on Market	10.4	↑	2.1 mo
Market Overall	4.4%	↑	0.2%				

Market Asking Rent Per Area	Current	YOY Change		Submarket Sales Activity	Current	Prev Year	
Subject Property	\$41.16/SF	↑	4.4%	12 Month Sales Volume	\$12.99M		\$17M
Submarket 2-4 Star	\$39.79/SF	↑	3.1%	Market Sale Price Per Area	\$432/SF		\$426/SF
Market Overall	\$34.03/SF	↑	3.1%				

TOUR NOTES: Merriweather District

Overall Impression Rating from 1-10 with 1 be least favorable and 10 being most favorable)

What do you like about it?

What do you dislike/hate about it?

What is the maximum building height in number of stories?

What is the predominant range in building height/number of stories?
(i.e.: 4-6 stories, 6-8 stories, etc.)

Is there a destination theme or overarching draw to come there?

What mix of uses does it have?

How is parking handled?

What does it have for walkers/pedestrians?

Is there a variety of open space?

Does the amount of open space seem adequate?

What transit does it have nearby?

TOUR NOTES: Pike & Rose

Overall Impression Rating from 1-10 with 1 be least favorable and 10 being most favorable)

What do you like about it?

What do you dislike/hate about it?

What is the maximum building height in number of stories?

What is the predominant range in building height/number of stories?
(i.e.: 4-6 stories, 6-8 stories, etc.)

Is there a destination theme or overarching draw to come there?

What mix of uses does it have?

How is parking handled?

What does it have for walkers/pedestrians?

Is there a variety of open space?

Does the amount of open space seem adequate?

What transit does it have nearby?

TOUR NOTES: Mosaic District

Overall Impression Rating from 1-10 with 1 be least favorable and 10 being most favorable)

What do you like about it?

What do you dislike/hate about it?

What is the maximum building height in number of stories?

What is the predominant range in building height/number of stories?
(i.e.: 4-6 stories, 6-8 stories, etc.)

Is there a destination theme or overarching draw to come there?

What mix of uses does it have?

How is parking handled?

What does it have for walkers/pedestrians?

Is there a variety of open space?

Does the amount of open space seem adequate?

What transit does it have nearby?

COMPILED TOUR NOTES: Merriweather District

Overall Impression Rating from 1 -10 with 1 be least favorable and 10 being most favorable) (9-8-9-7-7-5-9) **54**

What do you like about it? Open and inviting, and seemed like a family-friendly place to live and play

Mixed use with restaurants and housing

Felt like everything contained in a square

Central amenities

Community area, park-ice rink

Great architecture

Density/proximity of shops and entertainment venue

Good use of manufactured green space; moderate number of attractive retail units

The Colorburst Park (Placemaking) community gathering, hang out and play area. The Colorburst park venue also serves as a stage for music and entertainment programs, book fairs, weekly scheduled farmers market (during summer months) and transitions in winter to an ice skating rink. Ease of access to visit varied restaurants. There is mixed use retail with residential apartments (consisting of 5-7 stories) above the ground floor. The first floor retail spaces (320,000 square feet) are occupied by varied upscale restaurants, financial services, etc. A walkable community with nearby trails and entertainment (theater, music venues) and a shopping mall (Columbia Mall). Currently there are two office towers in the Merriweather District that may serve as employment sites for some residents. The two story Bus Boys and Poets restaurant doubles as a restaurant and meeting/evening entertainment venue. There is plenty of parking available including four surface level parking lots, a high rise parking garage that serves the office towers by day and are accessible in the evenings and weekends (free of charge) for restaurant goers. Each of the four apartment buildings also have off street parking.

What do you dislike/hate about it? No noticeable senior facilities, or transit

Did not see close by transportation

Lack of public art

Private streets

Small scale

No real color or 'pop' to bldg. exteriors

Too many restaurants – maybe needs a different tenant mix

Not enough nature; didn't feel communal

Feels very "sterile"; lots of sunlight but not enough nature mixed in. Doesn't feel organic. Many of the retail and restaurants already exist in close proximity to Bowie i.e. Smashing Grapes, Barn & Lodge in Gambrills so wouldn't want to replicate

COMPILED TOUR NOTES: **Merriweather District** (page 2)

There is a Whole Foods grocery store 5 blocks from the Merriweather District, and a Lidl market 8 blocks away in the Columbia Mall. However, there are no grocery stores in the Merriweather development nor any other shopping venues.

I anticipate that the apartments charge market rate rents to residents. There may not be any moderately priced housing units available in the development. Thus many persons may be excluded from renting in the development due to income limitations. This may include teachers, law enforcement, hospital, retail and low wage workers. Additionally, there currently are no services or event spaces for young adults in the development.

What is the maximum building height in number of stories?

7-level stories

11 stories office bldg.

5+ with 9 story office

What is the predominant range in building height/number of stories? (i.e.: 4-6 stories, 6-8 stories, etc.)

4-6 and 6-8 stories for mixed-use

Apartment buildings 5-7 stories. Office buildings 10 or more stories

Is there a destination theme or overarching draw to come there?

A suburban feel to the place, plenty of green spaces that are integrated within the area

Arts

Busboys & Poets

Theater, entertainment

Restaurant and open space

Merriweather Post, The Lake, The Other Barn

Busboys & Poets; mini performance area for entertainment & arts

No strong destination theme. The community feels comfortable and a safe place to dine. If you are visiting the area to attend a nearby event, the variety of restaurants will likely draw you in. The Bus Boys and Poets restaurant by the design, exterior graphics (featuring music artists), evening entertainment and programs, book store, outdoors and indoors dining options and bar will likely draw in regular visitors from near and far.

COMPILED TOUR NOTES: Merriweather District (page 3)

What mix of uses does it have?

Most of the buildings were of mixed use, with the ground floor occupied by retail and other shops, and the 2nd floor and above are for apartments/condos. There are plenty of restaurants and entertainment for this area.

Apartments, restaurants, entertainment area

Residential, restaurants, recreation, office

Eats and public spaces for all ages

Office, retail, parking, residential

Restaurant dining, events planned for Colorburst park. Overall limited.

How is parking handled?

Observed plenty of parking, including a 7-level apartment with underground parking or a huge 8-level public parking garage; plus, some street parking is also available.

Parking lot and parking garage

Parking decks

Structured and within bldgs (i.e. Texas donut); some parking lots but they looked like temporary uses

Garage, street, and small lot

Visitors to local business offices and restaurants will find a mix of street level parking, four surface level parking lots and a high rise garage. Apartment residents have an option of off-street parking in the apartment complexes.

What does it have for walkers/pedestrians?

A large pedestrian sidewalk and walkway that can comfortably accommodate passersby with carts or in wheelchairs

Sidewalks

Sidewalks and greenspace

Wide sidewalks

Lots of outdoor seating

Easily walkable

Is there a variety of open spaces?

Yes. Color Burst Park with a splash pad & Ice Rink

Plenty within walking distance

Good

The greatest amount of open space is Colorburst Park. And the Colorburst Park is largely designed for residents of the area. Sidewalks are well designed.

COMPILED TOUR NOTES: **Merriweather District** (page 4)

Does the amount of open space seem adequate?

Yes

Yes but feels manufactured – needs more trees

Good

If you are a resident of the area and know about the nearby park and trails, perhaps. Otherwise the open space seems inadequate.

What transit does it have nearby?

No noticeable public transit, but there are bus lines that connect this district to Columbia Mall, which has ample bus routes

Bus nearby (10 minutes – ½ mile)

Local bus transit is nearby on the outskirts of the development. Merriweather is located in Howard County. There are future plans for bus transit/shuttles to take Merriweather local residents to a Baltimore light rail station (Baltimore County) and/or to a Purple line, light rail station (Montgomery County). This is not a Transit Oriented Development (TOD) location. Public transit seems very limited. The development is located near highway routes 29, 175 and 32. Those that live in the Merriweather development and work elsewhere, are most likely to use an automobile to get to and from work.

COMPILED TOUR NOTES: Pike & Rose

Overall Impression Rating from 1 -10 with 1 be least favorable and 10 being most favorable) (7-8-10-7-9-8-8) 57

What do you like about it? An urban feel with a soft touch, the street signs and lamp posts are unique and beautiful.

Entertainment, restaurants, housing

It has everything a mixed-use concept needs plus it incorporates great landscaping, public seating areas, and art

Landscaping, architecture, activity

Community amenities

High end

Cozy and inviting

The tenant mix

Very upscale. Great mix of hospitality, residential, retail, and entertainment spaces. Nice touches of antique light posts and helpful directional signage

There is a good mix of businesses, clothing retailers and restaurants, including quality bakeries and coffee houses. The vendors are a balanced mix of brand name retailers and independent businesses. It is a walkable community with wide sidewalks and plenty of locations along the street to sit and enjoy the environment. There are green spaces along the street with plants and flowers.

This is a mixed use development with most the (approximately 12) residential buildings featuring retail services on the ground level and apartments or condominiums above. There are a few residential structures that may have offices on the second or third floors.

Most residential buildings are 12 stories high. There are approximately three buildings with more than 12 stories. An hotel is located in the development along with two office buildings, a car dealership and a cutting edge sporting goods retailer. An additional building features a Pinstripe recreation hall. A placemaking park venue with artificial grass, multiple seating areas and rock formations is located between several restaurant areas. Some restaurants, including a food hall are undergoing redevelopment. A restaurant / movie theater/entertainment venue adorns the second floor of one building.

What do you dislike/hate about it?

It seemed very dense and compact, and having 12-14-story buildings around BTC would be overwhelming.

Oversized and felt congested

Traffic

Not in Bowie

Too tall for Bowie

COMPILED TOUR NOTES: **Pike & Rose** (page 2)

A dream town center but style and offerings do not seem to reflect Bowie's current population nor would be deemed desirable for everyday patronage. High-rise buildings feel too urban/confining to complement Bowie's current layout

More density than is desirable for Bowie. While this is a nice development, it needs a more balanced mix of retailers featuring both designer shops and clothing outfitters for persons with more modest incomes. This is a very upscale development that may not feature moderately priced residential apartments.

What is the maximum building height in number of stories?

Over 14-level stories

Maybe 16-stories

7+ stories

What is the predominant range in building height/number of stories? (i.e.: 4-6 stories, 6-8 stories, etc.)

There are mostly 12-14-story buildings for mixed-use, with the ground floor occupied by various retail, including grocery stores that might encompass the whole building.

4-6 stories

10-12 stories

Apartment buildings 12 stories. Hotel 14 stories. Office buildings 14 or more stories.

Is there a destination theme or overarching draw to come there?

Someone said it was a city in the suburbs. A living area with a lot of options and activities, including shopping, office workers, entertainment, and restaurants, in one area.

Yes – feels like a city within a city

The entertainment aspect – luxury movie theater, bowling alley, bars & restaurants, night life

High end retail

Restaurants and IPic theater

IPic movie theater; Canopy hotel; high-end retail

The street scene, casual dining style, and independent eating venues are similar to what you may find in a cafe setting in a Paris neighborhood or somewhere overseas. It is relaxing and you feel like you have been somewhere different. But it still missing something. The venue overall feels overbearing. A place to go on occasion. But not to hang out on a daily basis. The height of the buildings are uncomfortable. The placemaking venue falls short of its potential for the scale and size of the development.

COMPILED TOUR NOTES: **Pike & Rose** (page 3)

What mix of uses does it have?

All the buildings were for mixed use with specialty stores, retail, restaurants, with residential capacity.

Office, residential, rec, restaurants

Food, shops, entertainment

Yes – retail and residential (both condos and apartments)

Apartment buildings: Mixed use development with first floor retail and residential 2nd to 12 floor.

Office buildings: Possible restaurant or retail space on the first floor with offices above. No grocery or pharmacy located in the development. Located near Metro station on Route 155.

How is parking handled?

Plenty of underground parking garages for both the residents and the public

Street and garage parking

Nice, visually stimulating parking garage

Parking is located in three multi-story garages at varied locations in the development. Parking lots are located behind the apartments and hotel. The apartments and hotel face the street.

What does it have for walkers/pedestrians?

Yes, A large pedestrian sidewalk and walkway that can comfortably accommodate passersby with carts or in wheelchairs. The sidewalks are done a bit differently, with the sitting areas nearest to the curb, and the sidewalks going up to the buildings.

Large sidewalks

Wide sidewalks – tree shaded

Limited auto traffic and park-like setting

Seating

Side walks are wide and allow for easy passage on the street. There are several casual seating areas located throughout the venue, including the placemaking park venue.

Is there a variety of open spaces?

Two separate small greenery parks on a hill that can be used for entertainment, picnics and walks.

There was an area with artificial turf

Yes

There are four casual seating areas: 1) The placemaking park; 2) Two locations on either side of the street (near the coffee house and the bakery) on the main roadway through the development; 4) located near the parking lot entrance.

Pocket parks

Only one

COMPILED TOUR NOTES: Pike & Rose (page 4)

Not from what we saw

Fair

Does the amount of open space seem adequate?

Maybe, see above comment

No, there is limited open space

Yes

No

Fair

No, the open space falls short for the size of the development.

What transit does it have nearby?

Walkable to the Red Line, and Metrobuses are available.

A Metro train station is located two blocks away from the development. Metro transit and Montgomery County transit buses pass by the development on Route 355. The Montgomery County transit buses are low fee or no costs to riders.

COMPILED TOUR NOTES: Mosaic District

Overall Impression Rating from 1 -10 with 1 be least favorable and 10 being most favorable) (9-9-7-9-10-7-10) 61

What do you like about it?

Welcoming area, which seems like a passageway like when you're entering Chinatown in Washington, DC.

The variety of amenities

Green space

Retail mix, open spaces, bldg. heights, community workspace, outdoor music, grocery store

Nice scale and design

Size and variety of shops and eateries. Lots of residential!

Mix of tenants and range of residential

Descent use of manufactured green space; good mix of high-end and moderately prices retail and restaurants

Best fits Bowie's aesthetic; mixed use could be easily replicated without development encroaching too much on the existing structure. Had a more communal feel, which Bowie promotes with its nearby pond, parks etc.

The Mosaic development includes a varied range of housing options including apartments and townhouses. The shopping business mix is well balanced featuring both moderately priced retailers and luxury brand outlets. The development has a mix of restaurants including national brands, regional DMV trade name sites and lessor known outlets. The wide variety of restaurants includes upscale locales and moderately priced venues. There are varied placemaking gathering sites throughout the development that are inviting and create a sense of community and belonging.

What do you dislike/hate about it?

Not enough recreational uses

Distance from 495

Nothing. There is a question on if there are housing options for both upscale income tenants and those on moderate incomes.

What is the maximum building height in number of stories?

7-level stories

12 stories

5 stories

What is the predominant range in building height/number of stories? (i.e.: 4-6 stories, 6-8 stories, etc.)

Up to 12 stories around the welcoming area as you enter the district, the remainder are 6-8 stories

5-8 stories

5-7 stories.

COMPILED TOUR NOTES: **Mosaic District** (page 2)

Is there a destination theme or overarching draw to come there?

A living activity center for shopping, movies, and restaurants

Maybe the movie theater?

Great streetscape

Shops and eateries

Target, MOM's, movie theater

Angelika movie theater; bordering townhomes

Mosaic District is a destination spot in large part due to the variety of businesses and restaurants choices that are there. You have good entertainment options from the Angelika Film Center arthouse cinema, regularly scheduled music events and festivals at Central Park (public space/placemaking venue). In addition, there is the book store, grocery and clothing retailers.

What mix of uses does it have?

A seemingly nice movie theatre in the center of the district. The area is mostly surrounded by 8-story buildings with various shops on the ground floor, including retail, specialty stores, restaurants, etc. Office buildings are on the periphery of the district.

Restaurants, shopping, movie theater, hotel

Residential and retail to include big-box

Shops, entertainment, fast casual food, residential, restaurants

Yes-retail and residential (apartments and townhomes)

There are 29 retail stores, 37 dining establishments and a large variety of service providers (19) located in the development. The District includes three residential complexes, as well as a boutique hotel.

How is parking handled?

Observed plenty of parking garages for the public, and a few street parking spaces are also available.

Free garage parking

Garges tucked away with short term street parking

Yes; "hidden" deck

In addition to on street parking, there are three multi-level parking garages available for visitors and retail shoppers. Also, there are another three garages for the residential complexes that include spaces for restaurant and retail shoppers.

What does it have for walkers/pedestrians?

A large pedestrian sidewalk and walkway that can comfortably accommodate passersby with carts or in wheelchairs

Wide sidewalks

COMPILED TOUR NOTES: **Mosaic District** (page 3)

Large sidewalks and skywalk

Wide sidewalks, numerous live flower planters and inviting bldg. facades. Water pans for dogs

Seating and walking

The Mosaic district is an easily walkable location with wide sidewalks on tree lined streets, that include a variety of green spaces and flowering plants. There are also several placements of set aside seating areas with tables and chairs for pedestrians to relax.

Is there a variety of open spaces?

Mosaic NICHE Community workspace, sitting area with lounge chairs

Yes, plenty of open space and community space

Large and small open spaces

Great

There are two large green spaces with seating located in the development and available for public use and relaxation. An (open to the public), tented community work space (with tables and chairs) is located in the shopping district. There is also pedestrian friendly Central Park, one block long, open public space with interactive fountains and play areas. During the Spring and Summer months there are free concerts and festivals held at Central Park. In the winter, an ice skating rink is located at Central Park for general public use.

COMPILED TOUR NOTES: **Mosaic District** (page 4)

Does the amount of open space seem adequate?

Yes

A little shy for the size of the project

Great

What transit does it have nearby?

No noticeable public transit

Bus routes exterior to the project but walkable; Dunn Loring METRO about 15 minutes – ½ mile walk

Free shuttle to METRO

Public transit bus routes are available on Gallows Road just outside the Mosaic District. The Dunn Loring-Merrifield Metro train station is an 11 minute bus ride away from the Mosaic District.

BOWIE TOWN CENTER

Economic Development
Committee

Chris Rizzi, PLA

BOHLER //

SERITAGE REDEVELOPMENT

AT BOWIE TOWN CENTER



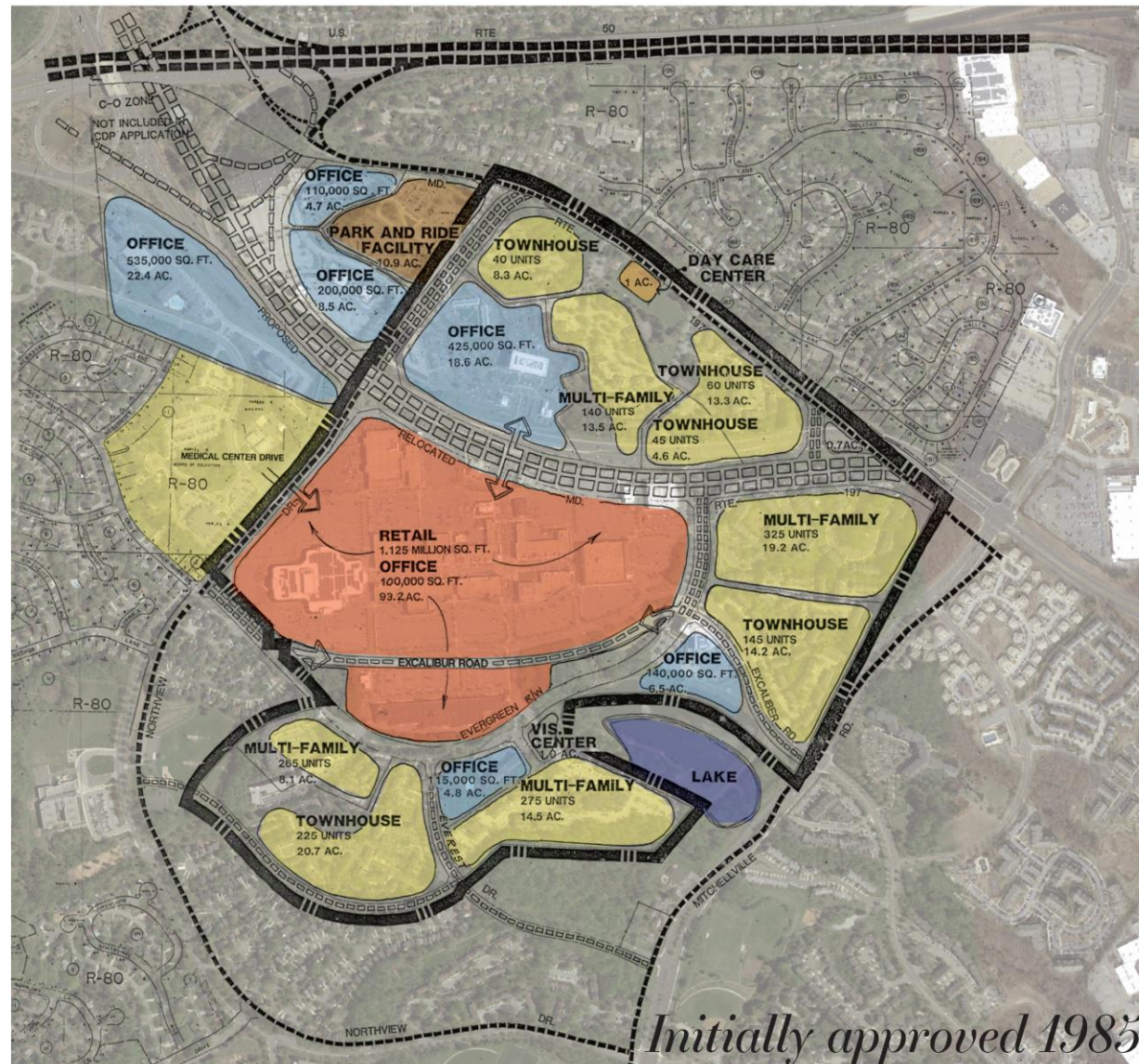
SERITAGE
GROWTH PROPERTIES

505
DESIGN

HOBBS + BLACK
ARCHITECTS

LandDesign.





 OFFICE
 RETAIL
 RESIDENTIAL
 *mixed-use masterplan*
 *community hub*

comprehensive land use plan



(Sears) parcel



Sears closed

jeopardizes viability of BTC

no retail anchor interest

Seritage + City interests aligned

existing conditions



new anchor
minimizes risk
day & evening activities
synergies of uses

mixed use



proposed land use



Indoor/Outdoor Restaurants



Walk the New Shops

fine dining and upscale shopping
restaurants and retail flow into walkways

retail & restaurant
Approximately 75,000sf (max+-)



Creative Office Space



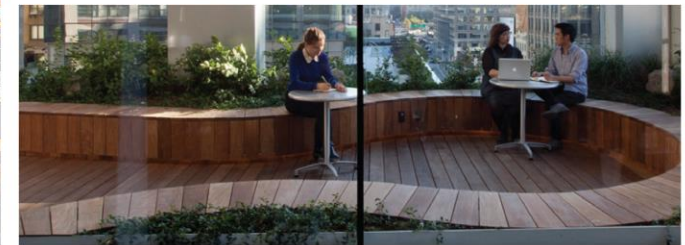
engaging office space
contemporary
views of active public spaces



Catalyst for Innovation



A Place for Entrepreneurs

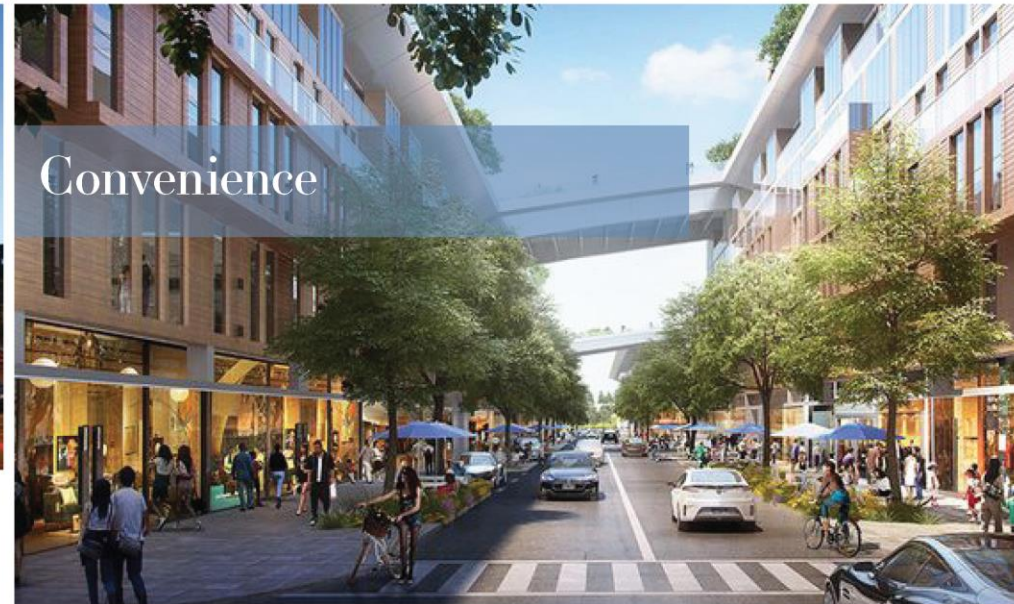


office

Approximately 80,000sf (max+-)



Contemporary Living



Convenience

elevated living
shops and restaurants on ground level
sophisticated and fresh

residential
Approximately 800 units (max+-)

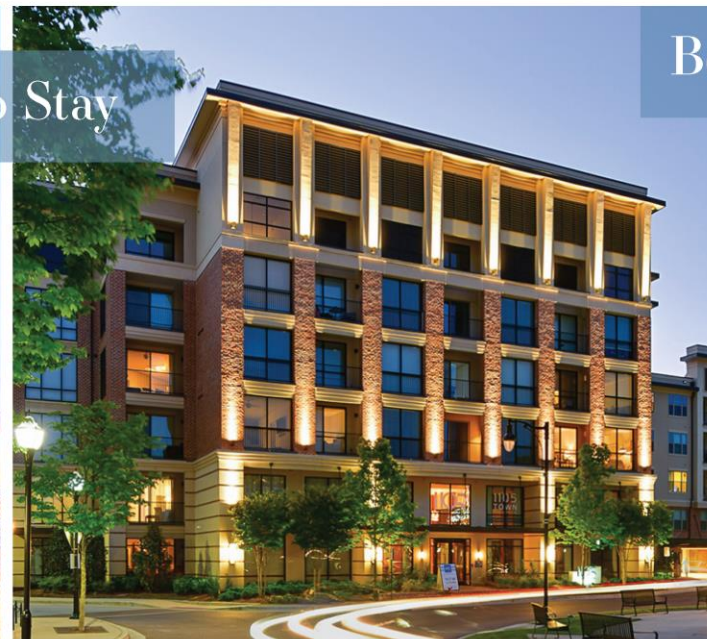
boutique hotel
catalyst for business



Amenity for the City



A New Place to Stay



Boutique and Chic



hotel

Approximately 150 keys (max+-)



Modern Patterning



Retail at Ground

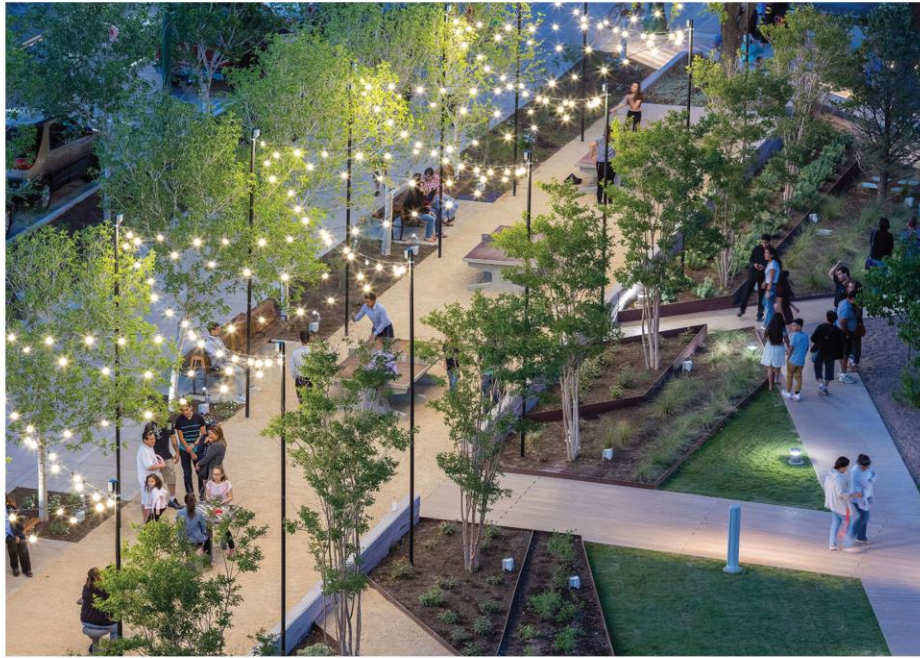


Mixed Uses Above Deck



- modern*
- uniquely clad*
- shared uses*
- retail at base*
- provides ability to scale project*

structured parking



green & lush
a place to connect
promenade to City Hall
gathering places
programmed events



Activated plazas to gather and play

public space



*green technology
sustainable design
changing travel*

Rideshare

Bikes + Scooters

Green Roof

technology & planning considerations

Bowie Town Center

The heart of the community



mixed use

LAND USE QUANTITIES

COMMERCIAL

M-A-C

Retail	1,225,000 sq. ft. (of which 441,468 sq. ft. remains available)
Office	900,000 sq. ft. (of which 529,500 sq. ft. remains available)
TOTAL	2,125,000 SQ. FT.

RESIDENTIAL

Multifamily	903 dwelling units (existing/constructed)
Townhouse	387 dwelling units (existing/constructed)
Residual Capacity	130 dwelling units (unbuilt units)
Sears Parcel (Lot 6)	470 dwelling units*
TOTAL	1,890 DWELLING UNITS

*Maximum density for Sears Parcel shall not exceed 600 residential units that may consist of multifamily units, townhouses (not to exceed 150 units), and/or beds in an assisted living facility.

OVERALL CONTEXT PLAN





AREA A

PROPOSED
MULTI-FAMILY ABOVE
RETAIL (4 STORIES
OVER 1 STORY)

PROPOSED
PARKING DECK
(3 LEVELS)

Program summary Parcel A

Multi- Family above Retail
Ground Level Retail 30,000 SF
Multi-family- 4 stories above retail-
88 units

Parking

5 spaces/1000 SF=150 spaces
Multi-family at 1.8 spaces/unit=158 spaces
308 spaces required
3 Level Deck- 270 spaces provided
Surface parking- 40 spaces
310 spaces provided



MULTI-FAMILY ABOVE RETAIL



MULTI-FAMILY ABOVE RETAIL

- 4 stories, 88 multi-family units
- 30,000 SF ground floor retail
- 3 level parking deck, 310 parking spaces



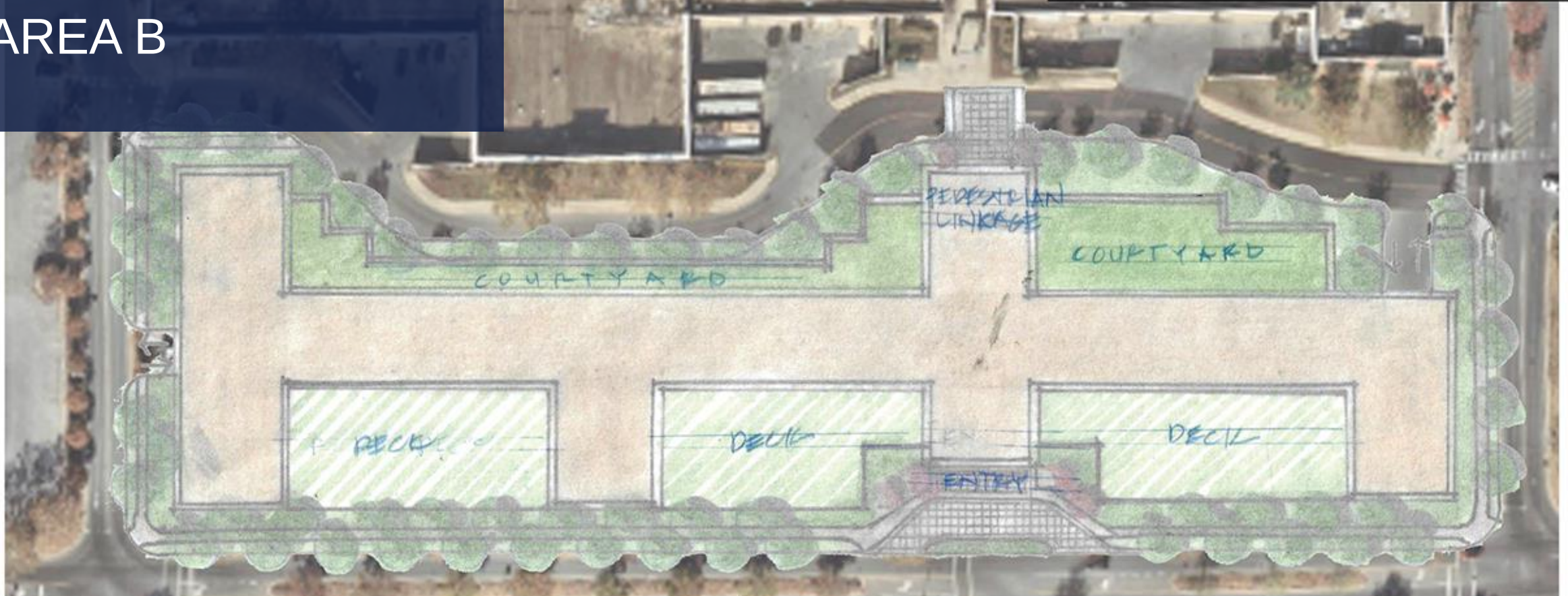
AREA B

Program summary Parcel B

Multi-Family over Podium Parking
4 stories at 68 units/floor= 272 units

Parking

Parking @ 1.8 spaces/unit=490 spaces
Parking Deck- 250 spaces/level @ 2 levels
=500 spaces



MULTI-FAMILY OVER PODIUM PARKING





January.2025

Our Bowie TownE Center 2.0

Prepared for the City of Bowie, Economic
Development Committee

**We can EVOLVE
Into a Wonderful Customer
Experience Site**



Photo Source: City of Bowie Website and
Nuriddin file unless otherwise stated.

Our Bowie TownE Center 2.0



City Offices &
Facilities

Contact
Information

Demographics

Development
Projects

Discover Bowie

[Home](#) > [Living & Visiting](#) > [About Bowie](#) > [History](#)

History

A Brief History of the City of Bowie (1683 to Present)

The City of Bowie today encompasses a very large tract of land in northeastern Prince George's County that was once comprised of a vast number of colonial and early national period plantations and farms and early churches. The rich soil in this area made it a prime location for production of both tobacco and crops.

Our Bowie TownE Center 2.0

One only has to visit the website for the City of Bowie to glean a municipality with an engaging history which has included historical figures; a race horse tradition; a railroad town; and so much more.

An appreciation of bygone days inspires us to visualize and to conceive a future City graced with wonderful societal and commerce benefits for both residents and visitors.



Our Bowie TownE Center 2.0

We believe the Bowie Town Center (BTC) can serve as the epicenter of the City's future commerce and e-commerce prosperity.

We believe the BTC can reinvent itself to evolve to

Our Bowie TownE Center 2.0!

BTC turned 23 last November, a somewhat standard age marker for a business to begin thinking about its future life.

And that is what we are doing. We believe a partnership between the City of Bowie and the Washington Prime Group (WPG) will establish

Our Bowie TownE Center 2.0!



Our Bowie TownE Center 2.0

Once considered the “gem” of Prince George’s County, our outdoor mall charmed its customers with soft playing music as they strolled casually past a variety of shops, and then dotting in those shops that sparked their curiosity.

But BTC’s economic health, commerce agility, and management model succumbed to the pressures of societal and market challenges.

Additionally, the episode of COVID-19 and the rise of e-commerce exacerbated these challenges in an era of unprecedented events.



Our Bowie TownE Center 2.0



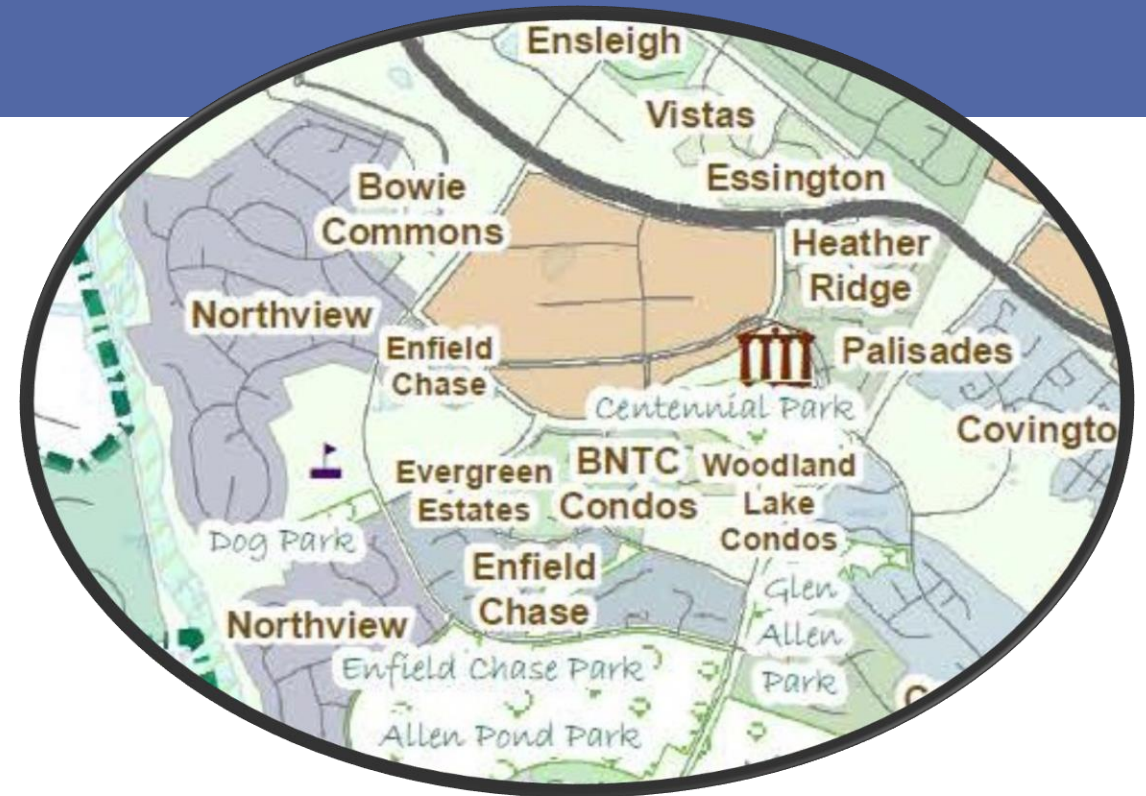
Yet, if we merge the cozy neighborly Bowie spirit with intelligent commerce planning, we can fashion the current marketplace challenges into shared lucrative opportunities for us and WPG.

Our City is literally and physically poised to embark on such an economic journey to evolve to the Bowie TownE Center 2.0.

The proposed Bowie TownE Center 2.0 is a natural evolution. And that is what the “E” in TownE signifies.

Our Bowie TownE Center 2.0

BTC is surrounded, in any direction, with wonderful neighbors, such as community homeowners, City Hall employees, business park employees, hotel guests, Bowie Gymnasium members (and their guests), Bowie Senior Center, and Bowie Allen Pond visitors.



Many surrounding neighbors would appreciate nearby amenities such as:

- 1. a CVS or Walgreens Drugstore to provide community, especially seniors, with prescriptions, immunizations, and small groceries**
- 2. a Post Office Annex to service the community with postage, mail facilities, and small PO Boxes**
- 3. a Command Post for trained mall ambassadors to assist shoppers**
- 4. a hub for Billboards/monitors that can serve as real-time communications for advertisements or sponsorships; Bowie alerts; or climate observations**

Our Bowie TownE Center 2.0



Source: evergreenseniorcommunity.com

Our Bowie TownE Center 2.0

And our Bowie State University neighbors are just about 6 miles North of BTC. This energetic campus of students, teachers, administrators, and so many other employees and visitors could always enjoy a relaxing time or study time with their families and friends at BTC.

Source: bowiestate.edu



This campus represents an existing and continuous population stream in close proximity to BTC. The City of Bowie and the Washington Prime Group (WPG) could embrace this population segment and create a loyal customer base for years to come.

Our Bowie TownE Center 2.0

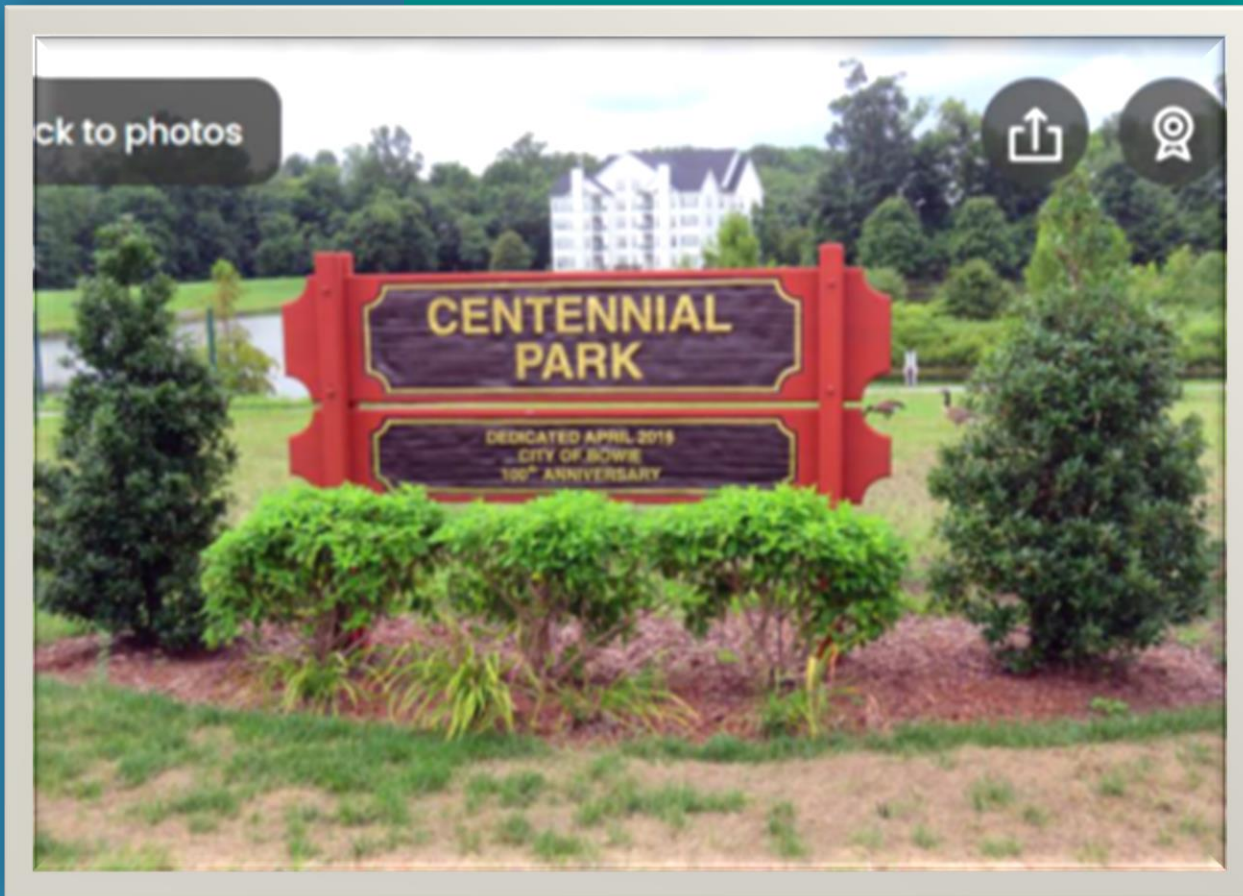


Prince George's Stadium is a 30-year neighbor about 2 miles East of BTC that invites fans and patrons to enjoyable events. Perhaps the City and WPG could energize the Stadium to embrace our BTC in their "Local Attractions," which kindly features Bowie's historical attractions.

Source: <https://www.mlb.com/orioles/news/featured/explore-prince-george-s-stadium-home-of-the-bowie-baysox>



Our Bowie TownE Center 2.0



Source: Centennial Park photo on Yelp
By Avionna Desh S. on 08.30.2018

Given the propensity for Bowie to lead the way in resident amenities, business services, governmental partnerships, climate strategies, and so much more, we are confident Bowie's next 100 years of residential happiness and economic prosperity can start with the

Bowie TownE Center 2.0.

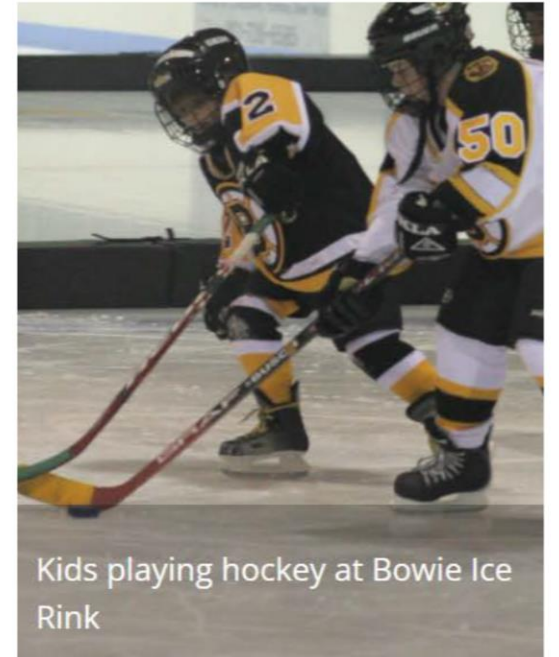
Just like our youth and families, seniors, and every neighbor, near and far, our visitors, too, from the nearby Bowie State Campus, Marriot TownePlace Suites or Prince George's Stadium will enjoy themselves and return again and again...we're sure of it!

*From the radio blast of the
1920's ...*



**...let us use our existing
resources and markets
and expertise and
policies to envision and
plan together...**

*...the BEST 2020's for
our future residents and
visitors!*



Kids playing hockey at Bowie Ice
Rink

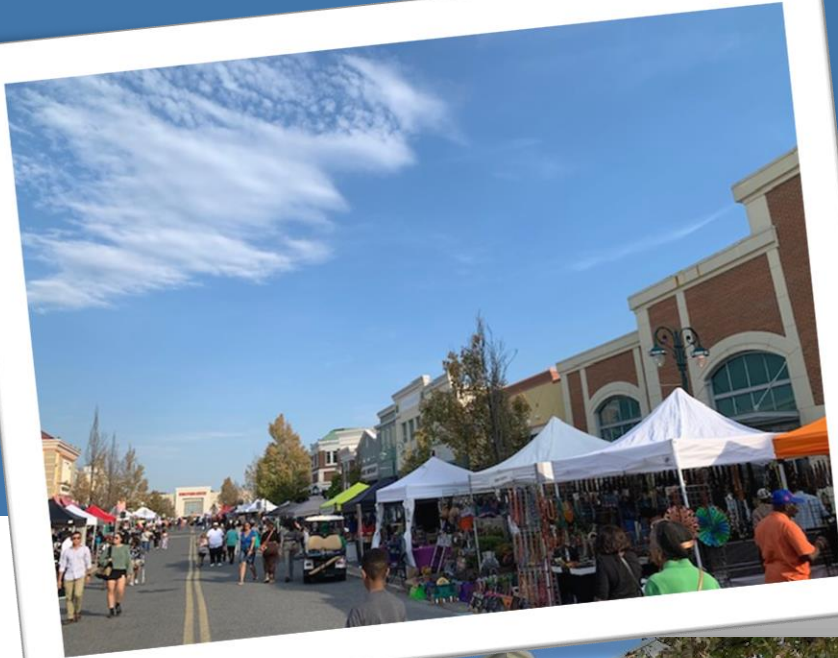
Our Bowie TownE Center 2.0

1. Potential Future Opportunities for Bowie Town Center Partners to Renew Customer Intergenerational Relationships

A. Establish Business/Services to Improve Daily Community Lives

B. Establish BTC Learning Facility

C. Establish Enjoyable Learning Interfaces



Space Toons



BLACK HOLES



Our Bowie TownE Center 2.0



1. Potential Future Opportunities for Bowie Town Center Partners to Renew Customer Intergenerational Relationships (cont.)

D. Embrace Campus Lives at Bowie State University (BSU) and Prince George's Community College (PGCC)

E. Establish A Bowie Town Center (BTC) Welcome and Security Complex

F. Establish A Maryland Office of Tourism/Maryland Welcome Center Kiosk



Our Bowie TownE Center 2.0



1. Potential Future Opportunities for Bowie Town Center Partners to Renew Customer Intergenerational Relationships (cont.)

G. Establish A Mini-Remote City of Bowie Dog Park for Dogs 20 lbs and Under

H. Establish A Solar-Powered Recycling/Upcycling Kiosk

Our Bowie TownE Center 2.0

1. Potential Future Opportunities for Bowie Town Center Partners to Renew Customer Intergenerational Relationships (cont.)

I. Install A Mini-Kid Train Ride

Bowie has a storied railroad history and the "service was inaugurated on July 2, 1872." We need to celebrate and highlight that reality to neighbors. Kids and their parents would surely enjoy this traditional American pastime.



Discover Bowie



Our Bowie TownE Center 2.0



A possible area “pedestrian-first” --narrow sidewalks and a need for reduced speed; alternative parking available



Source: Doven, Kohler & Partners-town planning
<https://www.doverkohl.com/>

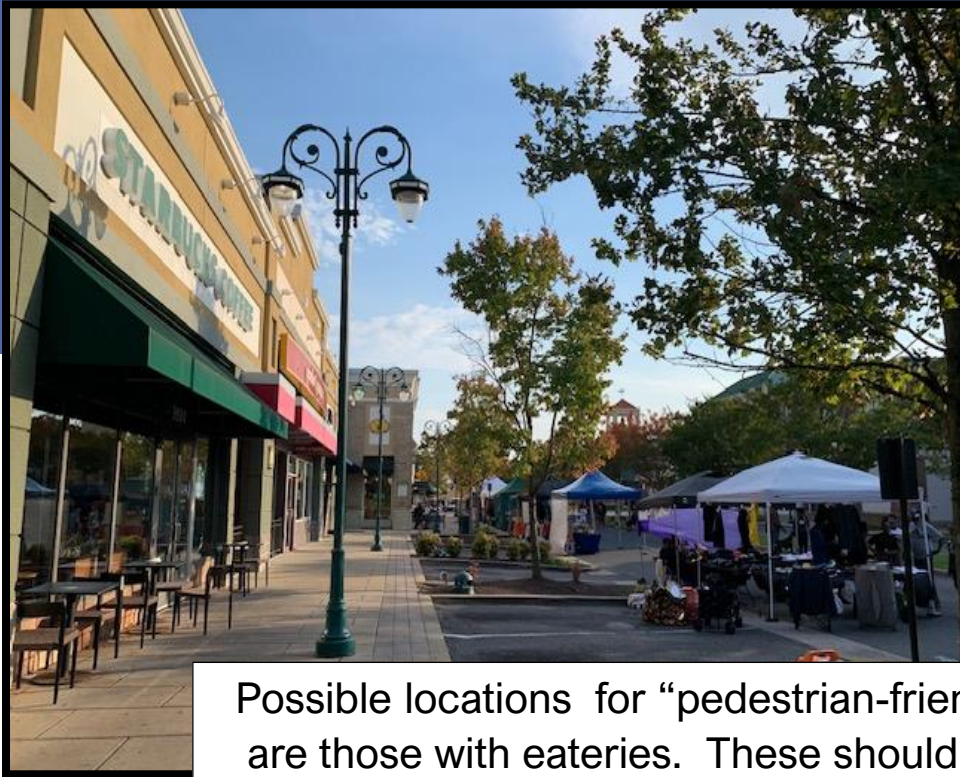
2. Suggestions for Improving Health and Safety of Bowie Town Center (BTC) Patrons

A. Install Pedestrian-Friendly Areas and “Pedestrian-First” Streets

1. Identify potential BTC sector criteria (e.g., narrow sidewalks; reducing speed limit; alternative nearby parking) that might serve as great Pedestrian-First” Streets and “Pedestrian-Friendly” Areas

2. Consult City of Bowie research data on the subject

Our Bowie TownE Center 2.0



Possible locations for “pedestrian-friendly” areas are those with eateries. These should be no car sectors and have alternative parking available.



2. Suggestions for Improving Health and Safety of Bowie Town Center (BTC) Patrons, A. (cont.)

3. Collaborate with students/faculty at BSU and PGCC, and WPG on designating areas that would be acceptable to the City of Bowie, the County, and The Maryland National Capital Park and Planning Commission

Our Bowie TownE Center 2.0

2. Suggestions for Improving Health and Safety of Bowie Town Center (BTC) Patrons, A. (cont.)

4. Seek Bowie resident comments and hold student essay contest on the benefits of “Pedestrian-Friendly” Areas and “Pedestrian-First” Streets.

B. Designate Bowie Town Center as a NO SMOKING/VAPING area

To ensure the health and safety of all, the Bowie Town Center should be designated as **NO SMOKING and NO VAPING**. The dangers of atmospheric toxins from human smoking should be eliminated.



This type of outdoor atmosphere will enhance the overall safety for pedestrians navigating BTC traffic and encourage family and friends to enjoy outside activities.



Source: Public Roads, Winter 2023, V.86, No.14 (Federal Highway Admin, U.S. Dept. of Transportation; Pinterest; and Beaches.

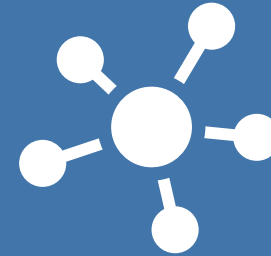
Our Bowie TownE Center 2.0



Partnership with WPG
to establish
Bowie TownE Center
2.0
as family destination
and social hub offering
safe and healthy fun

Create Innovative BTC
Advertising Strategies
within community

Increase WPG Profits
and Community
Visibility



Build BTC Loyalty
among diverse
customer base of
residents, guests,
and visitors

Convene stakeholders
and partners to begin
conversations for
Bowie TownE Center
2.0



Our Bowie TownE Center 2.0



For further details see

Report:

**A Glimpse of The Bowie Town Center
December.11.2025**

Thank You

**Citizen Volunteers for Bowie Economic
Development Committee**

January.2025



REENVISION, REVITALIZE, REDEVELOP

BOWIE TOWN CENTER

*Bowie Economic Development Committee
Provided by: KCI Technologies*

October 6 2025



Bowie Housing Overview

BOWIE TOWN CENTER REVITALIZATION

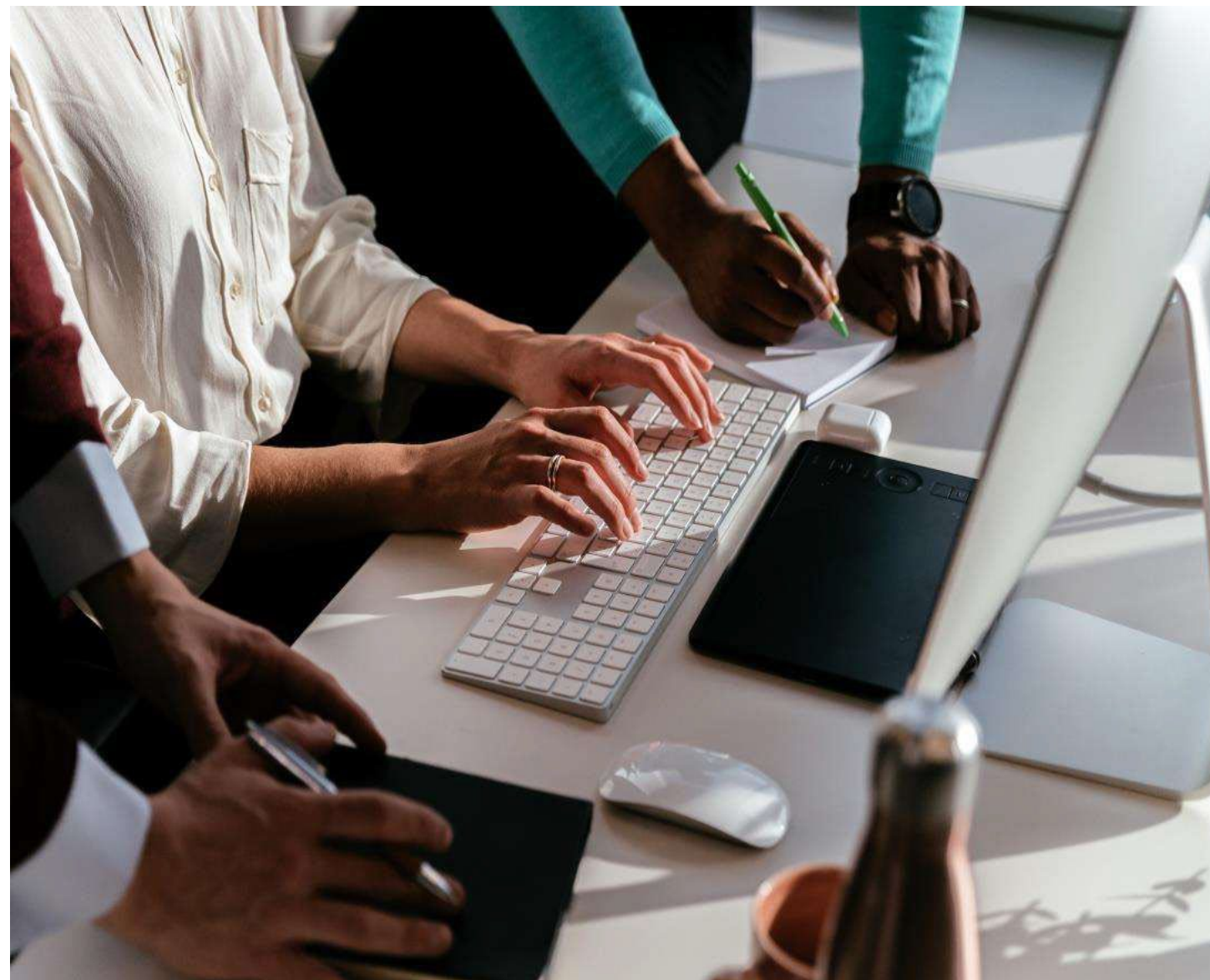
Population Growth Creates Demand

When new homes are built, more people move into an area. This growing population creates immediate demand for everyday goods and services—grocery stores, restaurants, retail shops, gas stations, and healthcare providers. Developers of commercial real estate often follow residential growth to capture this new customer base.



Workforce Supply for Businesses

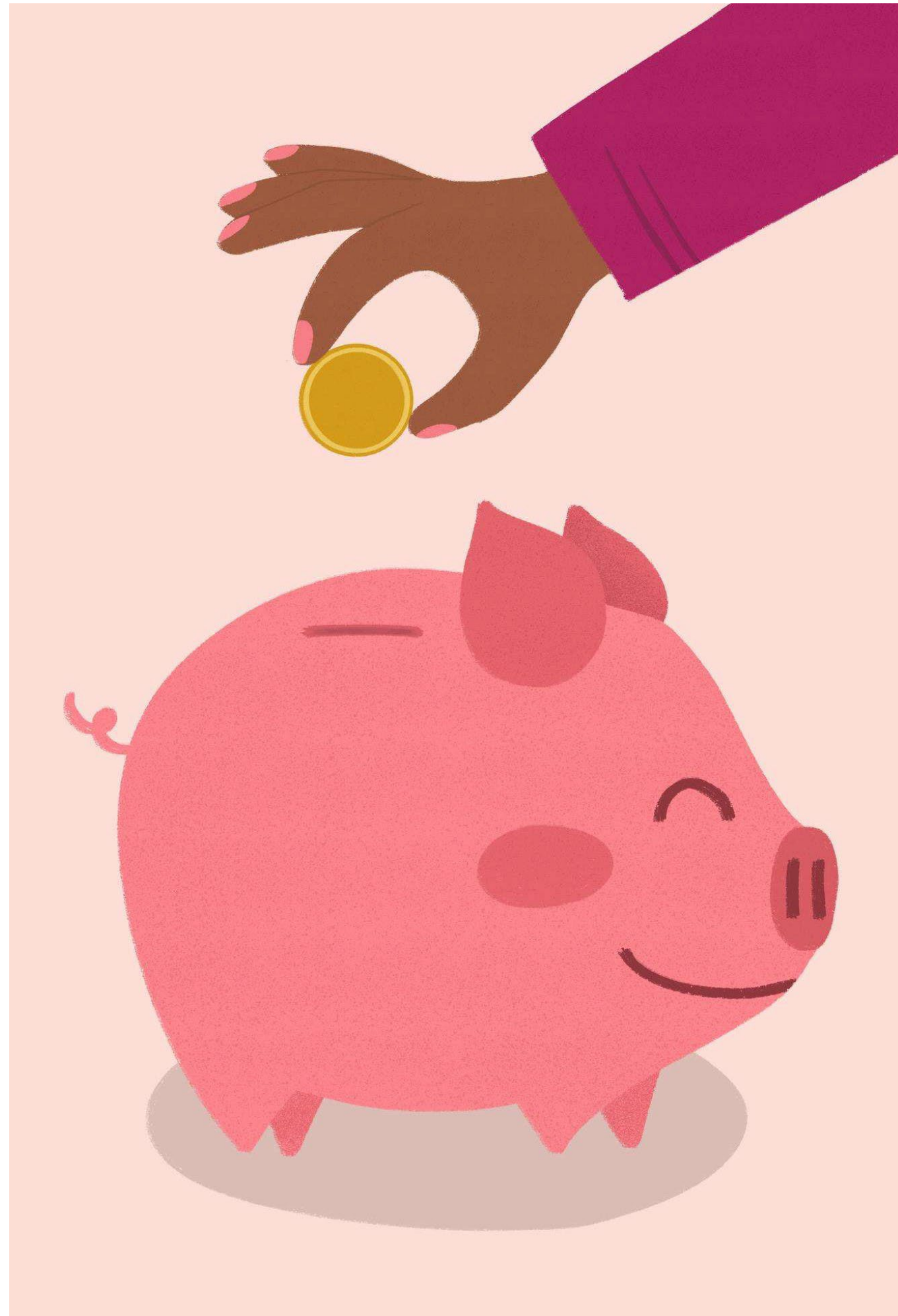
A larger residential base provides a workforce for local businesses. Employers—whether small shops, corporate offices, or industrial facilities—are more likely to locate in areas where employees can find housing nearby at a range of price points. This connection supports balanced economic development.



Infrastructure & Accessibility

Residential development usually brings infrastructure improvements (roads, utilities, schools, public transit). Those upgrades make the area more attractive to commercial investors who depend on accessibility and reliable services. A new subdivision, for example, might prompt the county to widen roads, which then supports larger retail centers.





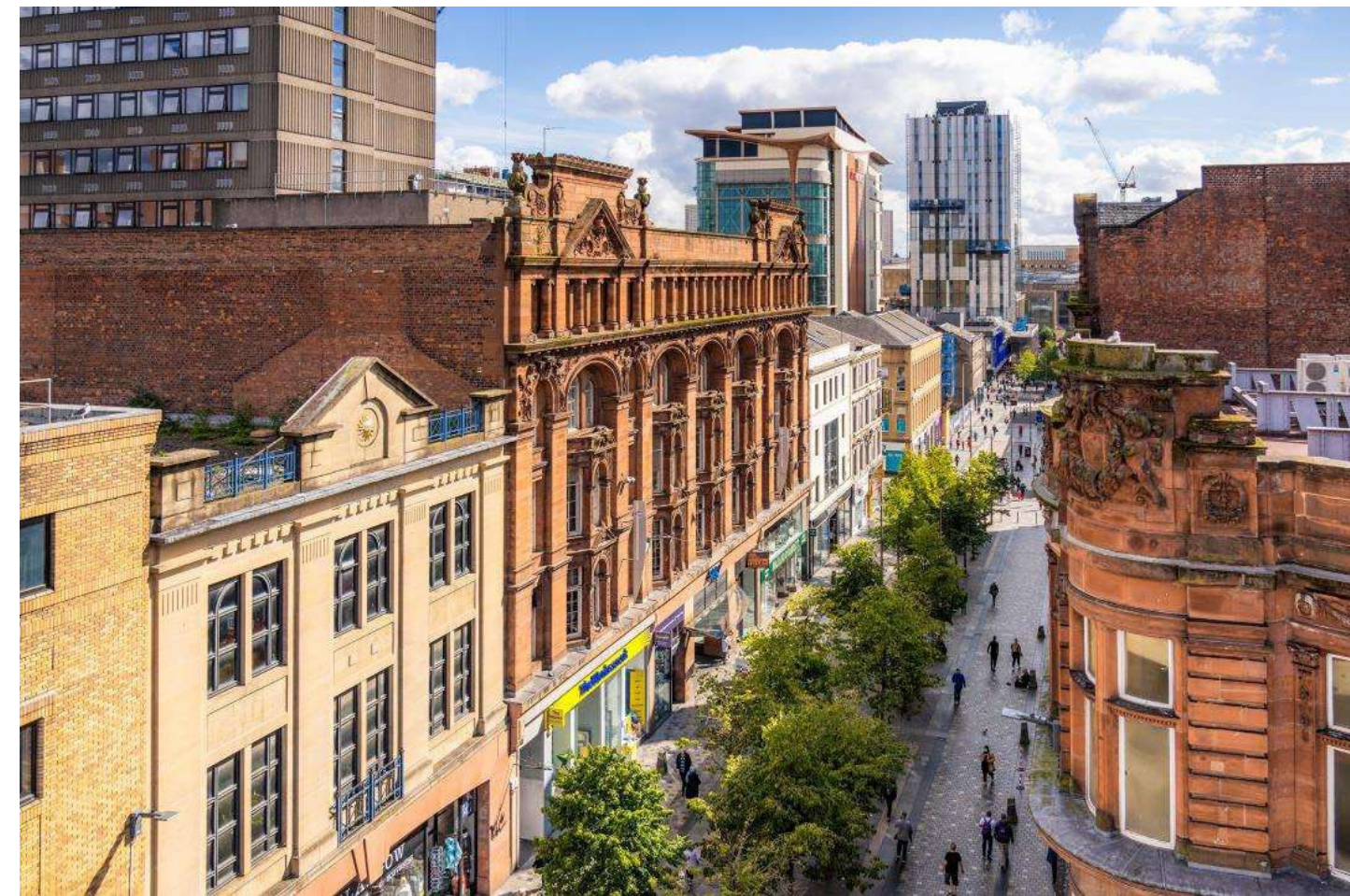
Property Value & Tax Base

As residential communities grow, property values increase and local governments collect more in property taxes. Higher tax revenue often funds community amenities and infrastructure, which in turn attracts commercial developers. For example, a growing suburban area may suddenly be able to support a shopping center or office park because the local economy is stronger.

Lifestyle & Mixed-Use Development

Modern buyers often prefer communities with nearby conveniences. This trend has fueled **mixed-use developments** where residential and commercial projects are integrated (e.g., apartments above shops, walkable town centers). Residential growth makes these projects viable because there's an immediate built-in customer base.

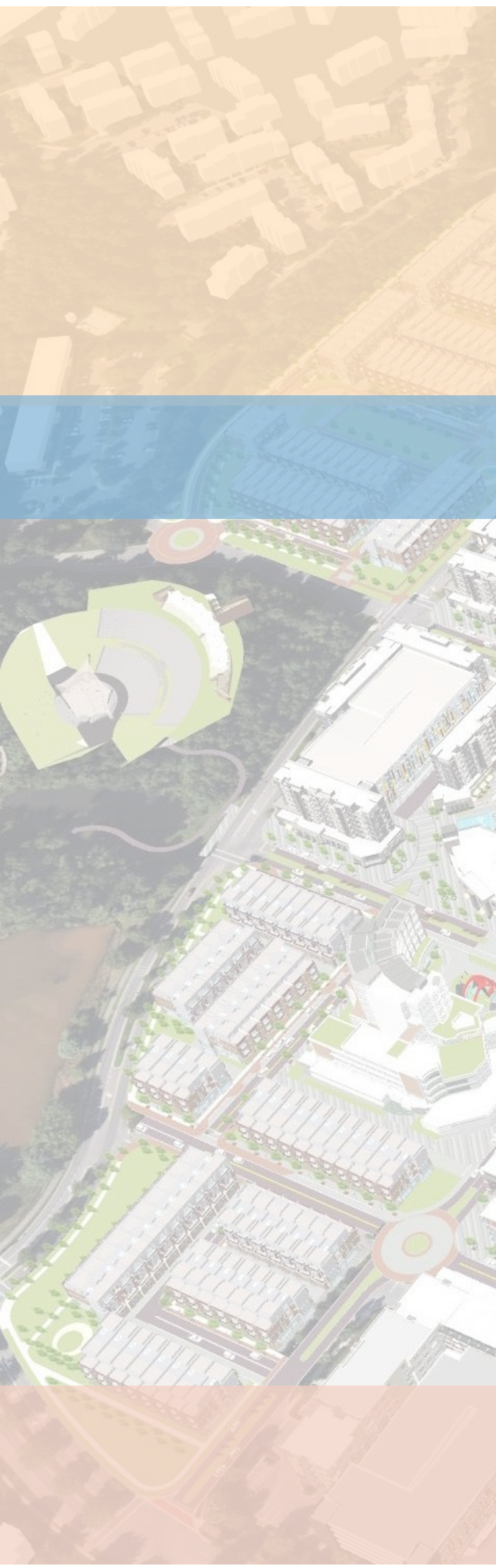
I've had clients who specifically wanted to purchase in a mixed-use community. As a result, they are living in both South Lake and Melford.



Timing & Market Cycles

Commercial development typically **lags** behind residential growth. First come the rooftops, then the retail and office space to serve them. If commercial projects come too early without enough residents, businesses struggle. If they come too late, the community may lack amenities, pushing residents elsewhere.





REENVISION, REVITALIZE, REDEVELOP BOWIE TOWN CENTER

*Bowie Economic Development Committee
Provided by: KCI Technologies*

October 6 2025



Business and Economic Growth Opportunity

Bowie Town Center Revitalization

The business, economic and social benefits of revitalization and the City's role.

Context and Urgency

Past its “Prime”

Bowie Town Center, once a vibrant shopping destination, is past its prime and at a pivotal point requiring decisive action to stimulate its resurgence

Consequences of Inaction

The Sears Parcel, once a key anchor with plans for mixed-use redevelopment that did not materialize, is an example of the cost of inaction, ambiguity and slow-moving processes

Building Blocks

While the 2022 Bowie-Mitchellville and Vicinity Master Plan sets the foundation by identifying Bowie Town Center as a strategic location for future growth, mixed-use development and economic revitalization, intentional and bold action still needs to be taken to signal to the market that Bowie is open for business



Economic Growth Potential

Business Attraction and Job Creation

Redevelopment can attract national retail brands, restaurants, entertainment venues, and service providers of the quality that residents demand, increasing foot traffic and consumer spending

Mixed-use development (retail + residential + hospitality) can create both construction and permanent jobs, boosting local employment

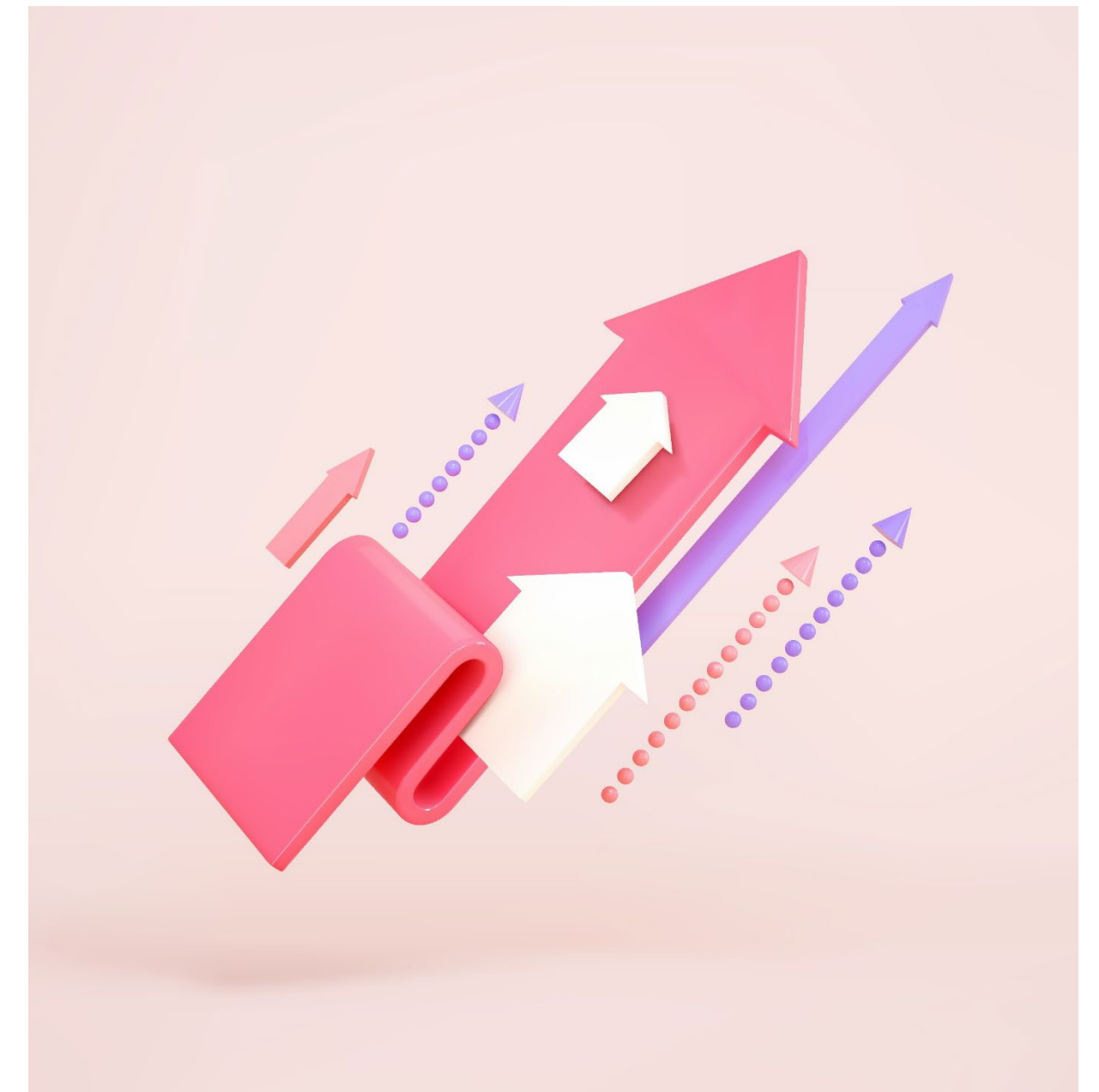
Increased Tax Revenue

Revitalized centers generate higher property values, sales tax, and business tax revenues, strengthening the city's fiscal health

Enhanced Retail Performance

Prince George's County's Retail Revitalization Guide shows that modernized retail centers outperform older ones in leasing rates and tenant quality

Example: The Avalon in Alpharetta, Georgia is a 90-acre mixed-use development with high end retail, Class A office space, hotel and 800+ housing units and featuring public plazas, trails and cultural programming



Social and Community Benefits

Improved Quality of Life

Mixed-use redevelopment fosters walkable communities, public gathering spaces, and access to amenities, enhancing livability

Incorporating workforce housing, green spaces, and multimodal transit options

Community Engagement and Safety

Revitalized centers reduce blight, improve public safety, and foster community pride

Projects like Security Square Mall in Baltimore County used public charrettes to align redevelopment with community needs



City of Bowie's Role

Policy and Zoning Support

The city can leverage its influence to support zoning changes as needed, site plan approvals and advocate for streamlined development processes

Incentives and Partnerships

Explore county/state grants and public-private partnerships to support infrastructure upgrades

Partner with the Prince George's County Redevelopment Authority and Economic Development Corporation to attract developers and investors

Community Engagement

Facilitate public forums, surveys, and charrettes to ensure redevelopment reflects community values and needs

Encourage inclusion of local businesses in leasing and contracting opportunities



Recommendations for Action

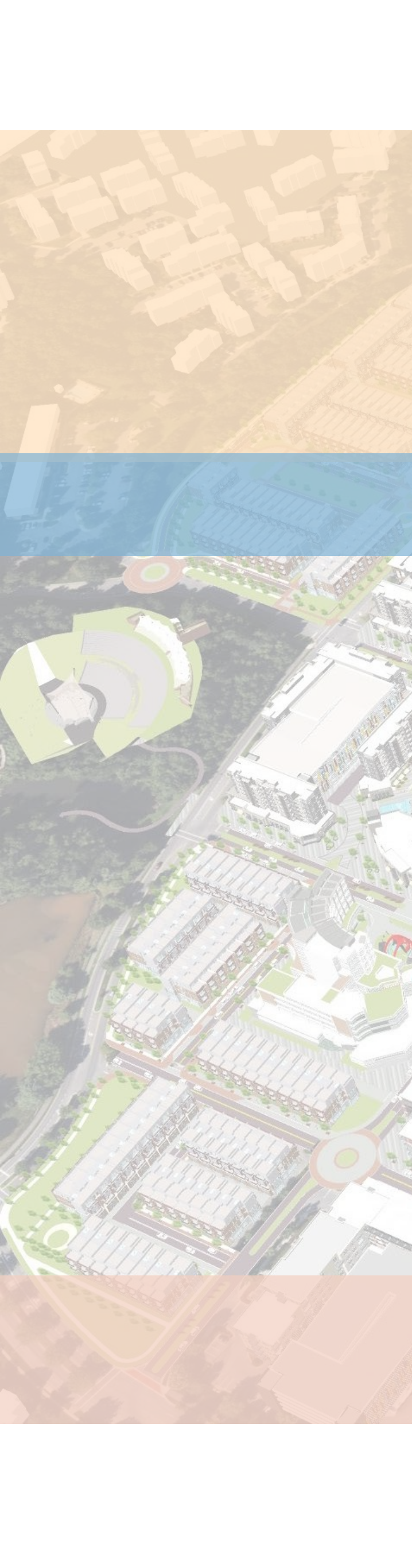
Initiate a Bowie Town Center Redevelopment Task Force to coordinate planning, investment, and community engagement.

Commission a market feasibility study to identify optimal uses and developer interest.

Explore financing and partnership structures to support infrastructure upgrades.

Engage with anchor property owners to align redevelopment goals and timelines





REENVISION, REVITALIZE, REDEVELOP BOWIE TOWN CENTER

*Bowie Economic Development Committee
Provided by: KCI Technologies*

October 6 2025





Bowie Town Center, Allen Pond Park Trail Loop



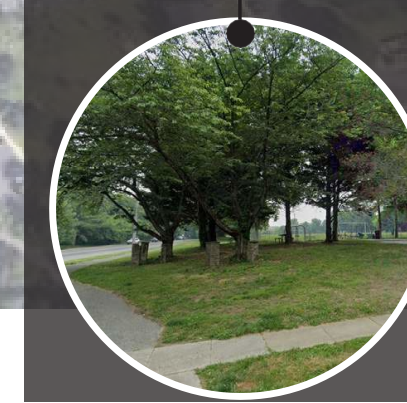
The City of Bowie Gymnasium



Mill Branch Pond



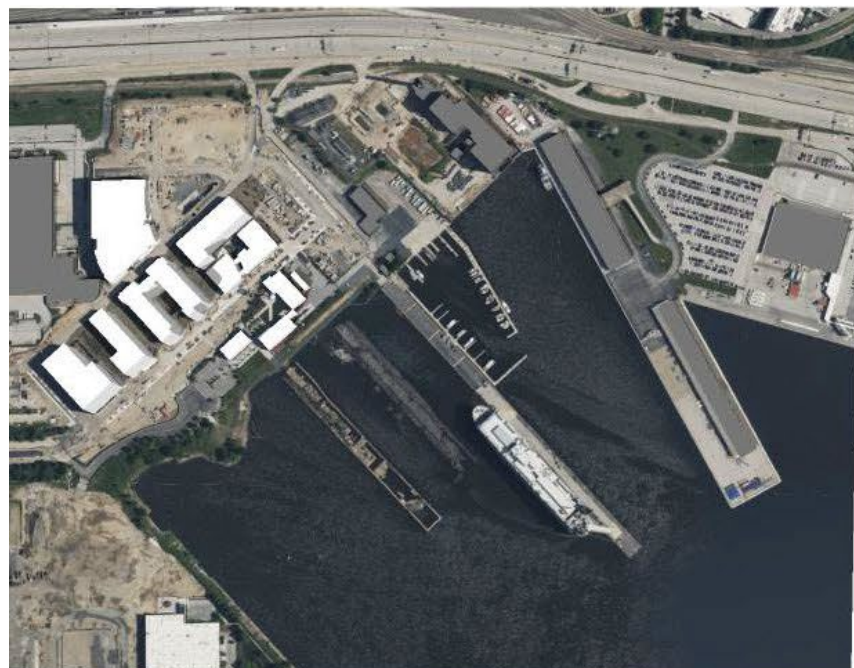
City Hall



New Town Park & East Coast Greenway

Site Scale Comparison - Bowie Town Center vs. other known and/or visited sites by EDC

PORT COVINGTON - MD
(22 ACRES)



MOSIAC DISTRICT - VA
(31 ACRES)



PIKE & ROSE - MD
(28 ACRES)



MERRIWEATHER DISTRICT - MD
(22 ACRES)



BOWIE TOWN CENTER
(120 ACRES)



ANNAPOLIS TOWN CENTER - MD
(33 ACRES)



RESTON TOWN CENTER - VA
(55 ACRES)





Existing Condition

Bowie Crossing - High Density Vision Plan

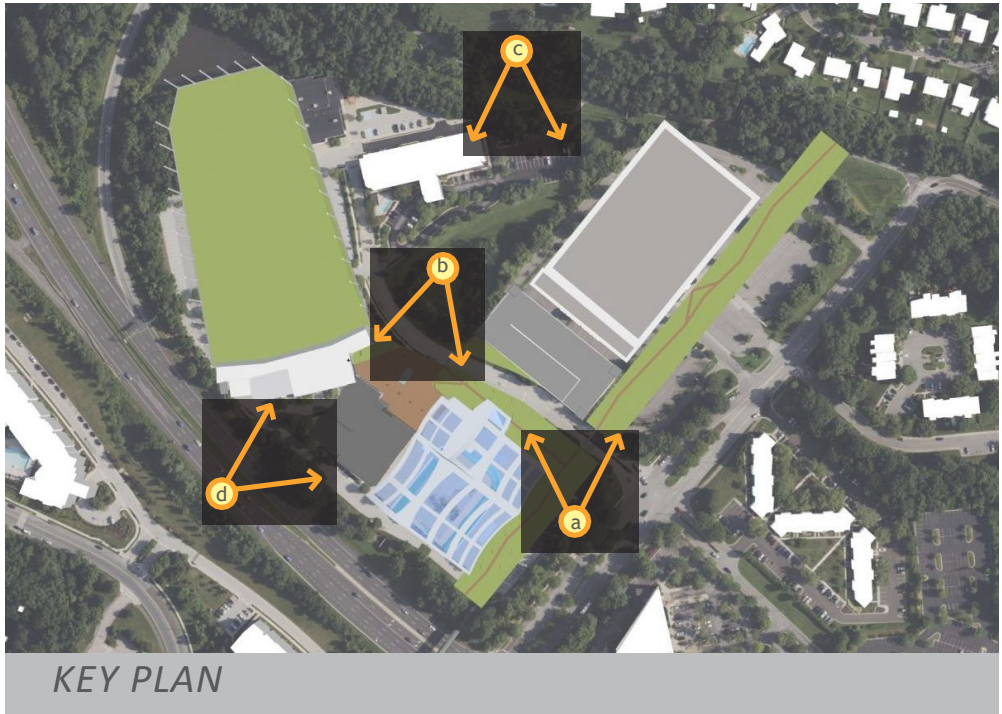
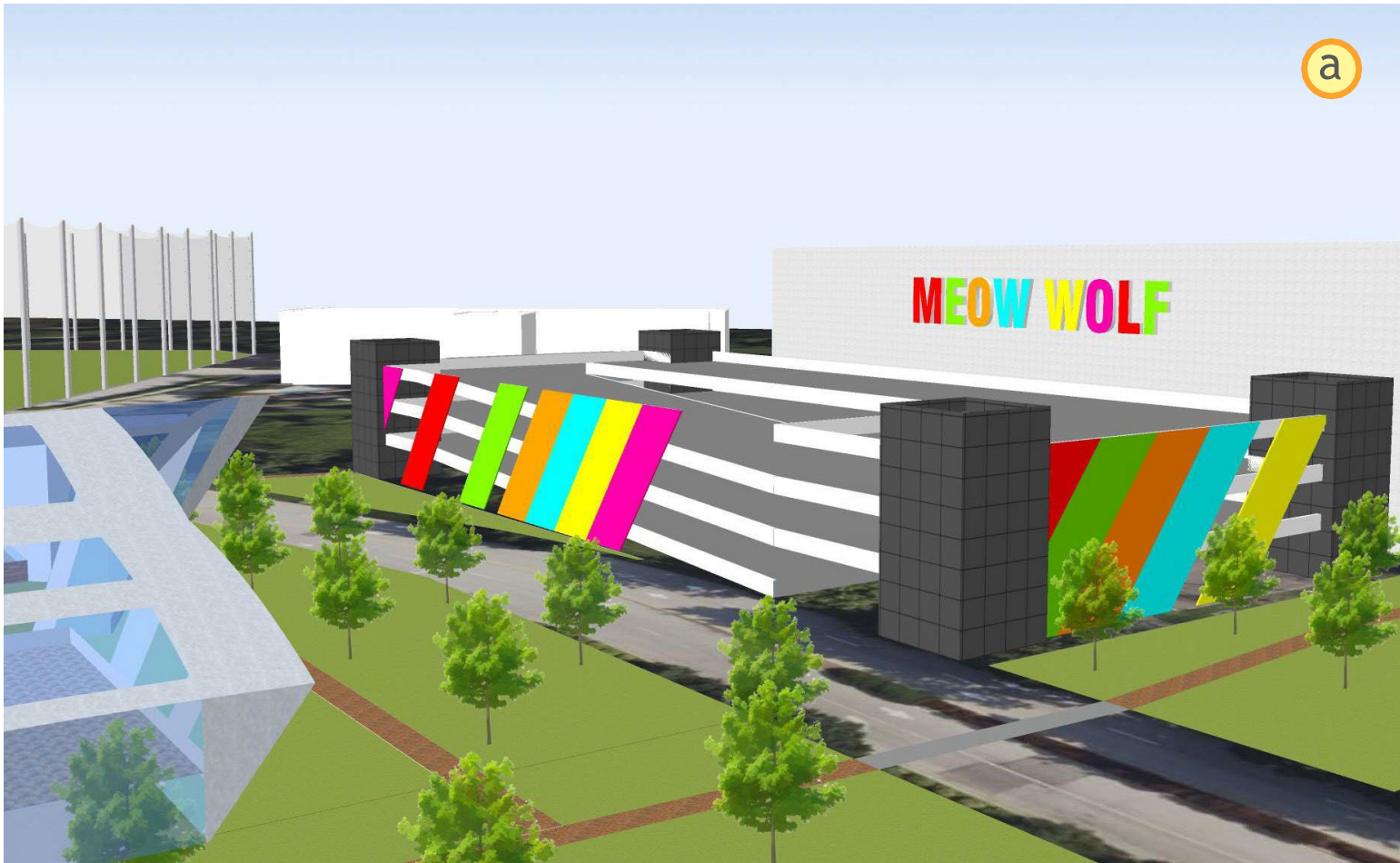


- Residential Mixed-use Ground Floor Retail
- Icon Hotel
- Large Park/ Green Space
- Commercial Mixed-use Ground Floor Retail
- Residential Mixed-use Ground Floor Retail

Bowie Crossing - Regional Attraction Uses Vision Plan



- Golf Complex (e.g. Top Golf, Drive Shack)
- Indoor Sport Complex (e.g. Aquatic Center, Surf Center)
- Existing Hotel
- Linear Park/ Green Space
- Indoor Arts and Entertainment Interactive Installation (e.g. Meow Wolf, Team Lab)



Bowie Town Center - Vision Plan / Full Build-out



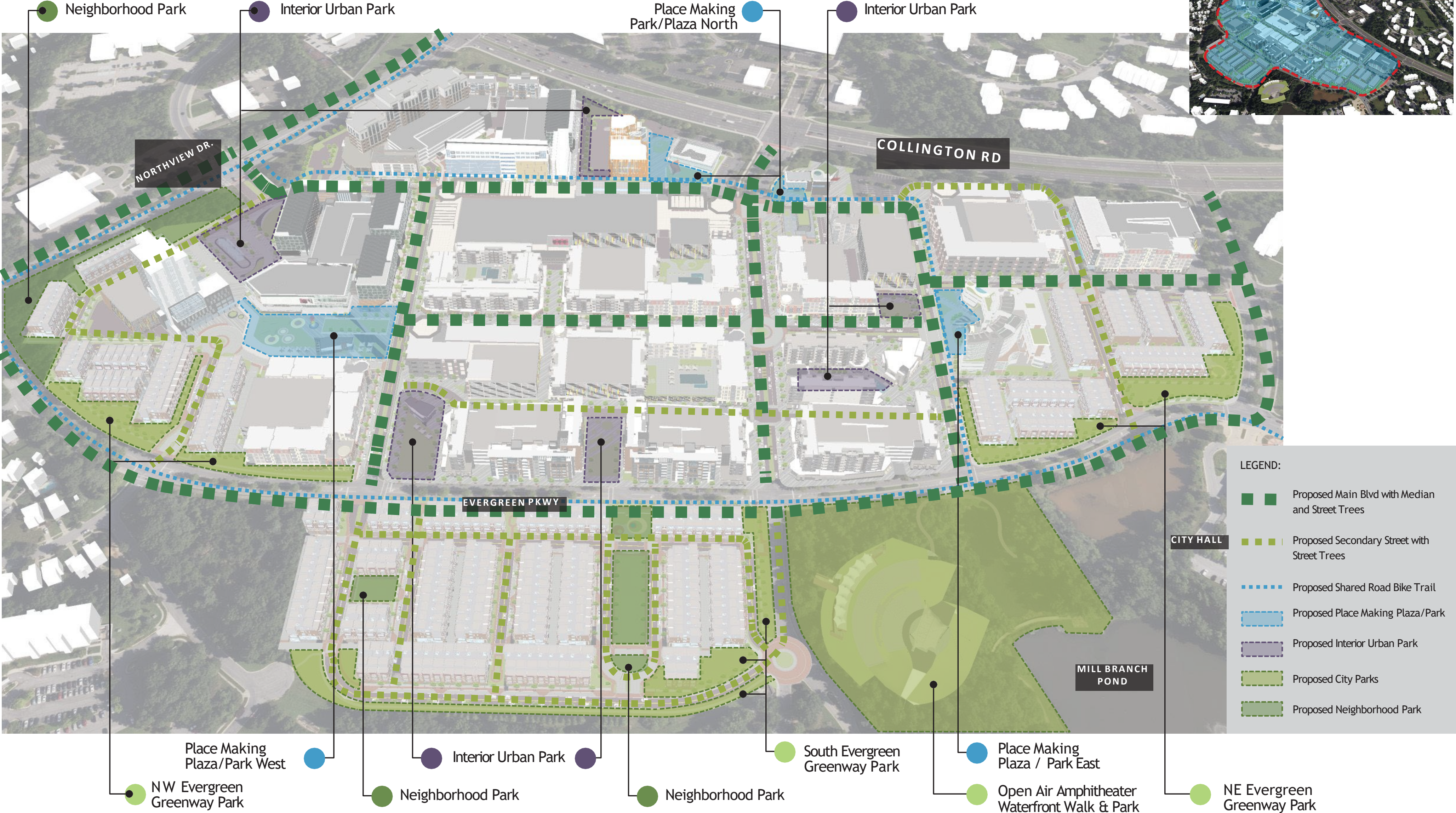
- Movie Theater w Ground Floor Retail
- Anchor Open Space (Open Lawn/ Interactive Fountain/Coffee Bar Kiosk)
- Icon Hotel
- Mixed-use Office/ Ground Floor Retail
- Anchor Department Store
- Residential (Condo/Apartment)
- Mixed-use Office/ Ground Floor Retail
- Institutional Use (e.g. NASA-Goddard Discovery, Sustainability Center)

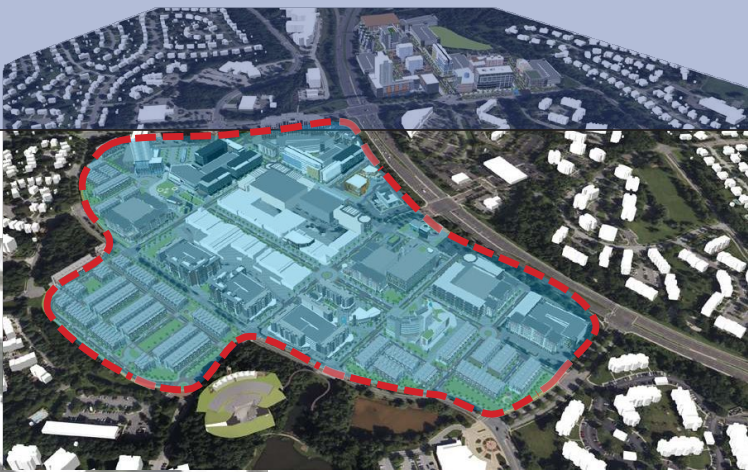


- Institutional Use (e.g. Children Center, Library)
- Grocery Store
- Residential Mixed-use Ground Floor Retail

- Residential Medium density (townhome/ 2over2s)
- Residential Mixed-use Ground Floor Retail
- Residential Mixed-use Ground Floor Retail
- Mid-size Open Air Amphitheater
- Anchor Retail
- Icon Hotel
- Evergreen Greenway Park
- Residential Mixed-use Ground Floor Retail
- Residential Medium density (townhome/ 2over2s)

Bowie Town Center - Vision Plan / Open Space / Greenways / Placemaking

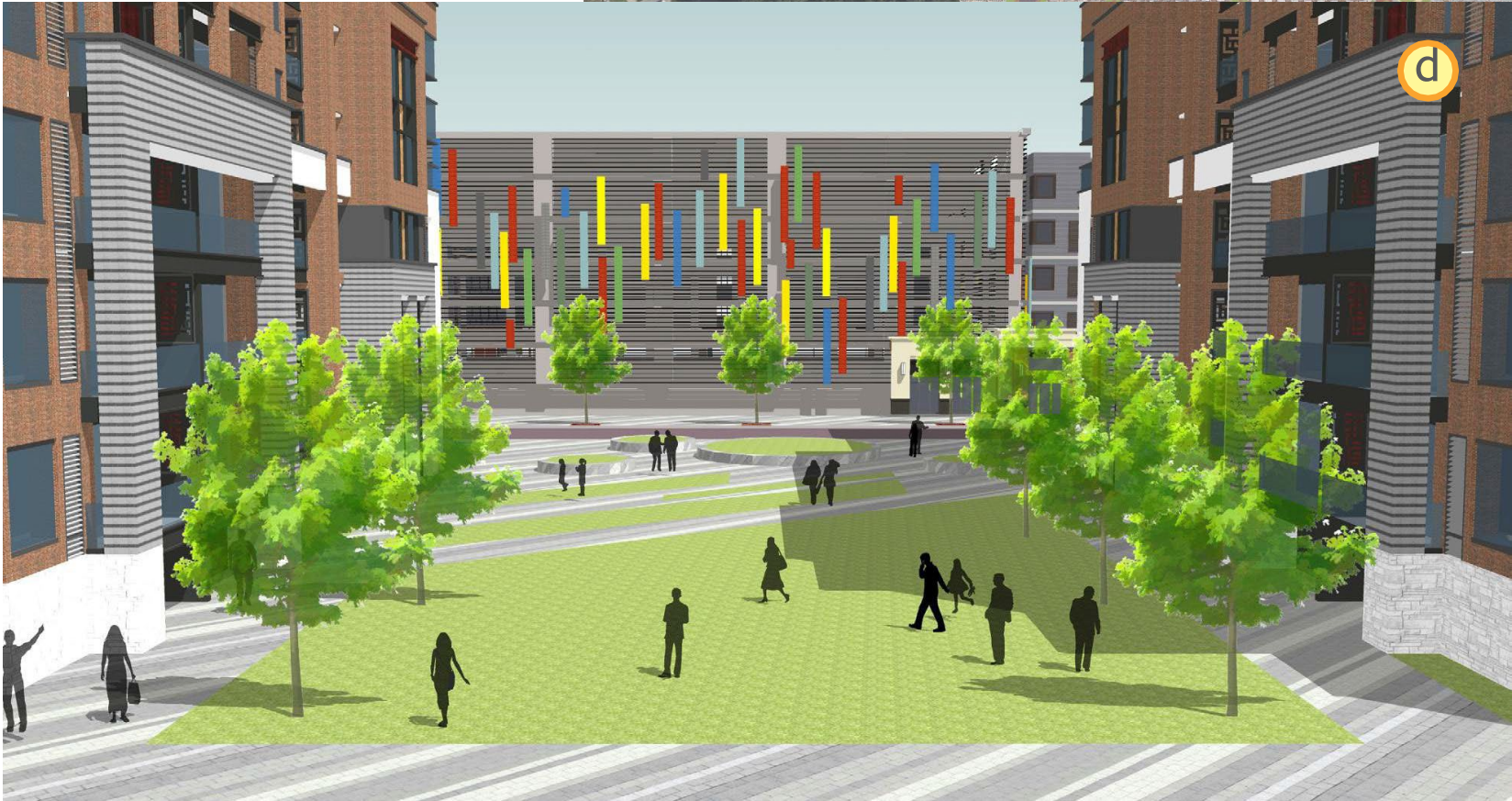
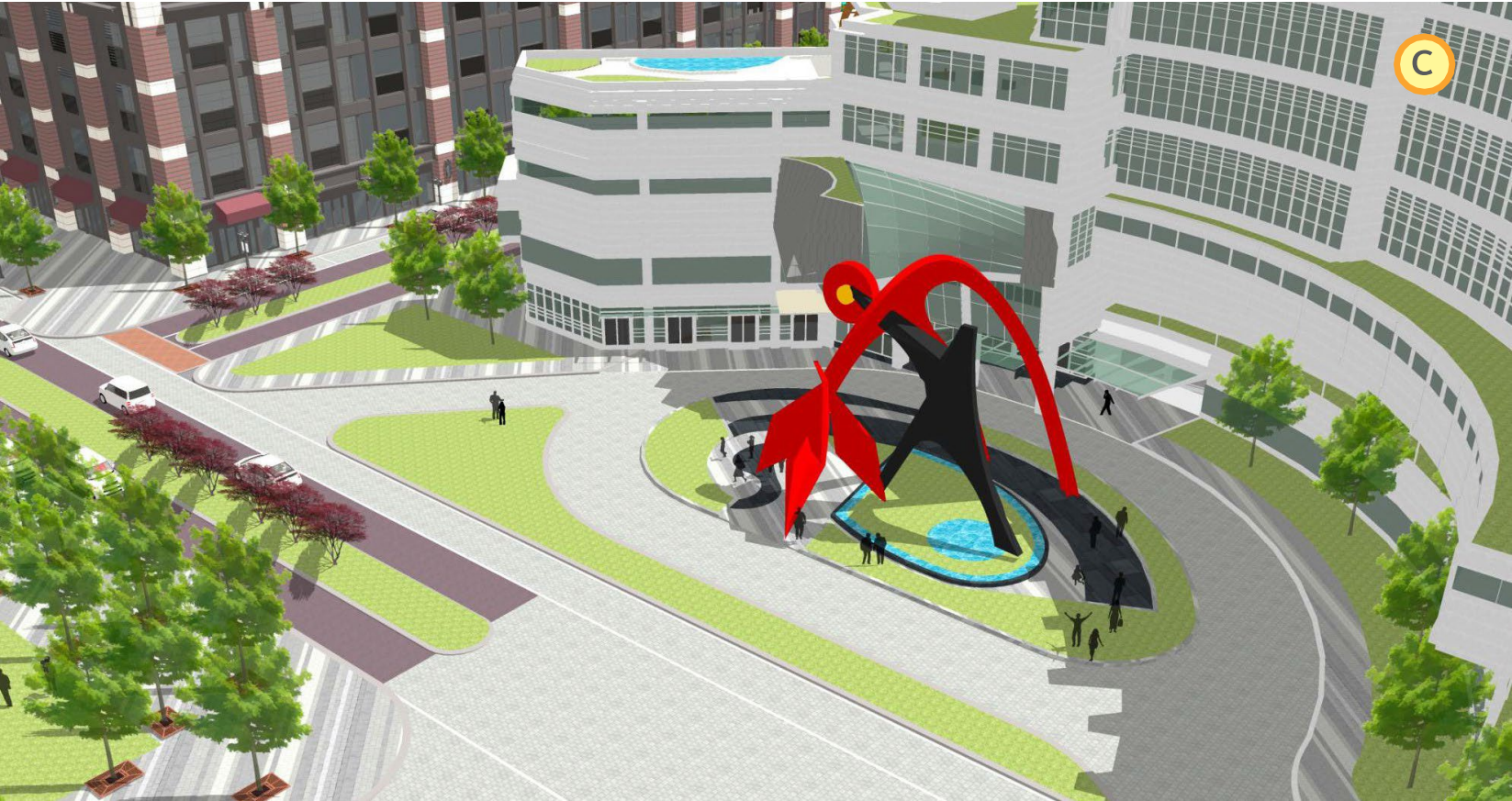




Place Making Park/Plaza

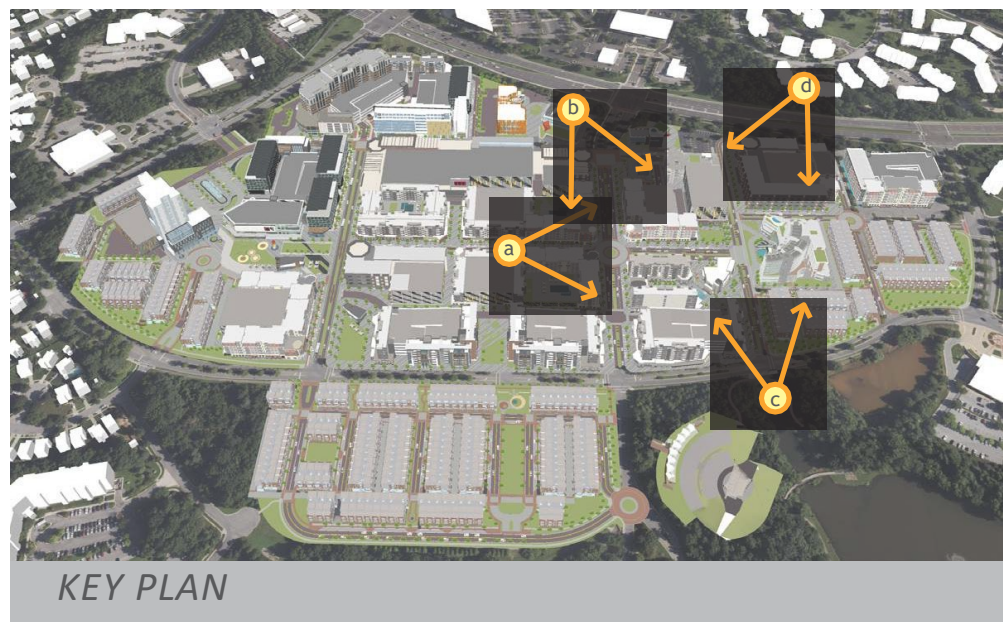


Place Making Park/Plaza



Bowie Town Center - Conceptual Phasing Plan







Bowie Town Center - Overall Visioning Plan



Bowie Town Center - Overall Visioning Plan

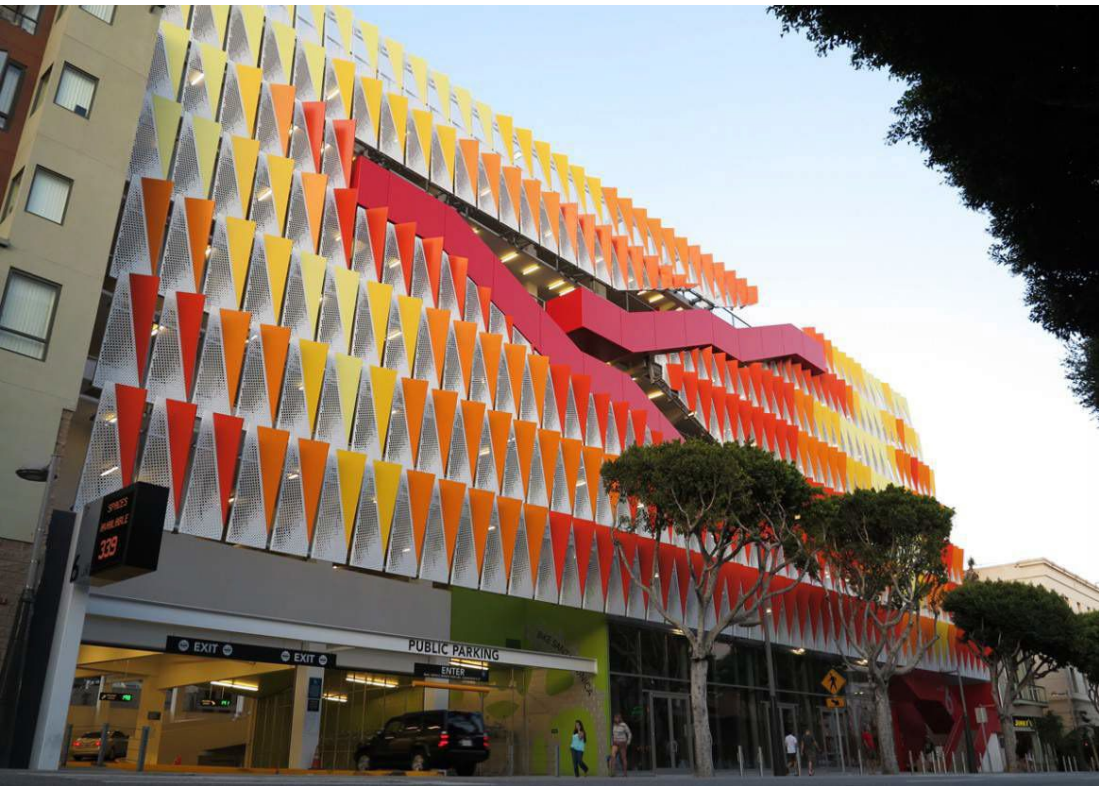


Bowie Town Center - Vision Plan / Full Build-out with Parking Location

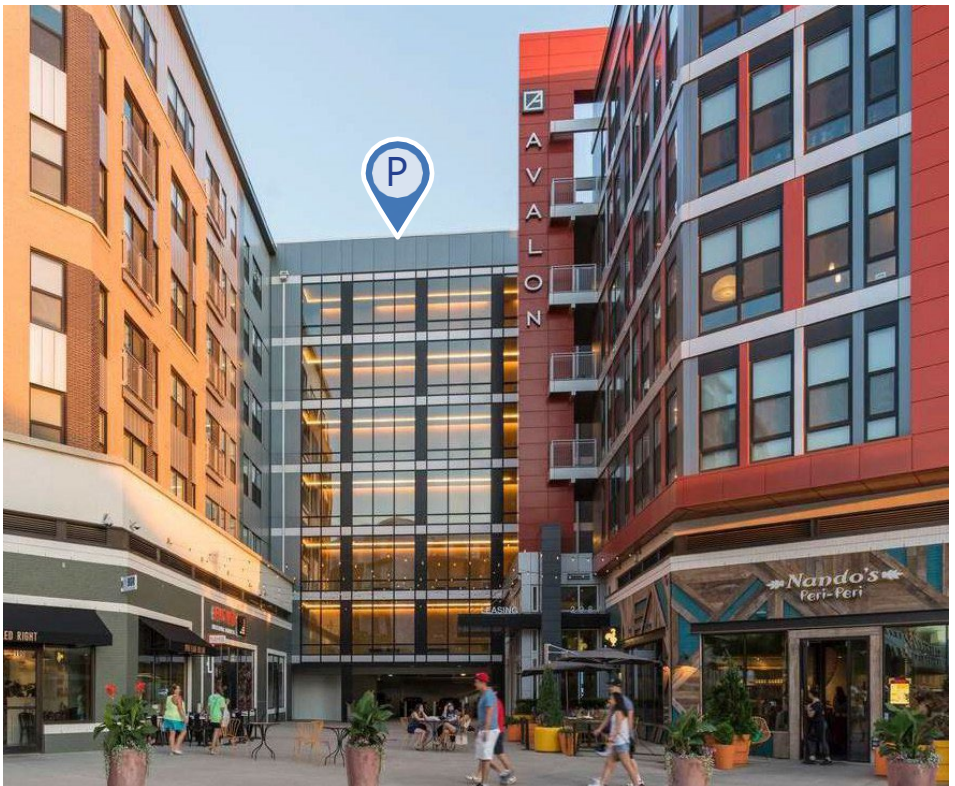


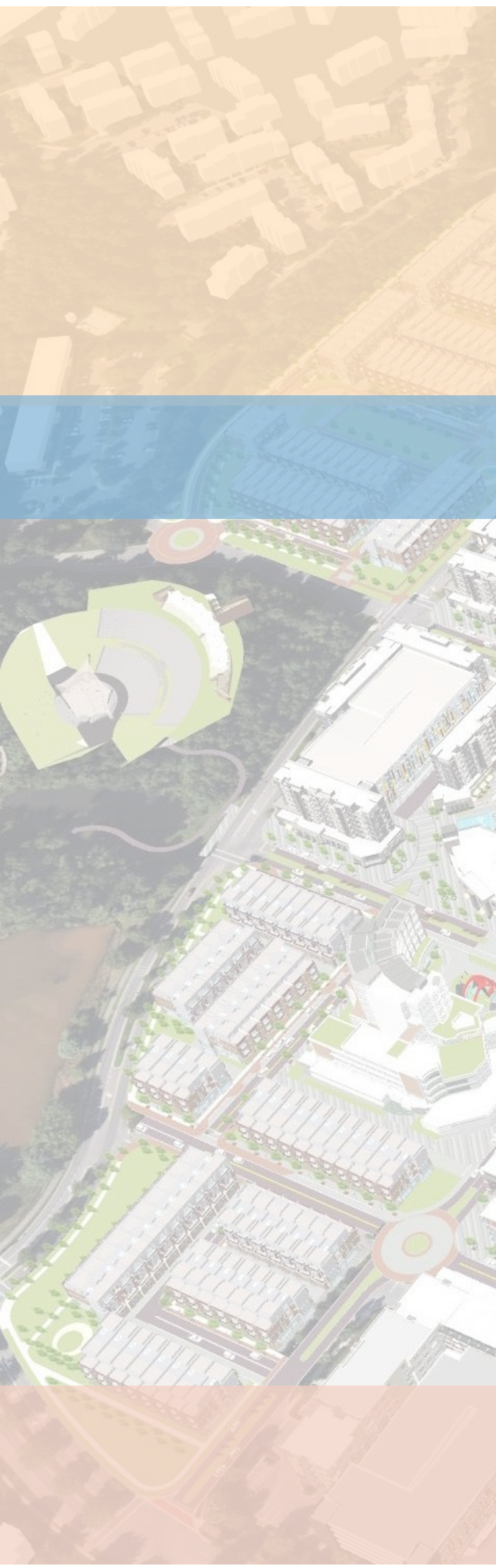
Parking Structure Examples

PAKRING STRUCTURES WITH ARCHITECTURAL FACADE TREATMENTS



INTEGRATED PARKING BUILDINGS





REENVISION, REVITALIZE, REDEVELOP BOWIE TOWN CENTER

*Bowie Economic Development Committee
Provided by: KCI Technologies*

October 6 2025



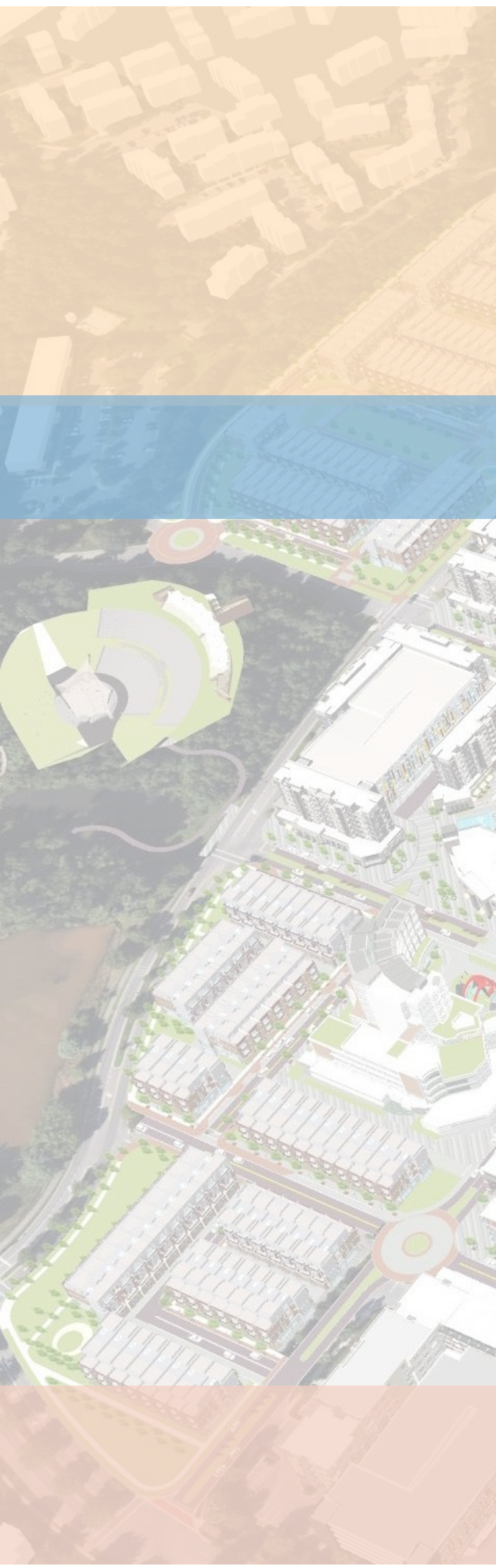
Planning, Community, & The Development Process

Bowie Town Center Revitalization

Perspective on revitalization.

Planning, Community, & The Development Process

- The redevelopment of the Town Center is a long, strategic project
 - It may take 20 years to come to fruition
 - Community support and buy in is needed
- There is a lot of public policy work that must be done by the City and the County before a developer would be interested



REENVISION, REVITALIZE, REDEVELOP BOWIE TOWN CENTER

Submitted to: *Bowie Economic Development Committee*
Provided by: *KCI Technologies*

October 6 2025



Recommendations for Action

Act now to reimagine Bowie Town Center as a regional destination and a proud part of our community.

Initiate a Bowie Town Center Redevelopment Task Force to coordinate community engagement, planning, and investment.

Commission a market feasibility study to identify optimal uses and developer interest.

Explore financing and partnership structures to support infrastructure upgrades.

Engage with anchor property owners to align redevelopment goals and timelines



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Police Department Update

DATE: 10/02/2025

Attached is information that will be covered during the Police Department update on October 6, 2025.

Staffing:

Sworn: Authorized 70
Actual 54
Vacancies 16

Civilian Staff: Authorized 20.5
Actual 18.5
Vacancies 2 (Dispatchers)

Outreach Efforts: National Night Out, Recruitment Efforts, RAD, Citizens Academy, Monthly Community Events ("Community Matters")

ATTACHMENTS: 1. 20251006 - Police Department Update

**City of Bowie Police Department
Calls for Service
2024 vs 2025 (YTD 8/31/25)**

	TOTAL CALLS FOR SERVICE HANDLED 2024	TOTAL CALLS FOR SERVICE HANDLED 2025 (YTD)
JANUARY	2279	2438
FEBRUARY	2141	2615
MARCH	2334	2917
APRIL	2557	3201
MAY	2838	3136
JUNE	2843	3035
JULY	2646	2742
AUGUST	2319	2799
SEPTEMBER	2527	--
OCTOBER	2995	--
NOVEMBER	2572	--
DECEMBER	2658	--
TOTALS	30,709	22,883

*Includes Code Enforcement, Animal Control, & Park Ranger Calls for Service

BOWIE POLICE DEPARTMENT
CRIME & CITATION STATISTICS
2007 – 2025 (YTD 8/31/25)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Residential Burglaries	79	216	194	192	166	155	115	95	121	88	62	50	35	31	32	21	26	28	21
Commercial Burglaries	38	43	42	20	19	21	39	4	18	37	13	33	17	37	16	25	27	51	10
Assaults	63	89	130	133	157	160	143	167	204	154	176	216	169	218	206	248	342	357	262
Auto Thefts	46	120	71	82	60	59	69	67	46	61	77	49	55	43	54	116	229	201	123
Robberies	37	66	59	46	43	38	8	34	19	25	35	26	28	18	18	21	33	27	26
Thefts	471	613	762	875	589	709	664	643	500	575	606	686	759	560	592	641	990	929	653
Moving Violations	819 **	1279	4569	7679	6953	9523	12321	10292	10812	8554	11959	13331	15888	5742	4204	3129	4370	4201	3790
Photo Enforcement Citations	--	--	--	30085	107122	45838	28444	26452	23582	19541	20157	17228	14698	16278	20615	16902	41292	55973	28610
Police Calls for Service	--	24697	27589	20520	17991	16474	22226	22206	22356	20740	22818	40525	37714	33120	31195	25863	29875	29572	21980
Code, AC, etc. Calls for Service	--	--	--	--	--	--	--	--	--	--	--	290	2500	6645	3900	2339	1438	1137	903
Phone Calls Received by Call Center	--	--	--	--	--	--	--	--	--	--	--	--	33164	28217	27907	27955	29598	29749	20670

THEFT STATS: 2024 vs 2025 (TYD 8/31/25)

	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025
	THEFT (MISC)	THEFT (MISC)	EMBEZZL EMENT	EMBEZZL EMENT	ID THEFT FRAUD FORGERY	ID THEFT FRAUD FORGERY	SHOP LIFTING	SHOP LIFTING	THEFT FROM AUTO	THEFT FROM AUTO	TOTAL	TOTAL
JAN	15	28	1	0	22	21	43	23	22	39	103	111
FEB	12	21	0	0	19	12	27	32	23	22	81	87
MAR	13	33	2	0	19	20	37	34	20	24	91	111
APRIL	19	38	0	0	19	28	41	35	25	20	104	121
MAY	13	20	1	0	21	13	44	26	36	15	115	74
JUNE	20	34	0	0	25	16	62	36	29	27	136	113
JULY	22	28	0	0	25	25	24	25	34	27	105	105
AUG	21	23	2	1	16	19	17	19	39	24	95	86
SEPT	21		1		12		23		33		90	0
OCT	14		1		6		39		44		104	0
NOV	15		0		6		34		47		102	0
DEC	17		1		6		19		40		83	0
TOTAL	202	225	9	1	196	154	410	230	392	198	1209	808

THEFT STATS: 2024 vs 2025 (TYD 8/31/25)

CRIMINAL INVESTIGATION SECTION (CIS)
2025 ACTIVITIES (YTD 8/31/25)

CIS Stats

Total Crimes Assigned & Citizen Contacts	330
Closed by Arrest/Exceptionally/Unfounded	70
Open/Suspended/Active	260

*A Citizen Contact is defined as an interaction with a citizen complainant, primarily regarding incidents of theft, fraud and identity theft where there are minimal leads and/or suspects. Detectives assure the citizen that the Police Department is concerned about them and the community.

Property/Persons Crimes Totaled 330

- Closed by Arrest/Exceptionally/Unfounded – 21.2 %

Status of 83 Assigned Cases with Solvability Factors:

- 67 Arrests
- 2 Unfounded
- 13 Suspended pending further information
- 0 Active/Open
- 1 Closed Exceptionally

Closure rate for total assigned cases YTD by arrest 80.7%

Search and Seizure Warrants: 11

Calculation Process

For total YTD crimes closure, you divide the total cases closed (Arrests and Closed Exceptionally or Unfounded) by total cases.

$$70/83=84.3\%$$

For total assigned YTD crimes closed by arrest, you divide total cases closed by arrest/Closed Exceptionally by total assigned cases.

$$67/83 = 80.7\%$$

Highlights:

RMS #25-0001744, 25-0001823, 25-0001842 (3 arrested)

Date: 6/17/25, 6/26/25, 6/28/25

Incident: Armed Robbery/ Carjacking String (juveniles arrested)

Lead Investigator: Detective Francis Stevens #062

25-0001744

On June 18, 2025 at approximately 2:55 am, a citizen responded to the Bowie police station in order to report an armed robbery that occurred in the past. The citizen advised that her son and another minor both left the Bowie High School campus after class to go to Chick Fil A. While walking to Chick Fil A they noticed that they were being followed by a black Nissan Altima. When the victims got to the rear of the Patient First Emergency Clinic, four (4) males got out of the vehicle armed with semi-automatic handguns. One of the males made the demand "Take all your shit off". After taking the shoes off the victims, the 4 suspects got back into the Nissan Altima and fled the scene.

While conducting an investigation to identify members of a group using the acronym "OTB", Det. Stevens observed a similarly-described vehicle parked in front of a residence on Quiet Owl Ln. Through his investigation, Det. Stevens knew that there was an individual that lived at that particular residence who was on an ankle monitor and used the nickname "DiDi". Through further investigation, Det. Stevens learned that the vehicle was being operated by an associate of "DiDi" at the time of the incident. A request was then submitted for the GPS coordinates from the monitor. When the records request was returned, they placed "DiDi" on the scene of the incident.

25-0001823

On June 26, 2025 at approximately 7:55 pm, Bowie police officers responded to the 8200 block of Quill Point Dr Bowie, MD for the report of an armed robbery. Once on scene officers met with the victim who was a locksmith out on a call for service. The locksmith advised that he was at the location for a request to create a duplicate key for an Infiniti truck using a device called an "Autel machine". Upon his arrival to the address, he stated he was met by 2 teenage black males. When he turned his back to retrieve the machine, the suspects produced a firearm demanding the machine. After obtaining the machine the suspects fled on foot. A Prince George's County Police K-9 was deployed in order to track the suspects. The trail ended near the intersection of Quiet Owl Ln and Quill Point Dr. After the robbery, a black male facetime'd the victim laughing and stating that he was still waiting for service. A screen shot of the subject from the facetime was taken and given to Det. Stevens. The suspect in the facetime call was later identified by other allied agencies, the phone number used to make the call, and other corroborating information obtained from various police databases. Through further investigation it was found that "DiDi" was also an associate of this suspect.

25-0001842

On June 28, 2025 at approximately 9:31 am, Bowie police officers responded to the 7900 block of Quinta Ct Bowie, MD for the report of an armed carjacking. Once on scene officers spoke to the victim. He stated he just purchased food for a family event, when he parked his vehicle at the curblin of his residence a blue Hyundai Sonata stopped in front of his Mercedes Benz. 2 males armed with a semi-automatic handgun got out of the vehicle and took his vehicle by force and

then fled the scene. As investigations continued on the group “OTB” and the individuals suspected to be involved, officers from various jurisdictions conducted surveillance at a Lanham address for the subject from the facetime call. During the surveillance officers observed multiple carjacked vehicles, to include the one taken from Quinta Ct. The facetime suspect was apprehended at the Lanham address. One of the carjacked vehicles was observed going to the 12400 block of Quiet Owl Ln. When officers stopped the vehicle, they identified “DiDi” as one of the occupants. The Autel machine from 25-0001823 was also discovered in the Lanham address after a search on the address was executed. Due to diligence of the investigating officer, these three incidents were found to be related. Three (3) suspects were identified and charged. Finally most of the stolen property was recovered and returned to the victims.

RMS #25-0000093 (1 arrested)

Date: 1/13/2025

Incident: Non-Contact Shooting

Lead Investigator: Detective Darin Tucker #111

On January 13, 2025 at approximately 5:21 pm, Bowie police officers responded to Chipotle Mexican Grill for the report of a non-contact shooting inside of the restaurant. Once on scene officers observed a male victim who stated that 2 males dressed in dark clothing approached him at his car. The victim began to struggle with both suspects and was able to flee into the Chipotle restaurant, hoping the public setting would make the assailants stop their attack. While in the restaurant, the victim began to struggle with one of the suspects over the weapon when the firearm was discharged. Both the victim and the suspect disengaged. The suspects then fled the scene in a stolen black Chevrolet Camaro. The vehicle was later recovered from the 3200 block of Curtis Drive in Temple Hills. Through the assistance of allied agencies, Det. Tucker was able to develop a suspect. Through phone records and latent evidence left collected from the stolen Camaro Det. Tucker was able charge an adult male (Narada Coleman - Temple Hills, MD resident) for various crimes to include attempted murder, attempted carjacking, and reckless endangerment.

RMS #25-0002045, 25-0001645, 25-0002217 (1 arrested)

Date: 6/10/25, 8/1/25, 8/10/25

Incident: Theft Scheme over \$100K

Lead Investigator: Detective Tyler Zittle #080

On June 10, August 1, and August 10, 2025 Bowie police officers responded to Black Sox Park for reports of copper theft. Officers were advised by Bowie Park Rangers that the copper inside of the light posts throughout the park was stolen. Bowie officials reported the worth of the copper, the damages and installation costs to be approximately \$300,000.00 in losses to the City of Bowie. Det. Zittle was assigned the string of thefts. Det. Zittle immediately reached out to other police agencies in the region to see if they were experiencing the same crime with the same Modus Operandi. Det. Zittle learned that Anne Arundel County was experiencing the same crime. Through pawn records, cellphone records, and cell tower analysis Michael Dunlap (Glen Burnie, MD resident) was developed as a suspect and later charged.

**Bowie Police Department
Community Services Team (CST)
January - August 2025 Overview**

Summary of Events

- Attended 10 Homeowners Meetings
- Completed 25 Bowie Explorers Classes
- Completed 1 Citizens Police Academy Course (13-week class)
- Completed 3 Community Matters Meetings
- Attended 2 DEIP Hearing Cases
- Attended 3 Homeowners Community Day Events
- Attended 5 School Career Day Events
- Completed 5 Commercial Building Surveys
- Completed 1 Residential Home Surveys
- Completed 4 Career Fairs
- Completed 1 RAD Course (6-week course)

CST Detailed to Patrol for Patrol Coverage / Training

- Covered Patrol January 21,22,28,30 due to staffing needs
- Covered Patrol February 3 due to staffing needs
- Covered Patrol March 10 and 17 due to staffing needs
- Covered Patrol Annual In-service March 12 and 13
- Covered Patrol Annual In-service April 9 and 10
- Covered Patrol Annual Inservice May 14 and 15
- Covered Patrol May 28 and 29 due to staffing needs
- Covered Patrol June 16 due to staffing needs
- Covered Patrol July 9, 23, 24 and 25 due to staffing needs
- Covered Patrol Annual In-service August 6 and 7

Special Events (52)

- Tulip Grove Elementary School Winter Festival (January 24, 2025)
- St. Pius X School Honors Bowie PD (January 29, 2025)
- Bowie PD Volunteers and Partners Appreciation Dinner (January 31, 2025)
- Polar Bear Plunge (January 31, 2025)

- Toy Donation to Mental Elephant (February 7, 2025)
- Cresthill Church A Night to Shine Event (February 7, 2025)
- Town Hall Meeting for Major Retailers in Bowie (February 11, 2025)
- Community Matters (February 25, 2025)
- Citizens Police Academy Family Day (March 1, 2025)
- Tea Talks Bowie High School seminar about self-defense (March 6, 2025)
- Bowie Job Fair (March 22, 2025)
- Youth Sports Clinic (March 22, 2025)
- HOA Elder Oaks (March 31, 2025)
- Kenilworth Elementary School Career Day (April 11, 2025)
- UMD Career Job Fair (April 16, 2025)
- Grace Baptist Church Easter Extravaganza (April 19, 2025)
- Drug Take Back (April 26, 2025)
- Health Walk Allen Pond 5K (April 26, 2025)
- Community Matters (April 30, 2025)
- Career Day C. Elizabeth Rieg School (May 2, 2025)
- Mental Health Awareness Walk (May 3, 2025)
- Covington Town and Manor HOA (May 4, 2025)
- Law Enforcement Career Fair (May 8, 2025)
- Coffee with a Cop (May 13, 2025)
- Melford Community Day (May 15, 2025)
- Bowie High School Community Day (May 17, 2025)
- GWRCC Career Job Fair (May 21, 2025)
- PGPCS Career Day (May 22, 2025)
- Memorial Day Parade (May 24, 2025)
- Breakfast with a Cop (Target) (May 26, 2025)
- Samuel Ogle Middle School Career Day (May 30, 2025)
- Citizen's Academy Graduation (June 3, 2025)
- Media Meet and Greet (June 4, 2025)
- Bowie Fest (June 7, 2025)
- Devonshire Estates HOA Meeting (June 10, 2025)
- Highbridge HOA Meeting (June 11, 2025)
- Juneteenth Event (June 14, 2025)
- Lake Village HOA (June 18, 2025)
- Old Town Bowie Celebrates (June 27, 2025)
- Fit for the Kingdom Wellness Event (July 12, 2025)
- Woodmore Highlands Community Day (July 26, 2025)
- Ashliegh Cluster HOA Meeting (July 29, 2025)

- Community Matters Meeting (July 30, 2025)
- National Night Out (August 5, 2025)
- Saddlebrook West Community Day (August 9, 2025)
- Bowie High School 9th Grade Meet and Greet (August 16,2025)
- Back to School Giveaway Event Bowie Gym (August 13, 2025)
- Back to School Giveaway Event Highbridge Elem. (August 13,2025)
- Children Summer Camp Meet and Greet (August 19, 2025)
- Bowie State Bike Ride (August 23, 2025)
- Woodmore Estates Community Day (August 23, 2025)
- EHE Community Day (August 23, 2025)

Upcoming Events

- Old Bowie Celebrates
- Purple Bike Ride
- Faith in Blue
- Drug Take Back
- Trunk or Treat
- Veteran's 5K
- Shop with a Cop

Bowie Police Department
Traffic Safety 2025 Overview

January - August

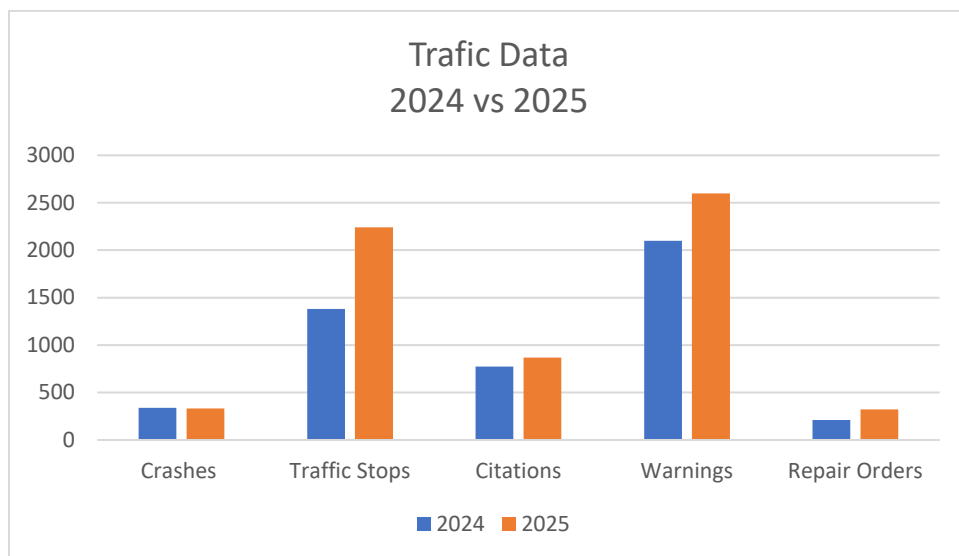
Department Wide Crash Totals

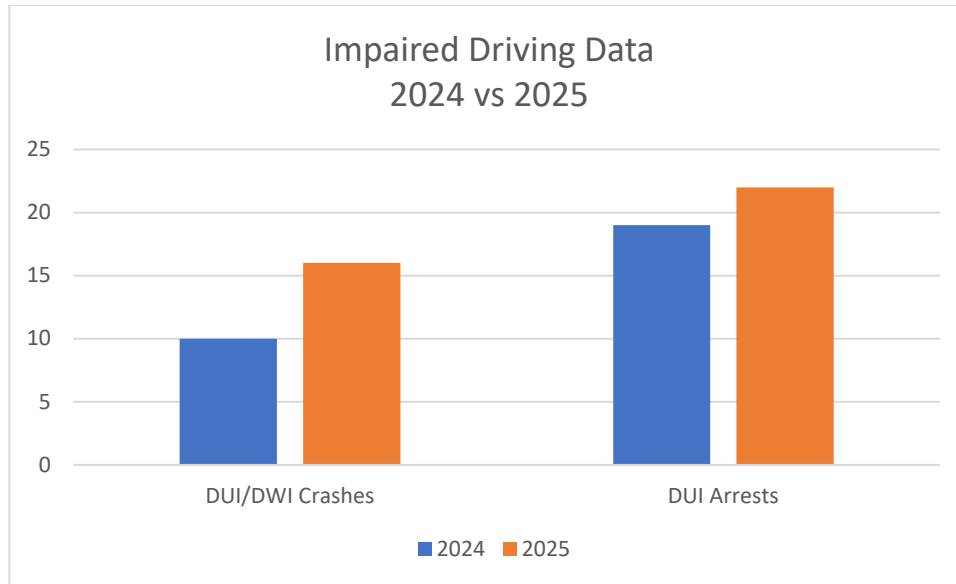
- Crashes - 332
- Injury Crashes - 60
- Hit and Run Total - 112
- DUI Crashes - 16
- Critical/Serious Injury Crash and Criminal Investigations - 2
- Fatal Crashes - 2

Department Wide Traffic Enforcement Stats

- Traffic Stops - 2240
- Citations - 869
- Warnings - 2598
- Equipment Repair Orders - 323
- DUI Arrests - 22

Data Comparison





- Crashes decreased 2% compared to this time last year
- Traffic Stops increased 38% compared to this time last year
- Impaired Driving involved crashes increased 38% compared to this time last year
- Impaired Driving arrests increased 14% compared to this time last year
- Citations issued increased 11% compared to this time last year
- Warnings issued increased 19% compared to this time last year
- Repair Orders increased 34% compared to this time last year

Traffic Safety Section and Crash Reconstruction Unit - 2025 Statistics (Jan-Aug)

- Commercial Motor vehicle Inspections - 20
- DRE Evaluations - 4
- Fatal Crash Investigations - 2
- Serious Injuries/General Criminal Crash Investigations - 2
- Departmental crash Investigations - 3
- Traffic Complaints Received - 27

Traffic Safety Highlights

Joint Traffic Safety Efforts

The Department has continued to partner with several allied agencies to conduct numerous traffic safety details within the City with a focus on impaired driving and speeding. The Department participated in 4 channelization details with Prince George's County Police Traffic Enforcement Section. The Department participated in a multi-agency Commercial Motor vehicle saturation patrol in April with a focus on putting unsafe motor vehicles out of service. The department also assisted the Prince

George's County Police Academy with teaching traffic related subjects like DUIs, Standardized Field Sobriety Tests, and crash investigations.

Crash Reconstruction Unit

The Crash Reconstruction Unit has been called out 7 times for 3 departmental crashes, 2 serious injuries/ criminal crashes, and 2 fatal crashes. The unit is in need of additional investigators.

Traffic Safety Education

Four (4) Recruit classes were taught DUI/DWI detection and standardized field sobriety testing at the Prince George's County Academy, to include Bowie City Police recruits.

Traffic Safety Grant Usage

The Department acquired and used federal funds to conduct 9 high visibility enforcement operations targeting issues such as speeding, impaired driving, distracted driving, and seatbelt use. These details helped with the decrease in overall crashes on Bowie roadways.

Training Section

2025 Overview / Status Report (YTD 09/25/25)

- ❖ **Firearms Training – 286 hours:** To include annual pistol qualification, Stress Course, pistol mounted optic course, annual rifle qualification, remedial training, academy recruit training.
- ❖ **Firearms Maintenance – 45 hours:** To include maintenance, audits and inspections.
- ❖ **Training – 2,500 hours:** Tactical, Professional Development, In-Service training, Recruit and Specialized Training to include: Active Threat Training, MILO System (Judgmental), Mental Health for Officers, DUI Detection (Academy training), Taser, Low Light Tactical movements, School Resource Officer Certification Training, Police Explorer Advisor Training (annual), Faith-Based outreach and Community awareness Active Threat training, Warrant Training, EVOC (Academy Training), Radar/Lidar Training, Use of Force Training, De-Escalation Training, Crisis Intervention Training, K-9 training, Physical Agility, Interview & Interrogation training, Report Writing Training, Threat Assessment/Threat Management, First Line Supervisor School, First Line Administrator School, Job Fairs, Municipal Executive Leadership Training, Women's Leadership Training, Citizens Academy Training, Emotional Intelligence Training, Mobile Device Investigations, R.A.D. Conference, MPCTC's newly-mandated training for Law Enforcement, Ethics in law enforcement, Field Training Officer Course, FBI LEEDA Supervisor Leadership Institute, Advance Patrol Tactics, Vehicle Crash Reconstruction Course, Color Guard Training (*These trainings were accomplished with in-person and virtual training formats.*)
- ❖ **S.T.A.R. Team - 250 hours:** Active Threat Training, Tactical Movements, Firearms Training, Tactical Breaching, Warrant Service, Active Threat Management, Classroom Discussions, Vehicle Deployments,
 - S.T.A.R. Team deployed for **Memorial Day** Parade perimeter security
 - S.T.A.R. Team deployed for **Bowie Fest** perimeter security.
 - S.T.A.R. Team deployed for **Juneteenth Celebration** - Allen Pond
 - S.T.A.R. Team deployed for **Barricade**
 - S.T.A.R. Team deployed for **National Night Out**
 - S.T.A.R. Team deployed for multiple **Felony Search Warrants**
 - S.T.A.R. Team deployed for **Bowie International Fest**
 - S.T.A.R. Team deployed for **Election Day Detail**
- ❖ **Use of Force Review – 15 hours:** Review actions of officer safety issues or Use of Force situations. Provided refresher training (as needed).



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Covington Oaks - PPS-2024-010 & DET-2024-005

DATE: 10/02/2025

I. Background and Proposal

Collington Place, LLC has filed an application for Detailed Site Plan and Preliminary Plan of Subdivision approval under the Residential, Multifamily-20 (RMF-20) zoning for the 2.34-acre subject property. The 2.34± acre property is located on the north side of Elder Oaks Boulevard, approximately 215 feet east of its intersection with Excalibur Road. The street address is 3610 Elder Oaks Boulevard, Bowie, Prince George's County, MD 20716 (see Attachment #1). This Detailed Site Plan and Preliminary Plan of Subdivision proposes the development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone. (see Attachment #1) This use is permitted in the Residential, Multifamily-20 (RMF-20) Zone, subject to the applicable standards found in Section 27-4202(h) of the Prince George's County Zoning Ordinance.

Please see the Statement of Justification (Attachment #1) for additional background on the application.

II. Analysis of Preliminary Plan of Subdivision PPS-2024-010

Pursuant to Subtitle 24 (Subdivision), a Preliminary Subdivision Plan may be approved if the Planning Board finds:

- (i) the adequate public facilities exist are programmed for the area within which the subdivision is located; and,
- (ii) 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.

The Subdivision and Development Review Committee raised several comments with which City staff agree. This property was previously subdivided in 1994 under PPS-4-94101, known as Pine Oaks, which this preliminary plan will supersede for this parcel should it be approved by the County Planning Board. The Transportation Section of the Maryland-National Capital Park and Planning Commission (M-NCPPC) requests the applicant update the connectivity score to include links along

Elder Oaks and to submit an exhibit for the revised calculations. Also, to revise the BPIS to remove the contingency line item for the proposed offsite improvements. Additionally, provide alternate offsite improvements in the revised BPIS within the remaining cost cap. Areas of pedestrian improvement could include enhanced pedestrian crossings, ADA ramps, or any other suitable improvements near the intersection of Excalibur Road and Edenwood Drive. Staff recommend the following condition for PPS-2024-010:

- Requests applicant to increase active transportation, safe walking, and bicycling along the corridor of Elder Oaks Blvd.

III. Analysis of Detailed Site Plan DET-2024-005

Section 27-285(b)(1) of the County Zoning Ordinance requires that the following finding be made for a Detailed Site Plan to be approved by the County Planning Board:

The Planning Board may approve a Detailed Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.

Site design guidelines are set forth in Section 27-283 of the Zoning Ordinance and include parking, loading and circulation; lighting; grading; service areas; and, architecture. The DSP may be approved since it represents a reasonable alternative without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. Additionally, the use is permitted by right. The Subdivision and Development Review Committee raised several comments with which City staff agrees. The Transportation Section of the Maryland-National Capital Park and Planning Commission (M-NCPPC) requests a bicycle and pedestrian facilities plan illustrating the location, limits, and specifications details on this on-site and off-site pedestrian and bicycle adequacy improvements. Also, to revise the BPIS to remove the contingency line item for the proposed offsite improvements. Staff recommends the following conditions for DET-2024-005:

- Requests applicant to increase active transportation, safe walking, and bicycling along the corridor of Elder Oaks Blvd.

IV. Recommendation

Staff recommends **APPROVAL** of the Preliminary Plan of Subdivision PPS-2024-010 and DET-2024-005, with the following conditions, which are intended to improve the site design and address conformance with the County Zoning Ordinance and City Development Review Guidelines:

1. Requests applicant to increase active transportation, safe walking, and bicycling along the corridor of Elder Oaks Blvd.

ATTACHMENTS:

1. 20251006 - City Council Covington Oaks PPS-2024-010 Staff Report
2. 20251006 - City Council Covington Oaks DET-2025-005 Staff Report

3. 20251006 - Covington Oaks Presentation

LAND USE PETITION IN THE BOWIE PLANNING AREA

Maryland - National Capital Park and Planning Commission ID: PPS-2024-010
Covington Oaks

Bowie Advisory Planning Board #25-06

Date: September 18, 2025

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 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 Plan of Subdivision
2. **Petitioner:** Collington Place, Inc.
3. **Represented by:** Mr. Matthew C. Tedesco, Esq., McNamee Hosea, P.A.
4. **Location of Petitioned Property:** 3610 Elder Oaks Boulevard, Bowie, Maryland 20716
5. **Proposed Use of Petitioned Property:** Development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone
6. **Size/Zone of Petitioned Property:** 2.34 acres/Zoned: RMF-20 (Commercial,Service)
7. **Date of Hearing before BAPB:** Wednesday, September 24, 2025 at 7:00 P.M.
8. **Date of Hearing before City Council:** Monday, October 6, 2025 at 8:00 P.M.
9. **Date of Hearing before M-NCPPC:** Thursday, October 9, 2025 at 10:00 A.M.
10. **Date of Hearing before Hearing Examiner:** N/A
11. **Date of Hearing before District Council:** N/A

NOTICES/LEGALS	Date	Number of Mailing/Signs
Notice sent to Adj. Properties:	11/26/24	77
Notice sent to Parties of Record:	N/A	
Date Signs Posted:	11/26/24	4
Date Legal Sent:	N/A	
Date Legal Appeared:	N/A	

RECOMMENDATIONS:

12. **Department of Planning and Sustainability Recommendation:**
The Department of Planning and Sustainability staff recommends **APPROVAL** with conditions.
13. **Bowie Advisory Planning Board Recommendation:**
The Bowie Advisory Planning Board (BAPB) recommends **APPROVAL** with conditions.

t:/docketsheet.doc



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

MEMORANDUM

TO: City Council

FROM: Bowie Advisory Planning Board

SUBJECT: Covington Oaks
Preliminary Plan of Subdivision PPS-2024-010 & Detailed Site Plan DET-2024-005

DATE: September 25, 2025

The Bowie Advisory Planning Board (BAPB) met on Wednesday, September 24th, 2025, to review the Preliminary Plan of Subdivision PPS-2024-010 & Detailed Site Plan DET-2024-005 of 48 two-family residential dwelling units (two-over-two dwellings, 48 total units) in the RMF-20 Zone. Both the PPS and DSP were heard together because there is significant overlap in the two applications, and their review timing is close. This use is permitted in the Residential, Multifamily-20 (RMF-20) Zone, subject to the applicable standards found in Section 27-4202(h) of the Prince George's County Zoning Ordinance. The development proposal consists of approximately 2.34± acres of land located on the north side of Elder Oaks Boulevard, approximately 215 feet east of its intersection with Excalibur Road. The owner is Collington Place LLC.

Presentations

Mr. Matthew Tedesco, the attorney representing Collington Place LLC., presented the Preliminary Plan of Subdivision and Detailed Site Plan. The project is for the approval of a Preliminary Plan of Subdivision and Detailed Site Plan for the 2.34-acre 48 two-family residential dwelling units (two-over-two dwellings). This property was previously subdivided in 1994 under PPS-4-94101, known as Pine Oaks, which this preliminary plan will supersede for this parcel should it be approved by the County Planning Board. This property was zoned LAC, which was a previously comprehensive design zone, as well as the adjoining properties, and when that subdivision was approved, it was contemplated that this property would serve as the commercial component of up to 20,000 square feet of commercial development. All the residential buildings in the area were built including the multifamily, but the commercial wasn't. Mr. Tedesco mentioned that it was never viable, primarily because of its location on Elder Oaks Boulevard, which is somewhat tucked away.

This property went from the LAC zone to the CGO zone, commercial general office. At that time, the use of the property would have allowed a consolidated storage development. The applicant had a deal with a consolidated storage user, and the use was permitted by right. However, the community, leaders of the City Council and, County Council, came together and tried to work collaboratively with the applicant on this development, but ultimately the community didn't want consolidated storage at this location. Then the master plan update included changing the plan designation for this property and that was followed by a rezoning via the SMA. The SMA changed it from CGO zoning to current RMF-20, thereby eliminating the potential commercial use. Mr. Tedesco indicated that commercial was not really viable on this property and RMF-20 zone was a better fit.

MAYOR Timothy J. Adams

MAYOR PRO TEM Dufour Woolfley

COUNCIL Dennis Brady • Michael P. Estève • Roxy Ndebumadu • Wanda Rogers • Clinton Truesdale, Sr. **CITY MANAGER** Alfred D. Lott
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

PPS-2024-010 & DET-2024-005

Covington Oaks

The development will have two access points that make a “U” around the project. It is adjacent to City-owned property to the west, but more to the south and then the community space to the northeast. Mark Ferguson, the project engineer, mentioned there's a playground that is proposed in the center triangular space of the project. The two-story development will have a single-car garage for the lower unit and another one for the upper unit. In addition to the visible entrance to the lower unit, there is a stairwell leading up to the upper-level units. The lower units are typically around 1,500 square feet, 1,555 square feet, with a three-bedroom option. And then the upper unit is a little larger. They're about 2,273 square feet with four-bedroom options.

Three residents came to speak on the development. Two spoke in the support of the proposed subdivision, one stating that she was “really excited” about the development coming to this location. The other resident wasn't for or against the proposed development but questioned the density relative to the property and wanted to get clarification on the pricing of the homes once developed.

City staff recommended approval of the Preliminary Plan of Subdivision PPS-2024-010 & Detailed Site Plan DET-2024-005 with the condition. This condition includes:

- Requests applicant to increase active transportation, safe walking, and bicycling along the corridor of Elder Oaks Blvd.

Questions by BAPB Members

- Ms. Lisa Frison: Wanted to know with the proposed development, how are they mitigating for the increased traffic while integrating with all the other existing developments. **Answer: Mr. Matthew Tedesco and the applicant's team responded by saying the trip cap for this project is around 34 am peak hour trips and around 38 pm peak hour trips, which is based upon the county's transportation review guidelines that set forth trip generation for townhouse units. With this, it will generate a lot less traffic than the original previous commercial use.**
- Mr. Ronald Skotz: Wanted to confirm with the applicant's team that they are in agreeance with City Staff recommendations. **Answer: Mr. Matthew Tedesco and the applicants' team have no issues and agree with staff recommendations.**
- Mr. Carl J. Schuettler: Wanted to know how many units/dwellings were going to be per acre. **Answer: Mr. Matthew Tedesco and the applicant's team responded by saying the zone RMF-20 for this type of development (2 over 2) will allow 40 units/acre. This development will be 20.5units/acre.**
- Mr. Eric Ketterling: Wanted to know if the new units were going to be market based and when discussing with the County, did they have any discussions on obtaining an incentive to make at least 10% of the units affordable. **Answer: Mr. Matthew Tedesco and the applicant's team responded by saying they received no incentives from the County and that with respect to affordability is a need. Primarily targeting housing developments inside the beltway and around the metro stations.**

PPS-2024-010 & DET-2024-005
Covington Oaks

BAPB Motion

Mr. Carl J. Schuettler moved to recommend **APPROVAL** of Preliminary Plan of Subdivision PPS-2024-010 & Detailed Site Plan DET-2024-005 in accordance with City staff recommendation. The motion was seconded by Mr. Ronald Skotz and passed unanimously.



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

MEMORANDUM

TO: Bowie Advisory Planning Board

FROM: Ridwan Coker
Transportation Specialist

SUBJECT: Staff Report – Preliminary Plan of Subdivision PPS-2024-010
Covington Oaks

DATE: September 15, 2025

I. Background and Proposal

This proposed Preliminary Plan of Subdivision (PPS-2024-010) consists of approximately 2.34± acres of land located on the north side of Elder Oaks Boulevard, approximately 215 feet east of its intersection with Excalibur Road. The street address is 3610 Elder Oaks Boulevard, Bowie, Prince George's County, MD 20716. (see Attachment #1) This Preliminary Plan of Subdivision proposes the development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone. (see Attachment #1) This use is permitted in the Residential, Multifamily-20 (RMF-20) Zone, subject to the applicable standards found in Section 27-4202(h) of the Prince George's County Zoning Ordinance.

A Statement of Justification was submitted for this application that provides valuable background, details, and justification for approval of the proposal. (see Attachment #1)

II. Analysis of Preliminary Plan of Subdivision PPS-2024-010

Pursuant to Subtitle 24 (Subdivision), a Preliminary Subdivision Plan may be approved if the Planning Board finds:

- (i) the adequate public facilities exist are programmed for the area within which the subdivision is located; and,
- (ii) 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.

The Subdivision and Development Review Committee raised several comments with which City staff agree. This property was previously subdivided in 1994 under PPS-4-94101, known as Pine Oaks which this preliminary plan will supersede for this parcel should it be approved by the County Planning Board. The Transportation Section of The Maryland-National Capital Park and Planning Commission (M-NCPPC) request the applicant update the connectivity score to include links along Elder Oaks and to submit an exhibit for the revised calculations. Also, to revise the

MAYOR Timothy J. Adams

MAYOR PRO TEM Dufour Woolfley

COUNCIL Dennis Brady • Michael P. Estève • Roxy Ndebumadu • Wanda Rogers • Clinton Truesdale, Sr. CITY MANAGER Alfred D. Lott
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

PPS-2024-010
Covington Oaks

BPIS to remove the contingency line item for the proposed offsite improvements. Additionally provide alternate offsite improvements in the revised BPIS within the remaining cost cap. Areas of pedestrian improvement could include enhanced pedestrian crossings, ADA ramps, or any other suitable improvements near the intersection of Excalibur Road and Edenwood Drive. Staff recommend the following condition for PPS-2024-010:

1. Requests applicant to increase active transportation, safe walking, and bicycling along the corridor of Elder Oaks Blvd.

III. Outstanding Issues

- N/A

IV. Recommendation

Staff recommends **APPROVAL** of Preliminary Plan of Subdivision PPS-2024-010, with the following conditions, which are intended to improve the site design and address conformance with the County Zoning Ordinance and City Development Review Guidelines:

1. Requests applicant to increase active transportation, safe walking, and bicycling along the corridor of Elder Oaks Blvd.

STATEMENT OF JUSTIFICATION

**COVINGTON OAKS
DET-2024-005**

APPLICANT/OWNER:	Collington Place, LLC 14408 Old Mill Road, Suite 201 Upper Marlboro, Maryland 20772
ATTORNEY/ CORRESPONDENT:	Matthew C. Tedesco, Esq. Dominique Lockhart, AICP. MCNAMEE HOSEA, P.A. 6404 Ivy Lane, Suite 820 Greenbelt, Maryland 20770 (301) 441-2420 Voice (301) 982-9450 Fax mtedesco@mhlawyers.com dlockhart@mhlawyers.com
CIVIL ENGINEER:	Mark G. L. Ferguson, R.A Site Design, Inc. 5407 Water Street, Suite 206 Upper Marlboro, Maryland 20772 (301) 952-8200 mglferguson@engsite.tech
TRAFFIC ENGINEER:	Lenhart Traffic Consulting, Inc. Michael Lenhart, P.E., PTOE 231 Najoles Road, Suite 250 Millersville, Maryland 21108 (410) 216-3333 Voice mlenhart@lenharttraffic.com
REQUEST:	Detailed Site Plan (DET) for the development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone ¹ .

¹ Property rezoned from the CGO Zone to the RMF-20 Zone by CR-084-2023 Amendment 7 to the endorsed Bowie-Mitchellville and Vicinity Sectional Map.

I. DESCRIPTION OF PROPERTY

1. Addresses – 3610 Elder Oaks Boulevard, Bowie, Maryland 20716.
2. Location – North side of Elder Oaks Boulevard, approximately 215 feet east of its intersection with Excalibur Road.
3. Tax Account – 3070588.
4. Proposed Use – Development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone.
5. Election District – 7.
6. Councilmanic District – 4.
7. Parcels– Parcel 7C.
8. Total Gross Acreage – 2.3409 Acres.
9. Total Net Acreage – 2.3409 Acres.
10. Tax Map & Grid – Tax Map 55, Grid D-3.
11. Zone – RMF-20
12. Zoning Map – 205NE14
13. General Plan Growth Policy – Established Communities.
14. Density Calculation – 20.5 du/acre (40 du/acre allowed)

II. NATURE OF REQUEST

Collington Place, LLC (hereinafter the “Applicant”) is requesting the approval of a Detailed Site Plan (DET) for the development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone. This use is permitted in the Residential, Multifamily-20 (RMF-20) Zone, subject to the applicable standards found in Section 27-4202(h) of the Prince George’s County Zoning Ordinance.



III. APPLICANT'S PROPOSAL

The Applicant presents in this Detailed Site Plan (DET-2024-005) application the development of property located at 3610 Elder Oaks Boulevard, Bowie, Maryland 20716 (the "Subject Property"). The proposed project, known as Covington Oaks, is a residential development consisting of 48 two-family residential dwelling units (two-over-two dwellings), with associated amenities.

The proposed development includes two vehicular access points along Elder Oaks Boulevard. Within the Subject Property, one (1) alley provides the primary vehicular circulation for the site and access to the rear-loading two-family dwelling units. The provision of walkways and a 5-foot-wide sidewalk located in the northeastern corner of the site form the pedestrian circulation for the site. The proposed pedestrian walkways will connect the front of the two-family dwelling units to the centralized recreational area. The 5-foot-wide concrete sidewalk located in the northeast corner of the property, adjacent to dwelling units 47 and 48, which will connect the interior of the proposed development to the trail network that exists on the adjacent site to the east. The centralized recreational area includes a pre-school playground, benches, trash receptacles, a dog waste station, and bicycle racks.

All 48 two-family dwelling units are designed with a one-car garage. The proposed two-family dwelling models vary in depth and offer up to three (3) front elevation options. Elevations and renderings have been included with the DET submittal. The proposed two-family dwellings

are designed with a mixture of materials in different colors and textures as well as architectural elements.



IV. COMMUNITY/MASTER PLAN CONFORMANCE

The Subject Property is in Planning Area 71B and Councilmanic District 4. The site is also located within the municipal boundaries of the City of Bowie. More specifically, the site is located on the north side of Elder Oaks Boulevard, approximately 225-feet east of its intersection with Excalibur Road in Bowie, Maryland.

The subject property is surrounded by the following uses:

North: Vacant wooded land and Multifamily Residential (Pin Oak Village) in the LCD Zone.

South: Elder Oaks Boulevard and beyond Multifamily Residential (Alvista Bowie) in the LCD Zone.

East: Vacant wooded land (Covington Community Open Space) and Single-Family Detached Residential in the LCD Zone.

West: Vacant wooded land (Owned by the City of Bowie), and beyond Excalibur Road Single-Family Attached (Covington Condominiums) in the LCD Zone.

The Subject Property currently lies within the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan and Sectional Map Amendment (“Master Plan” and “SMA”). The Property was rezoned from the CGO (Commercial, General, Office) Zone to the RMF-20 (Residential, Multifamily-20) Zone by CR-084-2023, Amendment 7, to the endorsed Bowie-Mitchellville and Vicinity Sectional Map. The Future Land Use Map recommends the Subject Property for the “commercial” land use designation. Although the future land use recommendation within the Master Plan is Commercial, the Property was rezoned to the RMF-20 Zone by CR-084-2023 Amendment 7 to align more with the surrounding development and Plan 2035, which recommends a future land use of Residential High.



FUTURE LAND USE MAP

The rezoning also furthers the Master Plan Policy to “Ensure that properties in the Established Communities are classified under the most appropriate zoning to support the recommended land uses (Master Plan p. 83). The Master Plan’s Housing and Neighborhoods Goals also emphasize “additional housing options are available in the Established Communities.” (Master Plan p.152) The proposed residential development will add another housing option that complements the surrounding residential communities, and will also create a well-designed, pedestrian-oriented, and well-connected development. Key elements of the proposed development include high-quality residential development, green building techniques, open spaces, pedestrian pathways connecting residents within the development and to the larger surrounding community.

Environmental Policies and Goals

The master plan also includes several environmental policies and strategies that are met with the proposed development. Some of the applicable policies include the following:

- An interconnected network of significant environmental features that retains its ecological functions, maintains or improves water quality and habitat, and supports the desired development pattern is achieved. (p. 140)
- Best management practices associated with environmental site design (ESD) are implemented to the fullest extent required and practical, in new development areas, and through stormwater management retrofits and stream restoration projects. (p.140)
- Effective stormwater management is maintained to improve water quality and environmental health. (p.140)
- An increase in tree canopy coverage continues to mitigate the urban heat island effect, decrease stormwater runoff, increase water quality, and create a conducive environment for active transportation for walking and bicycling. (p.140)

The site is currently vacant and covered with grass, sparse woody vegetation, and trees. The site has a previously approved and implemented Type 2 Tree Conservation Plan TCP11-115-95. The proposed work will not result in any significant changes to the Woodland Preservation Areas shown on the previously approved TCP2. The subject property does not contain any regulated environmental features.

The City of Bowie’s initial review of the Applicant’s Site Development Concept Plan resulted in an unusual request of the Applicant by the City to amend the plan to eliminate the initially-proposed on-site Environmental Site Design measures which were to provide for both quality and quantity control onsite so that additional runoff from lower-intensity, frequent storms could instead be provided to support the existing water quality control features in the downstream Pin Oak Village stormwater management pond, which are currently not receiving enough runoff. After the Applicant made this amendment, the City approved the Site Development Concept Plan, which is included with this submittal. While the off-site management pre-dates the use of Environmental Site Design, the approval of the Site

Development Concept Plan will support the water quality treatment function in the existing downstream facility, and thereby implement the Master Plan's policy of maintaining effective stormwater management to improve water quality and environmental health.

Additionally, the subject application also proposes to provide open space and comply with tree canopy coverage requirements as regulated in the Zoning Ordinance. The applicant will also implement green building techniques for the proposed residential development. These are all critical site design features associated with the approach to create opportunities to visually integrate sustainable practices into the development.

Plan 2035

The County's updated General Plan, known as "Plan Prince George's 2035" (Plan 2035), places the subject property within the Established Communities Growth Policy Area. The Plan 2035 land use vision is conveyed through the Growth Policy Map. The Growth Policy Map visualizes how the County should grow and contains various land uses based on the desired function and intensity of development. The Growth Policy Map places this application in the Established Communities land use area (page 107). Plan 2035 states the following regarding the Local Established Communities Growth Policy Area:

Established Communities: Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established Communities are most appropriate for context-sensitive infill and low-to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

(Plan 2035 at p. 20).

Plan 2035 also recommends a future land use of Residential High for the site, aligning with the proposed development and CR- CR-084-2023 Amendment 7, which rezoned the Subject Property from the CGO Zone to the RMF-20 Zone. Residential High is described as "[r]esidential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments." (p.100) The surrounding neighborhood is primarily composed of residential uses. The proposed development would provide an avenue for neighborhood compatibility, along with design flexibility for a high quality, planned residential community. The proposed development will have a density of 20.5 dwelling units per acre aligning with the vision of the Residential High land use recommendation. The proposed residential development will not inhibit the County's ability to maintain or enhance existing public services or facilities, will enhance the County's open space network, and will provide infrastructure to meet the needs of residents, including sidewalks, recreational areas, water and sewer service, and SWM. The overall development furthers the goals of both the Master Plan and Plan 2035 by enhancing the nearby residential neighborhoods, while bringing development and investment to a prioritized growth area of the County.

V. GENERAL CRITERIA FOR DET APPROVAL

Pursuant to County Council Bill CB-013-2018, the Prince George's County Council adopted a new Zoning Ordinance (Subtitle 27 of the County Code), which was to become effective upon the approval of the Countywide Sectional Map Amendment ("CMA"). Pursuant to Council Resolution CR-136-2021, the new Zoning Ordinance became effective on April 1, 2022. As a result, the subject property was rezoned from the C-O (Commercial Office) Zone to the CGO (Commercial General Office) Zone. Subsequently, the Property was further rezoned from the CGO Zone to the RMF-20 (Residential, Multifamily-20) Zone by CR-084-2023 Amendment 7 to the endorsed Bowie-Mitchellville and Vicinity Sectional Map. Pursuant to Section 27-3605(a)(1) a detailed site plan is required.

Section 27-3605. Detailed Site Plan

(e) Detailed Site Plan Decision Standards

A detailed site plan may only be approved upon a finding that all of the following standards are met:

- (1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: The applicable standards of this Subtitle consist of those required in the RMF-20 Zone, the Intensity and Dimensional Standards, in Section 27-4202(h)(2) of the Zoning Ordinance, and applicable Development Standards of Part 27-6 of the Zoning Ordinance, which are addressed herein. The DET is in conformance with the applicable RMF-20 Zone, Intensity and Dimensional Standards as demonstrated on the coversheet of the DET. The proposed development is also consistent with the applicable standards of Part 27-6, as detailed within this statement of justification. Based on the analysis herein, in addition to the evidence filed in conjunction with this application, the Applicant believes that DET-2023-003 represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

- (2) All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;**

COMMENT: There are currently no conditions of approval associated with the Subject Property. Preliminary Plan of Subdivision PPS-2024-010 and Certificate of Adequacy ADQ-2024-026 are currently in pre-acceptance review.

- (3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;**

COMMENT: The site is currently vacant and covered with grass, sparse woody vegetation, and trees which have grown back since the site was mass-graded in the mid-1990s. The site has a previously approved and implemented Type 2 Tree Conservation Plan TCPII-115-95. The proposed work will not result in any significant changes to the Woodland Preservation Areas shown on the previously approved TCP2. The subject property does not contain any regulated environmental features. The submittal package for DET-2024-005 includes NRI exemption letter NRI-203-2022, approved on November 15, 2022 and expires on November 15, 2027, which will be replaced by a full NRI that has recently been submitted for review with the PPS.

- (4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;**

COMMENT: The proposed development is not located in a planned development zone. Therefore, this criterion is not applicable.

- (5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;**

COMMENT: The site will conform with the previously approved TCP2 (TCPII-115-95), which is included with this submittal. That TCP2 has been amended to illustrate the proposed development

- (6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge;**

COMMENT: Not applicable. DET-2024-005 is not a detailed site plan for infrastructure. Nevertheless, and as provided herein, the proposed development complies with the applicable 27-6 development standards.

- (7) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:**
- (A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;**
 - (B) When possible, there should be no parking or loading spaces located in the front yard; and**
 - (C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.**

COMMENT: The proposed development does not include a place of worship. Therefore, this criterion is not applicable

- (8) **Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.**

COMMENT: The proposed development does not alter, expand, or enlarge existing structures or uses. Therefore, this criterion is not applicable.

VI. SUBTITLE 27-6. DEVELOPMENT STANDARDS

Pursuant to Section 27-6100, the applicable development standards for two family dwellings is as provided in Table 27-6104:

Table 27-6104: Applicability of Development Standards															
✓ = Section Applies															
Development Threshold	Roadway Access, Mobility, and Circulation (Sec. 27-6200)	Off-Street Parking and Loading (Sec. 27-6300)	Open Space Set-Asides (Sec. 27-6400)	Landscaping (Sec. 27-6500)	Fences and Walls (Sec. 27-6600)	Exterior Lighting (Sec. 27-6700)	Environmental Protection and Noise Controls (Sec. 27-6800)	Multi-family, Townhouse, and Three-Family Form and Design Standards (Sec. 27-6903)	Non-residential and Mixed-Use Form and Design Standards (Sec. 27-61000)	Industrial Form and Design Standards (Sec. 27-61100)	Neighborhood Compatibility Standards (Sec. 27-61200)	Agri-cultural Compatibility Standards (Sec. 27-61300)	Urban Agriculture Compatibility Standards (Sec. 27-61403)	Signage (Sec. 27-61500)	Green Building Standards (Sec. 27-61600)
the County Code															
Construction of a new single-family detached, single-family attached, or two-family dwelling		✓				✓	✓					✓	✓		

Additionally, Section 27-6105 (c) provides the development standards to be analyzed at the time of the Detailed Site Plan. Although some of the sections specified are not applicable to two-family dwellings based on the above table, the applicant has provided analysis herein.

Section 27-6105. Timing of Review

(c) Detailed Site Plan

A detailed site plan ensures that design standards – whether established in this Part or elsewhere in this Subtitle, or as may be modified in a PD Basic Plan – are appropriately incorporated in the proposed development. Detailed site plans are reviewed for compliance with all Sections of this Part as may be applicable with regard to the application.

The DET is consistent with the applicable standards in Part 27-6. The following analysis is offered.

SECTION 27-6200 – ROADWAY ACCESS, MOBILITY, AND CIRCULATION.

Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the Applicant has provided the following analysis.

27-6201. Purpose and Intent

The purpose of this Section is to ensure that developments are served by a coordinated multimodal transportation system that permits the safe and efficient movement of motor vehicles, emergency vehicles, transit, bicyclists, and pedestrians within the development and between the development and external transportation systems, neighboring development, and local destination points such as places of employment, schools, parks, and shopping areas. Such a multimodal transportation system is intended to:

- (a) Provide transportation options;**
- (b) Increase the effectiveness of local service delivery;**
- (c) Reduce emergency response times;**
- (d) Promote healthy walking and bicycling;**
- (e) Facilitate use of public transportation;**
- (f) Contribute to the attractiveness of the development and community;**
- (g) Connect neighborhoods and increase opportunities for interaction between neighbors;**
- (h) Reduce vehicle miles of travel and travel times;**
- (i) Reduce greenhouse gas emissions;**
- (j) Improve air quality;**
- (k) Minimize congestion and traffic conflicts; and**
- (l) Preserve the safety and capacity of County transportation systems.**

COMMENT: As will be demonstrated below, as applicable, the proposed development complies with the purposes set forth in 27-6201 through accommodating a variety of transportation options including pedestrians, cyclists, and vehicular modalities.

27-6202. Multimodal Transportation System

The design and construction of access and circulation systems associated with a development shall be consistent with the transportation goals, objectives, and actions in the County's General Plan, the Approved Countywide Master Plan of Transportation, the applicable Area Master Plan or Sector Plan, and other County-adopted plans addressing transportation.

COMMENT: The design and construction of access and circulation systems associated with this DET is consistent with the transportation goals, objectives, and actions in the 2014 Plan Prince George's 2035 Approved General Plan (Plan 2035), the 2009 Approved Countywide Master Plan of Transportation (MPOT), and the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment (master plan) addressing transportation. The Subject Property has frontage on Elder Oaks Boulevard, which is not a master planned roadway, and which has already been constructed to the standard for a primary residential roadway. The ROW and center line dimensions have been provided on the DET, and currently no additional roadway dedication is proposed. No sidewalk currently exists along the property's frontage, but an extension of the master-planned trail which currently terminates just to the east of the subject property is proposed across the property's frontage.

DET-2024-005 provides internal pedestrian circulation that permits safe, convenient, efficient, and orderly movement of pedestrians within the development. Pedestrian 5-foot-wide walkways will connect the fronts of the proposed dwelling units to the centralized recreational area and to the proposed trail extension on Elder Oaks Boulevard. The site plan also shows a 5-foot-wide sidewalk which is proposed to be located in the northeast corner of the property, adjacent to dwelling units 47 and 48, which will connect to the trail network that exists on the adjacent site to the east. In addition, two (2) bicycle racks are provided, which meet the intent of the master plan and encourages multimodal transportation.

27-6203. Multimodal Transportation System

Access and circulation systems associated with a development shall provide for multiple travel modes (pedestrian, transit, bicycle, and vehicular), based on the development's size, character, the zone in which it is located, and its relationship to existing and planned transportation systems. Pedestrian, transit, bicycle, and vehicular access and circulation systems shall be coordinated and integrated as necessary to offer the development's occupants and visitors improved transportation choices while enhancing safe and efficient mobility throughout the development and the community.

COMMENT: Access to the site will be from Elder Oaks Boulevard. Bicycle and pedestrian access and circulation are coordinated with vehicular access and circulation for safe and efficient movement of all modalities throughout the site.

27-6204. Circulation Plan or Site Plan Required

Development applications shall include a circulation plan (unless a site plan meeting the requirements of this Section is submitted) that demonstrates how the development follows the requirements of Sections 27-6205 through 27-6208. A circulation plan may be combined with the parking plan required in Section 27-6303, Parking Plan or Site Plan Required

COMMENT: The submitted DET demonstrates vehicular, pedestrian, and bicycle movement throughout the site in general conformance with the requirements of Sections 27-6205 through 27-6208, even though these sections are not applicable to new two-family development. These sections are also further analyzed below within this statement of justification.

27-6205. Developer Responsible for On-Site Street Improvements

If a street is proposed within a development site, the developer shall bond, construct and maintain road, street, bikeway, sidewalk, and other access and circulation improvements in accordance with the standards for design and construction defined in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction, and shall dedicate any required rights-of-way or easements, as required by the Subdivision Regulations and shown on an approved preliminary plan of subdivision.

COMMENT: Acknowledged.

27-6206. Vehicular Access and Circulation

(a) Definition of Street Functional Classification

All public streets will be classified by the County according to the system of functional classification defined in the Approved Countywide Master Plan of Transportation (as may be amended from time to time) and shall be designed and constructed to the County's adopted street design standards as authorized by Subtitle 23, Roads and Sidewalks, of the County Code. Within the Regional Transit Districts and Local Centers as designated by the General Plan (as may be amended from time to time), the Prince George's County Urban Street Design Standards shall apply.

COMMENT: Acknowledged. The proposed development includes two full movement vehicular access points along Elder Oaks Boulevard, which is a local primary residential roadway.

(b) Vehicular Access and Circulation

As a basis for application of many of the vehicular access and circulation standards in this Section, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

(1) Driveways

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes, but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and are not considered streets.

(2) Alleys

- (A) Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street unless such dwelling front instead on common open spaces such as a mews or courtyards.
- (B) Within the CN, NAC, LTO, RTO-L, RTO-H, LTO-PD, and RTO-PD zones, alleys shall comply with standards established in the Prince George's County Urban Street Design Standards. In all other areas of the County, alleys shall comply with the standards established in Subtitle 23: Roads and Sidewalks, and Subtitle 24: Subdivision Regulations, of the County Code, and the Prince George's County Specifications and Standards for Roadways and Bridges.
- (3) **Connectivity**
The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

COMMENT: All proposed and existing vehicular accessways are classified in accordance with the above classifications as applicable. The roadway proposed within the development is classified as an alley pursuant to the description within 27-6206(b)(2) and will connect to the public Elder Oaks Boulevard.

- (c) **Required Vehicular Access and Circulation**
A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as any required fire lanes, parking lot drive aisles, and any circulation associated with parking, loading, or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23: Roads and Sidewalks.

COMMENT: The proposed development includes two full movement vehicular access points along Elder Oaks Boulevard. Within the Subject Property, one (1) alley provides the primary vehicular circulation for the site and access to the guest parking and the driveways and garages of

the rear-loading two-family dwelling units. The alley is designed to facilitate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as illustrated by the truck movement analysis on the approved Stormwater Concept Plan.

(d) Vehicular Access Management

(1) Limitation on Direct Access Along Arterial, Major Collector, and Collector Streets

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial, major collector, or collector street only if:

- (A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;**
- (B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial, major collector, or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and**
- (C) development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial, major collector, or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial, major collector, or collector street.**

COMMENT: No direct access to an arterial or collector road is proposed.

(2) Limitation on Direct Driveway Access along Other Streets

The following standards shall apply to vehicular access along a street other than an arterial street.

- (A) For single-family detached dwellings, two-family dwellings, and three family dwellings, one direct driveway access point is allowed if only the frontage of the lot abuts the street's right-of-way. If the street is on a corner lot of two non-arterial or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).**
- (B) For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and**

efficiency of travel on the street and any associated bikeways and sidewalks.

- (C) Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.

COMMENT: Two access points are provided from Elder Oaks Boulevard, which is classified as a local roadway. The proposed two-family dwellings will not directly abut the right-of-way of Elder Oaks Boulevard.

(3) Shared Driveways

- (A) Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.
- (B) Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.

COMMENT: Shared driveways are not proposed, and the abutting lots are dedicated for and developed as open space uses which do not require vehicular circulation.

(e) Cross-Access.

(2) Cross-Access Between Adjoining Developments.

To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

- (A) The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone.
- (B) Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.

(C) The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.

(D) Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development

COMMENT: The Subject Property is located in the RMF-20 Zone, which is not a transit-oriented/activity center base or planned development zone or a nonresidential base zone.

(f) Connectivity Standards for Single-Family (Attached and Detached) Residential Development

(1) Minimum Connectivity Index Score Required

New single-family residential subdivisions processed with a preliminary plan of major subdivision shall achieve an internal street connectivity index score in accordance with Table 27-6206(f)(1): Minimum Street Connectivity Index.

(A) Located in Residential and Planned Development Zones = 1.5

(B) Located in Nonresidential and Transit-Oriented/Activity Center Zones = 1.4.

(2) Connectivity Index Score Calculation

The connectivity index for a development is calculated by dividing its links by its nodes. Figure 27-6206(f)(2): Street Connectivity Index, provides an example of how to calculate the connectivity index.

Nodes exist at street intersections, including any intersections to access streets immediately adjacent to the development but outside of its site property, such as intersections that provide access to the development through an entry street or driveway; traffic circles/roundabouts; street intersections with alleys that serve as the only vehicular access to residential dwellings; trail intersections where two or more trails intersect; and cul-desac heads within the development.

Links are stretches of road that connect nodes, stub streets, and pedestrian connections pursuant to Section 27-6206(g) below. Any alley that serves as the only vehicular access to residential dwellings shall also count as a link. Other alleys do not count as links. For purposes of this Subsection, stub streets shall stub at the property line to count a link. Any stub street fully internal to the development and which does not touch the property line (and therefore will not constitute a future street connection) does not count as a link. Links external to the development that connect to nodes associated with the development

shall be included in the index calculation, as shall all links attached to nodes providing access to the development.

(3) Reduction in Minimum Index Score

The minimum connectivity index score may be reduced by the Planning Director if the landowner/applicant demonstrates it is infeasible to achieve due to natural features, existing road configurations, or adjacent existing development patterns. In these instances, internal street design shall achieve as high a connectivity index score as reasonably practical, especially by providing stub-outs and other potential connections that may be made in the future, including through public infrastructure improvements.

COMMENT: Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the proposed vehicle circulation network will constitute one link between its two terminal nodes, for a connectivity score of 0.5, and the proposed pedestrian link to the walkway on the abutting HOA parcel would qualify to raise the score to 1.0.

(g) Pedestrian Connections

- (1) A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:**
 - (A) Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and**
 - (B) Can be connected to an existing or proposed sidewalk, trail, greenway, or other type of pedestrian connection.**
- (2) Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.**
- (3) These pedestrian connections shall count as links for the purpose of calculating the connectivity index.**
- (4) These pedestrian connections may require public use easements in accordance with Subtitle 24: Subdivision Regulations of the County Code.**

COMMENT: No cul-de-sacs or turnarounds are proposed, and the 5-foot-wide concrete walkways proposed on site will connect to the existing pedestrian circulation system on the adjacent HOA lands to the east as well as to the sidewalk trail along Elder Oaks Boulevard.

(h) External Street Connectivity

- (1) The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.
- (2) Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.
- (3) At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.
- (4) The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.

COMMENT: No proposed stubs or connections to adjacent parcels for future development are proposed since the abutting lots are dedicated for and developed as open space uses which do not require vehicular circulation.

(i) Continuation of Adjacent Streets

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

COMMENT: The proposed circulation layout was designed with the surrounding neighborhood and street network in consideration. To minimize potential pedestrian and vehicular conflicts, two site access points are provided from Elder Oaks Boulevard.

(j) Traffic-Calming Measures for Private Streets

- (1) All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any nonstandard or non-conforming elements that may be proposed.
- (2) Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.

- (3) Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:
 - (A) Stop signs at street intersections;
 - (B) Mini-roundabouts at intersections;
 - (C) Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;
 - (D) Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands;
 - (E) Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and
 - (F) Speed tables, raised intersections or elevated pedestrian street crossings.
- (4) Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.

COMMENT: The proposed alley will not be long enough to require calming measures, but is nevertheless designed to slow traffic and interrupt monotonous streetscapes.

(k) Block Design

(1) Block Length

Where blocks are used in the Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone, block length shall be at least 200 feet, but no more than 800 feet. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length. The Planning Director (or DPIE Director if any streets forming/abutting the block are public streets) may allow modifications from these block length standards on determining that:

- (A) Environmental or topographic constraints exist;
- (B) The site has an irregular shape;
- (C) A longer block will reduce the number of railroad grade or water body crossings; or
- (D) Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.

(2) Block Width

To the maximum extent practicable, the width of any block shall be sufficient to permit at least two lots across the depth of the block, exclusive of any alleys, watercourses, or other right-of-way located outside platted lots.

(3) Through-Block Access

In the RSF-95, RSF-65, and RSF-A zones where a block face exceeds more than 800 feet, sidewalks or multi-use paths shall be provided

through the block, perpendicular to the long block face to connect parallel sidewalks on either side of the block through the interior of the block.

(4) General Accessway Layout and Design

The vehicular access and circulation system of a development located on a site abutting an existing or planned transit route shall accommodate a transit stop and other associated facilities unless the Planning Director determines that transit facilities already exist to serve the needs of the development.

COMMENT: The proposed alley is less than 800-feet in length, and has been designed to allow easy and convenient vehicular access from the public roadway to the residential dwelling units and parking areas. The proposed development, because it occurs on a parcel surrounded by other recorded parcels with frontage only on Elder Oaks boulevard and thus cannot create an entire new block, but the new alley connections will be 310-feet apart and will reduce the effective existing block length along Elder Oaks Boulevard.

(I) Driveway Layout and Design

(1) Driveway Width

All driveways serving development, except single-family detached dwellings, two-family dwellings, and three-family dwellings, shall comply with the following minimum width standards:

(A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

(B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

(2) Dead-End Driveway Length

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

(3) Driveway Intersections

Driveway intersections shall also comply with the following standards:

(A) Alignment

To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street.

(B) Proximity to Adjoining Land

Except for shared driveways provided in accordance with Section 27-6206(d)(3), Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

- (i) No signage is included within the median other than traffic signs and a single monument sign;**
- (ii) Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and**
- (iii) The minimum driveway width is maintained for each travel and turning lane.**

COMMENT: The proposed development consists of two-family dwellings, and no dead-end driveways, driveway intersections, or medians within the driveway entrance are proposed. The alley is proposed to accommodate two-way traffic and be 22-feet wide.

(m) Vehicle Stacking Space

(1) For Drive-through and Related Uses

(A) Required Number of Stacking Spaces

In addition to meeting the off-street parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses.

(B) Design and Layout

Required stacking spaces are subject to the following design and layout standards:

- (i) Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;**
- (ii) Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;**
- (iii) Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and**
- (iv) Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.**

(2) For Vehicular Parking Area (Parking Lot) Entrance Driveways

Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this

requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

COMMENT: The proposed residential development consists of two-family dwellings.

27-6207. Pedestrian Access and Circulation.

(a) Required Pedestrian Access.

(1) General Pedestrian Access.

All new development subject to this Section shall be served by an internal pedestrian circulation system (including sidewalks, pedestrian paths, and/or trails) that permits safe, convenient, efficient, and orderly movement of pedestrians among the following origin and destination points within the development, as well as between the adjoining parts of an existing or planned external, community-wide pedestrian circulation system and any adjoining transit stops, bus stops, public parks, greenways, schools, community centers, and shopping areas:

- (A) The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);**
- (B) Off-street parking bays;**
- (C) Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and**
- (D) Recreation facilities and other common use areas and amenities.**

COMMENT: DET-2024-005 provides internal pedestrian circulation that permits safe, convenient, efficient, and orderly movement of pedestrians among the destination points within the development. Pedestrian walkways will connect the front of the proposed dwelling units to the centralized recreational area. A 5-foot-wide concrete sidewalk will also be located in the northeast corner of the property, adjacent to dwelling units 47 and 48, which will connect the interior of the proposed development to the trail network that exists on the adjacent site to the east.

(2) Sidewalks Required.

(A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).

(B) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.

(C) The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks

are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.

COMMENT: No sidewalks are required within the limits of the subject property pursuant to this section, as the proposed roadway within the development is classified by 27-6206(b)(2) as an “alley.”

(b) Pedestrian Connectivity.

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development’s buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

COMMENT: Not applicable. Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Additionally, the subject property is adjacent to land within the LCD Zone. More specifically, the site is adjacent to vacant wooded land and multifamily residential (Pin Oak Village) to the north, Elder Oaks Boulevard to the south, vacant open and wooded land which is a part of the Covington Community’s open space network to the east (Parcel 7D), and wooded land owned by the City of Bowie to the west (Parcel 7B). Pursuant to Section 27-4205(c)(2) “The purpose of the Legacy Comprehensive Design (LCD) Zone is to recognize comprehensive design zones established prior to April 1, 2022 for which a Basic Plan, Comprehensive Design Plan (CDP), or Specific Design Plan (SDP) was approved prior to April 1, 2022..”

The neighboring Parcels were the subject of Basic Plan A-7591-C, Comprehensive Design Plan CDP-8704, and Preliminary Plan 4-94101 for what was previously known as the Jenkins-Heim Property. The previously approved Preliminary Plan of Subdivision subdivided Parcel 7 into six separate parcels, with newly created Parcel 7B to be conveyed to the City of Bowie, and Parcel 7D to be dedicated to the Covington Homeowner’s Association (See image provided below). Based on the basic plan, and subsequent approvals, multifamily, residential, nonresidential, or mixed-use development are not permitted uses on these adjoining parcels. Therefore, pedestrian connectivity is not required. Notwithstanding, a pedestrian sidewalk located in the northeast corner of the Subject Property, is depicted on the DET showing connectivity to the existing trail network located on the adjoining property to the east.



(2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.

COMMENT: Not applicable as pedestrian cross-access is not required.

(3) Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

COMMENT: Not applicable as pedestrian cross-access is not required.

(4) Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages

(A) General Standards

(i) All vehicular parking areas and parking structures containing more than 150 parking spaces shall provide a clearly identified and protected pedestrian path between parking areas

and the primary pedestrian entrance(s) to the building(s) served by the parking areas, or to a pedestrian walkway providing direct access from the furthest extent of the parking area to the primary building entrance(s).

(ii) Vehicular parking areas containing more than 150 parking spaces shall, at a minimum, include one pedestrian walkway every 6 parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27-6207(b)(4): Walkways Through Vehicular Parking Area). The pedestrian walkway shall be constructed of a paved surface with concrete similar to that used for sidewalk standards for public streets. Other hardscape materials, such as brick pavers, may be used provided that they allow smooth surfaces along pedestrian paths and at vehicle crossings.

(iii) Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27-6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.

(B) Walkway Standards.

Required pedestrian walkways shall:

(i) Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;

(ii) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and

(iii) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.

COMMENT: The proposed development does not contain a large vehicular parking area or parking garage.

27-6208. Bicycle Access and Circulation.

(a) Required Bicycle Access.

(1) Internal and Adjoining Bicycle Access

All new development subject to this Section shall provide for internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient and intuitive, specifically by providing the following, in coordination with the Department of Public Works and Transportation, State Highway Administration, or a municipality with jurisdiction over the streets.

(A) Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;

(B) Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street bicycle facilities outside the development, or internal bicycle systems in adjacent developments;

(C) Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street);

(D) Connections to any recreational amenities internal to the development, such as open space.

COMMENT: DET-2024-005 provides internal bicycle circulation that permits safe, convenient, efficient, and orderly movement of cyclists among the destination points within the development. Walkways will connect the front of the proposed dwelling units to the centralized recreational area. A 5-foot-wide concrete sidewalk will also be located in the northeast corner of the property, adjacent to dwelling units 47 and 48, which will connect the interior of the proposed development to the trail network that exists on the adjacent site to the east. Two (2) bicycle racks are also provided.

(2) Required Bikeway Network Improvements

(A) All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements.

Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.

COMMENT: Filed in conjunction with DET-2024-005 is a Bicycle Pedestrian Impact Statement, prepared by Lenhart Traffic Consulting dated July 30, 2024, which recommends improving offsite crosswalks and providing ADA compliant ramps.

(B) The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due to topographic conditions, natural features, or visual obstructions that create hazards.

COMMENT: Only private alleys are proposed, and pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the Applicant reserves the right to seek any such relief, as needed, during the review of DET-2024-005.

(C) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.

COMMENT: Acknowledged.

(b) Bicycle Connectivity Between Developments.

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

(2) The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.

(3) Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements between owners of lands that provide and are served by the cross-access defining the owners' maintenance responsibilities, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

COMMENT: Not applicable. Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Additionally, the subject property is adjacent to land within the LCD Zone. More specifically, the site is adjacent to vacant wooded land and multifamily residential (Pin Oak Village) to the north, Elder Oaks Boulevard to the south, vacant open and wooded land which is a part of the Covington Community's open space network to the east (Parcel 7D), and wooded land owned by the City of Bowie to the west (Parcel 7B). Pursuant to Section 27-4205(c)(2) "The purpose of the Legacy Comprehensive Design (LCD) Zone is to recognize comprehensive design zones established prior to April 1, 2022 for which a Basic Plan, Comprehensive Design Plan (CDP), or Specific Design Plan (SDP) was approved prior to April 1, 2022.."

The neighboring Parcels were the subject of Basic Plan A-7591-C, Comprehensive Design Plan CDP-8704, and Preliminary Plan 4-94101 for what was previously known as the Jenkins-Heim Property. The previously approved Preliminary Plan of Subdivision subdivided Parcel 7 into six separate parcels, with newly created Parcel 7B to be conveyed to the City of Bowie, and Parcel 7D to be dedicated to the Covington Homeowner's Association. Based on the basic plan, and subsequent approvals, multifamily, residential, nonresidential, or mixed-use development are not permitted uses on these adjoining parcels. Therefore, bicycle connectivity is not required.

(c) General Bikeway Layout and Design

(1) Off-Street Bicycle Facilities

Required bicycle paths shall:

- (A) Allow two-way bicycle circulation;**
- (B) Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;**
- (C) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and**
- (D) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23 of the County Code.**

(2) On-Street Bicycle Facilities

Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.

COMMENT: No bicycle paths or bike lanes are proposed with this development.

(d) Waiver

The Planning Director may waive all or part of the standards in this Section for private streets if it is demonstrated that bicycle access and circulation is not needed in the proposed development due to an established bicycle facility already within or abutting the development, or that compliance with the required bicycle improvements is impracticable because topography, natural features, or the facilities or will create significant risks of harm to bicyclists.

COMMENT: Only private alleys are proposed, and pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the Applicant reserves the right to seek any such relief, as needed, during the review of DET-2024-005.

SECTION 27-6300 – OFF-STREET PARKING AND LOADING

27-6304. General Standards for Off-Street Parking and Loading Areas.

(a) Use of Parking and Loading Areas.

(1) General

Off-street parking areas required by this Section shall be used solely for the parking of licensed motorized vehicles in operating condition. Required parking spaces and loading berths may not be used for the display of goods for sale (except for food truck hubs operating pursuant to Subtitle 5 of the County Code, farmers' markets, and flea markets), or the sale, lease, storage, dismantling, or service of any vehicles, boats, motor homes, campers, mobile homes, building materials, equipment, or supplies.

(2) Identified as to Purpose and Location

Except for single-family dwellings, off-street parking areas and off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading berths and distinguishing such spaces or berths from aisles. Specific dimensional and marking standards are defined in Section 27-6304(d), Markings.

COMMENT: All off-street parking areas will comply with the stated requirements.

(b) Surfacing

(1) General

(A) Except as provided for in Section 27-6304(b)(1)(B) and Section 27-6304(b)(2) below, all off-street parking and loading areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent hard, dustless, and bonded surface material. Use of surfacing that includes recycled materials (e.g., glass, rubber, used asphalt, brick, block, and concrete) is encouraged. These surfaces shall be maintained in a smooth, well-graded, clean, orderly, and dust-free condition.

COMMENT: All off-street parking areas will comply with the surfacing requirements. The parking surface will consist of either concrete or asphalt.

(B) Parking for uses in the Rural and Agricultural base zones may be allowed on non-engineered surfaces of grass, gravel, dirt or similar materials, provided, the following uses shall comply with Section 27-6304(b)(1)(A) above:

- (i) Agricultural research facilities;
- (ii) Farm supply sales or farm machinery/implement sales, rental, or repair; and
- (iii) Cemeteries.

COMMENT: The Subject Property is within a residential base zone.

(2) Pervious or Semi-pervious Surfacing.

The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and

concrete, open-joint pavers, and reinforced grass/gravel/shell grids, is encouraged. Any pervious or semi-pervious surfacing used for aisles within or driveways to parking and loading areas shall be certified as capable of accommodating anticipated traffic loading stresses and maintenance impacts. Where possible, such materials should be used in areas proximate to and in combination with on-site stormwater control devices (see Figure 27-6304(b)(2): Use of Pervious Materials in a Parking Lot).

COMMENT: The applicant is not proposing to utilize any pervious pavement.

(c) Location and Arrangement.

(1) Safe and Convenient Access.

(A) Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.

(B) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.

(C) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, unless within an automated or mechanical parking deck or garage, or part of valet or tandem parking in accordance with Section 27-6307, Off-Street Parking Alternatives.

(D) Off-street loading areas shall be arranged so no loading berth extends into the required aisle of a parking lot.

COMMENT: Please refer to the multimodal circulation as shown on the the DET. Parking areas for visitors and residents are located in close proximity to the residential dwellings without negatively impacting pedestrian and vehicular circulation.

(2) Backing onto Streets Prohibited.

Except for parking areas serving single-family detached, townhouse, two-family, and three-family dwellings, all off-street parking and loading areas shall be arranged so that no vehicle is required to back out from such areas directly onto a street.

COMMENT: This regulation is not applicable since the development proposes two-family dwelling units.

(d) Markings.

(1) Each required off-street parking area and space, and each off-street loading area and berth, shall be identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles. Such markings—including striping, directional arrows, lettering on signs and in disabled-designated areas, and labeling of the pavement—shall be maintained so as to be readily visible at all times. The following uses are exempt from the requirements to mark parking and loading areas:

- (A) Single-family detached dwellings;**
- (B) Two-family dwellings;**
- (C) Three-family dwellings; and**
- (D) Uses in the Rural and Agricultural base zones, other than agricultural research facilities; farm supply sales or farm machinery/implement sales, rental, or repair; and cemeteries.**

COMMENT: This regulation is not applicable since the development proposes two-family dwelling units.

(2) One-way and two-way accesses into parking facilities shall be identified by directional arrows. Any two-way access where parking is located at any angle other than 90 degrees to a street shall be marked with a traffic separation stripe running the length of the access. This requirement does not apply to parking lot drive aisles.

COMMENT: The proposed alley will accommodate two-way vehicular movement. Access directional arrows will be provided into the parking areas.

(e) Exterior Lighting

Lighted off-street parking and loading areas shall comply with the standards of Section 27-6700, Exterior Lighting.

COMMENT: All off-street parking areas will comply with the standards of Section 27-6700, as detailed herein.

(f) Wheel Stop Requirements.

(1) Off-street parking areas, except for below-grade or completely enclosed garages, shall comply with the landscaping standards of the Landscape Manual.

(2) Any parking space in a gravel, crushed stone, or similar material lot, at the edge of a parking lot where the parking surface is adjacent to a downward slope of more than five percent, or at the edge of a parking lot where the parking surface ends at a concrete curb or vertical divider, shall include a permanently anchored wheel stop installed at the end of the parking space opposite the drive aisle.

(3) Wheel stops, when used, shall be made of concrete, metal, or other material of comparable durability, and shall be at least six feet long and at least six inches high.

COMMENT: Acknowledged. All wheel stops will comply with the stated requirements.

(g) Accessible Parking for Persons with Physical Disabilities.

Development providing off-street parking spaces shall ensure that a portion of the total number of off-street parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act Accessibility Guidelines.

COMMENT: Acknowledged. The provided ADA vehicular space is identified on the submitted site plan (adjacent to dwelling units 9 and 10) and will comply with the stated requirements.

(h) Maintained in Good Repair

(1) Maintained at All Times

All off-street parking and loading areas shall be maintained in safe condition and good repair at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to surrounding land.

COMMENT: Acknowledged. All off-street parking areas will be maintained in safe condition and in good repair.

(i) Large Vehicular Use Areas (300 or More Spaces).

Vehicular use areas containing 300 or more parking spaces, whether developed at one time or in phases, shall be configured in accordance with the following standards:

COMMENT: A vehicular use area containing 300 or more parking spaces is not proposed.

27-6305. Off-Street Parking Space Standards.

(a) Minimum Number of Off-Street Parking Spaces.

Except as otherwise provided for multiple use developments (see Section 27-6305(c) below), new development or a change in use or expansion shall provide the minimum number of off-street parking spaces in accordance with Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, based on the principal use(s) involved and the extent of development. Interpretation of the off-street parking space standards for uses with variable parking demands or unlisted uses is provided in Section 27-6305(b), Unlisted Uses.

COMMENT: This requirement is met. See Parking Requirement Schedule on the coversheet. 96 parking spaces are required for the proposed two-family dwellings and 96 parking spaces are provided, consisting of garage and driveway spaces.

(b) Unlisted Uses.

An applicant proposing to develop a use that is unlisted in Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, shall propose the amount of required parking by one of the three methods outlined in this Subsection. On

receiving the application proposing to develop a use not expressly listed in Table 27-6305(a), with the proposed amount of parking, the Planning Director shall:

COMMENT: Not applicable. The proposed use is for two-family dwellings.

(c) Mixed-Use Developments and Shared Parking

(1) Developments consisting of a mix of uses shall provide parking based on their potential to share parking between uses and thus reduce the overall parking footprint that would result from each individual use meeting minimum standards. This includes, but is not limited to:

COMMENT: Not applicable. The proposed development does not contain a mix of uses.

(d) Maximum Number of Off-Street Parking Spaces

The maximum number of off-street parking spaces allowed is listed in Table 27-6305(d): Maximum Number of Off-Street Parking Spaces. Existing parking areas in excess of this maximum shall not be required to remove excess parking.

COMMENT: There is no maximum requirement for the Subject Property pursuant to Table 27-6305(d).

(e) Electric Vehicle (EV) Charging Stations

(1) Parking spaces used as EV charging stations shall consist as one or more group(s) of contiguous spaces located where they can be readily identified by drivers of EV vehicles (e.g., through directional signage), but where their use by non-electric vehicles is discouraged. EV charging for commercial purposes is prohibited at an EV charging station located at a residential development.

(2) Minimum EV Parking Spaces

(A) On or after January 1, 2027, all new developments of the multifamily dwelling principal use type shall provide the minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with Table 27-6305(e): Minimum EV Parking Spaces.

(B) On or after January 1, 2027, all new developments of office uses shall provide a minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with Table 27-6305(e): Minimum EV Parking Spaces.

(C) On or after January 1, 2027, all new mixed-use developments shall provide a minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with Table 27-6305(e): Minimum EV Parking Spaces.

(D) The number of parking spaces required under Subsections (A), (B) and (C) above shall be calculated as a percentage of the minimum number of spaces required by section 27-6305(a).

COMMENT: Not applicable. EV charging spaces are required for two-family dwellings pursuant to Table 27-6305(e).

(f) Driveways Used to Satisfy Standards

For single-family detached dwellings, two-family dwellings, townhouse dwellings, and three-family dwellings, driveways may be used to satisfy minimum off-street parking space standards, provided a minimum of 19 feet of driveway length is available outside a street right-of-way or sidewalk to store the length of a general purpose vehicle and satisfy the standards of this Section and this Ordinance.

COMMENT: Driveways for the proposed two-family dwellings are used to meet a portion of the off-street parking space requirement. A driveway detail (labeled unit footprint) has been provided on the coversheet depicting the required dimensions are met.

(g) Visitor Parking

Visitor parking spaces shall be provided for all residential and mixed-use development of at least 20 dwelling units. Such visitor parking spaces shall be provided at a minimum ratio of 1 visitor parking space for every 20 dwelling units or fraction thereof, rounded up.

COMMENT: This requirement is met. See Parking Requirement Schedule on the coversheet of the DET. Three (3) visitor parking spaces are required and nine (9) visitor parking spaces are provided.

(h) Parking of Vehicles Owned or Used by the Occupants of the Premises or Their Bona Fide Guests

(1) Private passenger vehicles shall be permitted in all zones.

(2) The parking of the following vehicles shall be permitted in the ROS, AG, AR, RE, RR, RSF-65, RSF-95, and RMH Zones subject to the provisions of this Subsection:

COMMENT: Acknowledged.

27-6306. Dimensional Standards for Parking Spaces and Aisles.

(a) General.

Except as otherwise provided in Section 27-6306(b) below, standard vehicle parking spaces and parking lot aisles shall comply with the minimum dimensional standards established in Table 27-6306(a), Minimum Dimensional Standards for Parking Spaces and Aisles. See Figure 27-6306(a).2: Measurement of Parking Space and Aisle Dimension.

COMMENT: All vehicle parking spaces and drive aisles conform with the stated regulations, and are dimensioned on the DET.

(b) Smaller Parking Spaces for Tandem Parking and Certain Uses.

The dimensions of off-street parking stalls may be reduced to a width of eight feet and a depth/length of 18 feet per vehicle where the parking stalls are:

- (1) Used for tandem parking (see Section 27-6307(g), Valet and Tandem Parking); or**
- (2) Located within a development containing exclusively Industrial Services Uses, Manufacturing Uses, or Warehouse and Freight Movement Uses.**

COMMENT: No smaller parking spaces are proposed.

(c) Vertical Clearance.

- (1) All off-street parking spaces shall have a minimum overhead clearance of 7 feet for vehicle parking, with a minimum overhead clearance of 8.5 feet for van-accessible parking.**

COMMENT: Acknowledged.

(d) Compact Parking Spaces.

- (1) Up to one-half (1/2) of the required number of parking spaces in any parking lot may be compact car spaces. Any parking spaces provided in any lot, in excess of the number required, may also be compact car spaces.**
- (2) All compact car spaces shall be marked as such.**

COMMENT: No compact parking spaces are proposed.

27-6307. Off-Street Parking Alternatives.

COMMENT: No off-street parking alternatives are proposed.

27-6308. Reduced Parking Standards for Parking demand Reduction Strategies.

Use of alternative transportation and transportation demand reduction strategies in Subtitle 20A: Transportation allows development to reduce the amount of parking provided beyond the requirements of Section 27-6305, Off-Street Parking Space Standards. This Section is intended to establish how certain reductions in the minimum parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, may be approved by the Planning Director. It allows applicants to establish Transportation Demand Management plans for individual developments in the absence of a Transportation Demand Management District as defined in Subtitle 20A: Transportation. These reductions will be allowed based on the following strategies for reducing parking demand. All reductions in accordance with Sections 27-6308(a) through 27-6308(d) shall be taken as cumulative and not exclusive, and the cumulative calculation shall follow the order presented in Sections 27-6308(a) through 27-6308(d).

COMMENT: No reduced parking strategies are proposed.

27-6309. Bicycle Parking Standards.

(a) Bicycle Racks or Lockers Required.

(1) In all zones except the RTO, LTO, TAC, and NAC base and PD zones, Rural and Agricultural zones, and any Residential Zone with equal or lesser intensity than the RSF-95 Zone, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least two bicycles, regardless of the number of vehicle spaces provided (up to ten spaces). At least one additional bicycle space shall be provided for each additional ten parking spaces or major fraction thereof, provided, no more than 20 bicycle parking spaces shall be required for any single vehicular parking area. Specific requirements for particular uses are as follows:

(A) For multifamily dwellings and uses in the Group Living Uses principal use category other than private dormitories, one space shall be required per four dwelling units, with no fewer than two bicycle parking spaces provided and no more than 49 spaces.

(B) For private dormitories, 0.25 spaces per leased occupant shall be required if automobile parking is included in lease agreements or 0.4 spaces per leased occupant shall be required if automobile parking is not included in lease agreements and must be rented separately, up to a maximum of 50 spaces.

(C) For private schools, 1 space per 10 employees plus 1 space for each 20 students (in grades four and higher) of planned capacity shall be required.

(D) For private colleges and universities, one space per ten employees plus one space for each five students of planned capacity shall be required. Of these student-required spaces, generally half should be for short-term storage (outdoors and convenient to building entrances and other major destinations of the use) and the other half should be for long-term storage (which may be inside buildings, in lockers, or in other specialized covered and secured bicycle parking areas).

COMMENT: Two (2) bicycle racks are proposed to accommodate the parking of eight (8) bicycles as each rack can accommodate 4 bicycles.

(2) In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof, above ten spaces.

COMMENT: Not Applicable. The Subject Property is located in the RMF-20 Zone.

(3) Racks must allow a bicycle's frame to rest against the rack in at least two places, and for both a wheel and section of the frame to be secured to the rack simultaneously. Racks that allow only a wheel to rest against the rack will not be counted toward meeting the minimum bicycle requirements. Applicants

should consult best practices sources such as the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines for guidance on types of racks that are appropriate to meet this requirement.

COMMENT: Acknowledged. A bicycle rack detail is provided on Sheet L201 of the Landscape Plan set.

(b) Bike Parking Rack or Locker Location.

(1) Required bicycle racks shall be installed on a paved surface and located in visible, well-lighted areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.

COMMENT: The proposed bicycle racks are located within the centralized recreational area and adjacent to units 7 and 8 (near the ADA parking space), easily accessible to the residential dwelling units.

(2) In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings (subject to the approval of the operating agency or municipality with jurisdiction), provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally 3 feet on either side of a rack) for placement and removal of bicycles. Developments may count existing bicycle parking along frontage streets and in the street right-of-way toward these requirements.

COMMENT: Not Applicable. The Subject Property is located in the RMF-20 Zone.

(3) Long-term parking facilities should be provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:

(A) Be located in a secure, clean and well-lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;

(B) Protect bicycles from weather and debris;

(C) Be signed so that directions to entrances of related uses are clearly understood;

(D) Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;

(E) Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, 7 days a week);

(F) If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);

(G) If in a parking garage for long-term bicycle parking, be clearly marked as long-term bicycle parking spaces, be in a well-lighted, visible location near the main entrance of elevators, and separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car, and be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.

COMMENT: No long term bicycle parking facilities are proposed.

(4) Bicycle parking spaces shall be placed at least three feet away from the associated structure to allow sufficient room for parking a bicycle. Bicycle racks should be installed to allow for at least 30 inches of spacing between each rack.

COMMENT: Acknowledged.

27-6310. Loading Area Standards.

(a) Minimum Number of Off-Street Loading Berths.

Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. Table 27-6310(a): Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 27-6310(a): Minimum Number of Off-Street Loading Berths, the requirement for a use most similar to the proposed use shall apply.

COMMENT: Loading spaces are not required for two-family dwellings pursuant to Table 27-6310(a).

(b) Dimensional Standards for Loading Areas.

Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general industrial, distribution, or warehousing uses. For all other uses, a berth as short as 33 feet may be allowed. The Planning Director may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.

COMMENT: Not applicable, as loading spaces are not required.

(c) Location of Loading Areas.

(1) To the maximum extent practicable, loading areas shall be placed away from a public street and screened from view in accordance with the Landscape Manual (see Figure 27-6310(c): Loading Area Configuration).

(2) Loading areas shall be located adjacent to the building's loading doors, in an area that promotes their practical use.

(3) Loading areas shall be located and designed so vehicles using them can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public rights-of-way, parking spaces, parking lot aisles, or pedestrian pathways.

(4) Loading areas shall be set back a minimum of 50 feet from any residential use or vacant land in a Residential or Rural and Agricultural zone.

COMMENT: Not applicable, as loading spaces are not required.

SECTION 27-6400 – OPEN SPACE SET-ASIDES.

Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the Applicant has provided the following analysis.

27-6403. Amount of Open Space Set-Asides Required.

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification.

Open space set-aside requirements shall not replace requirements for open spaces, mandatory dedication of parkland, stormwater management, or other similar requirements imposed by any other Subtitle of the County Code. However, such requirements may be counted toward open-space set asides pursuant to Section 27-6404(b), below.

COMMENT: The proposed Open Space Set-Aside area for the proposed development is 30% (30,630 square feet of the Subject Property's 101,970 square foot net tract area).

27-6404. Areas Counted as Open Space Set-Asides

(a) The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for Development in the areas indicated.

(1) No less than fifteen percent (15%) of the total required minimum open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and Transit-Oriented/Activity Center PD zones shall consist of active recreational areas.

(2) No less than fifty percent (50%) of the total required minimum open space set-aside area within the core area of a Transit-Oriented/Activity Center base or Transit-Oriented/Activity Center PD zone shall be a square, forecourt, or plaza.

COMMENT: The submitted open space exhibit details the acreage and square footage of the various passive and active recreation areas. 3,059 square feet, or 15% of the open space consists of active recreational uses, to consist of a pre-school playground in the central open space area.

(b) Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.

COMMENT: Acknowledged. The open space set-aside area complies with this criteria to the maximum extent possible.

27-6405. Areas Not Counted as Open Space Set-Asides

The following shall not be counted as open space set-asides:

- (a) Private yards not subject to an open space or conservation easement;**
- (b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;**
- (c) Vehicular parking areas or lots (excluding the landscaped areas);**
- (d) Driveways for dwellings;**
- (e) Land covered by structures not designated for active recreational uses**
- (f) Designated outdoor storage areas; and**
- (g) Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).**

COMMENT: Acknowledged. The open space areas do not include the aforementioned areas.

27-6406. Design Standards for Open Space Set-Asides

Land used as an open space set-aside shall comply with the following design standards:

(a) Location.

Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

COMMENT: As depicted on the open space exhibit, the open space areas are located so as to be accessible and useable by the residents of the development.

(b) Configuration.

- (1) Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.**

- (2) If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).

COMMENT: The open space areas have been designed to be compact and contiguous to the maximum extent practicable given the size of the Subject Property.

(c) Orientation of Adjacent Buildings.

To the maximum extent possible, buildings adjacent to the required open space set-asides shall have at least one entrance facing the open space set-aside.

COMMENT: To the maximum extent possible, the proposed development has been designed for the two-family dwelling units to face the main centralized open space area. Units which do not face the internal open space area will face the Covington HOA open space parcel to the east.

(d) Prioritization of Open Space Set-Aside

(1) Except in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:

- (A) Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;
- (B) Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;
- (C) Protected trees and other mature trees;
- (D) Parks and trails (regardless of public or private ownership);
- (E) Lands with active agricultural uses and activities;
- (F) Perimeter buffers or visual transitions between different types or intensities of uses;
- (G) Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and
- (H) Historic and archeological features.

COMMENT: The open space areas have been located and organized to include, protect, and enhance the site's environmental features to the maximum extent possible.

(2) In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and

features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.

COMMENT: The property is located in the RMF-20 Zone.

(e) Open Space Set-Asides on Property in the Industrial, Heavy (IH) Zone

Development consisting of multiple industrial uses on property in the IH Zone may provide open space set-asides based upon the total development in-lieu of providing individual open space set-asides for individual uses on individual lots. This provision includes: (1) multiple industrial uses on a single property in the IH Zone, or (2) multiple industrial uses on one or more adjoining properties under the same ownership (and which are located not more than 1,000 feet away from each other) in the IH Zone. These developments shall provide open space set-asides using the following method:

- (1) Applicant calculates the sum amount of open space set-aside required for each individual industrial use or lot.
- (2) The total sum of open space set-aside required may be placed on any portion of the area included in the calculation.

COMMENT: The property is located in the RMF-20 Zone.

27-6407. Development in Open Space Set-Asides.

Development within open space set-asides shall be limited to that appropriate to the purposes of the type(s) of open space set-asides. Where appropriate, such development may include, but is not limited to, walking, jogging, and biking paths or trails; benches or other seating areas; meeting areas; tables, shelters, grills, trash receptacles, and other picnic facilities; docks and other facilities for fishing; environmental education guides and exhibits; historic interpretive signage; gazebos and other decorative structures; fountains or other water features; play structures for children; gardens or seasonal planting areas; pools; athletic fields and courts; and associated clubhouses.

COMMENT: Acknowledged. The recreational facilities proposed within the open spaces areas are depicted on the Landscape Plan.

27-6408. Ownership, Management, and Maintenance of Open Space Set-Asides

(a) Open space set-asides required by this Ordinance or by Subtitle 24: Subdivision Regulations, shall be managed and maintained in compliance with all applicable provisions of Maryland law. To the extent not inconsistent with Maryland law, such open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:

- (1) Conveyance of open space set-aside areas to a property owners' or homeowners' association that holds the land in common ownership;
- (2) Conveyance of open space set-aside areas to a third-party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-

NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;

(3) Establishment of easements or covenants; or

(4) If public stormwater management facilities are treated as site amenities, through stormwater management easements.

(b) All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.

(c) Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.

COMMENT: Acknowledged.

SECTION 27-6500 – LANDSCAPING

COMMENT: A landscape plan is included with the subject application. The DET is in conformance with the applicable standards as set forth by the 2018 Prince George's County Landscape Manual, including Section 4.1, Residential Requirements and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual.

SECTION 27-6600 – FENCES AND WALLS

27-6602. General Standards

(a) General

(1) Fences and walls shall be located outside of the public right-of-way.

(2) Fences and walls are allowed on the property line between two or more parcels of land held in private ownership.

(3) Fences and walls may be located within any required yard.

(4) Nothing in this Section shall be construed to prevent the installation of temporary fencing to protect existing trees, limit sedimentation, or control erosion.

(b) In Utility Easements

Fences located within utility easements shall receive written authorization from the easement holder or the County, as appropriate. The County shall not be responsible for damage to, or the repair or replacement of, fences that must be removed to access utility easements or facilities.

(c) Within Required Landscaping Areas

Fences and walls may be installed within required landscaping areas, subject to an approved landscaping plan.

(d) Avoidance of Traffic Hazards

Notwithstanding other provisions of this Subsection, fences and walls shall not be allowed within the triangle formed by the intersection of the street lines and points on the street lines 25 feet from the intersection, or in a location that is determined by an agency will create a traffic hazard.

COMMENT: No fences are currently proposed. Retaining walls are proposed as depicted on the DET and the associated detail is provided.

27-6603. Height Standards

(b) Measurement of Height

Fence or wall height shall be measured in accordance with the following standards:

- (1) Fence or wall height shall be measured from the top of the fence or wall, defined as the highest point, not including supporting columns or posts, above grade, to the grade on the side of the fence or wall where the grade is the lowest, but excluding the height of any retaining wall directly beneath the fence or wall.**
- (2) Supporting columns or posts shall not extend more than 18 inches above the top of the fence or wall.**
- (3) Safety railings required by the Building Code shall not be included in fence height measurements.**

COMMENT: Acknowledged. Retaining Wall details are provided.

27-6604. Materials

(a) General

Unless otherwise specified in Section 27-6604(b) below, fences and walls shall be constructed of any one or more of the following materials:

- (1) Masonry, concrete, or stone;**
- (2) Ornamental metal, except that fencing shall not incorporate spiked tops within a residential zone without approval of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan;**
- (3) Painted wood, pressure treated wood, or rot-resistant wood such as cedar, cypress, or teak;**
- (4) Composite materials designed to appear as wood, metal, or masonry;**
- (5) Metal (wrought iron, welded steel; and/or electro-statically plated black aluminum, except chain-link fencing);**
- (6) Vinyl;**
- (7) Walls clad with substrate material intended to support living vegetation; and**
- (8) Any material demonstrated by the applicant to have a similar or equal appearance and durability as a material listed in Subsections (1) through (7) above, as determined by the Planning Director (or decision-maker if the fence or wall is associated with a parent application).**

COMMENT: Acknowledged. A Retaining Wall detail is provided, and the material is noted as concrete for one wall, and masonry for the others.

27-6605. Perimeter Fences and Walls Abutting Street Right-of-Way

Except in the IH base zone, fences or walls that are located within 15 feet of a street right-of-way shall:

- (a) Be of a uniform style;**
- (b) Be constructed of brick, stone, concrete (when covered with stucco or similar finish), vinyl, or vertical wooden boards; and**
- (c) Include breaks, offsets of at least one foot, access points, or other design details in the fence or wall plane at least every 200 feet. (see Figure 27-6605(c): Fence and Wall Offsets.)**

COMMENT: The proposed retaining walls are not located within 15-feet of a street right-of-way.

27-6606. Appearance

- (a) Finished Side to Outside**
Unless it is used to enclose livestock, wherever a fence or wall is installed, if one side of the fence or wall appears more "finished" than the other (e.g., one side of a fence has visible support framing, such as vertical posts and horizontal rails, and the other—the more "finished" side—does not, or one side of a wall has a textured surface and other—the more "finished" side—does not), then the more "finished" side of the fence shall face the exterior of the lot rather than the interior of the lot. (see Figure 27-6606(a): Fence with Finished Side Out.)
- (b) Compatibility of Materials along a Single Lot Side**
All fencing or wall segments located along a single lot side shall be composed of a uniform style, materials, and colors, except when the Historic Preservation Commission requires an alternative appearance in accordance with the regulations in Subtitle 29: Preservation of Historic Resources of the County Code.
- (c) Fence and Wall Landscaping**
All fences and walls exceeding 4 feet in height, if located within 15 feet of a street right-of-way, shall be supplemented with landscape screening in accordance with the standards in Section 27-6606(c)(1) and Section 27-6606(c)(2) below, to soften the visual impact of the fence. These standards shall not apply to fences in any single-family residential zone (the RSF-A Zone and any other zone of lesser intensity per Section 27-4102(b)). (see Figure 27-6606(c): Fence and Wall Landscaping).
 - (1) Shrubs Required**

At least one evergreen shrub shall be installed for every five linear feet of fence or wall, on the side of the fence or wall facing the public street right-of-way. Shrubs may be installed in a staggered, clustered, grouped, or linear fashion. See Figure 27-6606(c): Fence and Wall Landscaping.

(2) Substitution of Shade Trees

One shade or ornamental tree may be substituted for every three shrubs provided that the tree meets the size standards of the Landscape Manual.

COMMENT: Acknowledged. Retaining Walls details are provided, and the walls are not located within 15-feet of a street right-of-way.

27-6607. Fence and Wall Construction

Fences and walls shall comply with all applicable Building Code requirements.

27-6608. Gates

Gates shall comply with the following standards:

- (a) All gates shall have hardware to secure the gate in a closed position.**
- (b) All unattended gates and gates opening onto a public sidewalk area shall be self-closing, self-latching, and locked when not in use.**

COMMENT: Acknowledged.

27-6609. Retaining Walls

Retaining walls are to be used in appropriate locations to reduce the steepness of slopes and to provide planting pockets conducive to revegetation. They shall comply with the following standards:

- (a) A retaining wall may be permitted to support steep slopes but should not exceed six feet in height from the finished grade, except for:**
 - (1) A structure's foundation wall, or**
 - (2) As necessary to construct a driveway from the street to a garage or parking area, or**
 - (3) As otherwise expressly allowed by this Ordinance.**
- (b) In all exceptions identified in Subsection (a) above, a retaining wall shall not exceed ten feet in height.**
- (c) Retaining walls greater than six feet in height shall comply with the building setbacks in the zone which they are located, unless it is constructed because grades are lower on the site where it is located.**
- (d) The width of any terrace between any two six-foot vertical retaining walls should be at least three feet. Retaining walls higher than six feet should be separated from any other retaining wall by a minimum of five horizontal feet. Terraces created between retaining walls shall be permanently landscaped or revegetated with native vegetation.**

- (e) Retaining walls used to support existing road cuts may exceed the height limits and other requirements in Subsections (a), (b), and (c) above.
- (f) Retaining walls shall be faced with stone, brick, or earth-colored materials similar to the surrounding natural landscape.
- (g) All retaining walls shall comply with the Building Code.

COMMENT: Acknowledged. The location of the retaining walls are provided on the DET along with retaining wall details.

27-6610. Security Exemption Plan

- (a) A landowner in need of heightened security may submit to the Planning Director, or, where delegated pursuant to Section 27-3308(b), the municipality in which the development application is located a security exemption plan proposing a fence or wall taller than those permitted by this Section, an electric fence, or proposing the use of barbed and/or razor wire atop a fence or wall for security reasons.
- (b) The Board of Appeals or municipality may approve or approve with conditions, the security exemption plan, upon finding all of the following:
 - (1) **Need for Safety or Security Reasons**
The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage than surrounding land, or represent a significant hazard to public safety without:
 - (A) A taller fence or wall;
 - (B) An electric fence; or
 - (C) Use of barbed and/or razor wire atop a fence or wall.
 - (2) **No Adverse Effect**
The proposed fence or wall will not have a significant adverse effect on the security, functioning, appearance, or value of adjacent lands or the surrounding area as a whole.
- (c) If the Board of Appeals or municipality finds the applicant fails to demonstrate compliance with Sections 27-6610(b)(1) and 27-6610(b)(2) above, the security plan shall be disapproved.

COMMENT: Acknowledged.

SECTION 27-6700 – LIGHTING

COMMENT: In conjunction with the DET, the applicant has provided a lighting/photometric Plan, demonstrating conformance to the applicable standards in this section. Details of all proposed lighting fixtures are provided and no prohibited lighting types are proposed. As shown on the photometric plan, all lighting will be full cut-off fixtures that are directed downward. Maximum illumination measured in foot-candles, at ground-level, at the lot lines will not exceed the maximums listed in Section 27-6706(c)(1) of the Zoning Ordinance.

SECTION 27-6800 – ENVIRONMENTAL PROTECTION AND NOISE CONTROLS

27-6802. Natural Resource Inventory (NRI).

An approved NRI, in conformance with the Environmental Technical Manual, is required for applications for Subtitle 32, Division 2, Erosion and Sediment Control; Subtitle 32, Division 3, Stormwater Management; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation; Subtitle 5B, Chesapeake Bay Critical Area; Planned Development (PD) Zoning Map Amendment applications (Section 27-3602); special exception applications (Section 27-3604); detailed site plan applications (Section 27-3605); and preliminary plan of subdivision (minor or major) applications (Subtitle 24: Subdivision Regulations).

COMMENT: The submittal package for DET-2024-005 includes NRI exemption letter NRI-203-2022, approved on November 15, 2022 and expires on November 15, 2027. This will be replaced by a full NRI which has recently been submitted in connection with the PPS.

27-6803. Trees and Vegetation

As described in the applicability sections of Subtitle 25: Trees and Vegetation, development shall comply with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code.

COMMENT: The subject property will be in conformance with approved and implemented TCPH-115-95.

27-6804. Floodplain Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for floodplain management in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code.

COMMENT: The subject property does not contain any floodplain.

27-6805. Erosion and Sediment Control

An approved Grading, Erosion, and Sediment Control Plan is required as described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

COMMENT: An approved Phase I Erosion and Sediment Control Plan has been included with this submittal.

27-6806. Stormwater Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for stormwater

management in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code.

COMMENT: An approved Site Development Concept Plan from the City of Bowie has been included with this submittal.

27-6807. Chesapeake Bay Critical Area

For all land within the CBCAO Zone, see Section 27-3601, Zoning Map Amendment (ZMA), Section 27-3603, Chesapeake Bay Critical Area Overlay (CBCAO) Zoning Map Amendment, Section 27-4402(a), Chesapeake Bay Critical Area Overlay (CBCAO) Zones, and Subtitle 5B: Chesapeake Bay Critical Area, of the County Code, for applicable regulations and submittal requirements.

COMMENT: The subject property is not located within the CBCAO Zone.

27-6808. Regulated Environmental Features.

All land located outside the CBCAO Zone is subject to the requirements of Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

COMMENT: The subject property does not contain any regulated environmental features.

27-6809. Unsafe Lands

All applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

COMMENT: No portion of the land is unsafe for development.

27-6810. Noise Control

(a) For the principal uses identified below, the maximum level of noise generated by the use on a lot or parcel at any point along its boundary abutting a residential use, a commercial use, a mixed-use development, or an industrial use shall not exceed the maximum allowable noise level for that use established in Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands.

(b) Except within a Transit-Oriented/Activity Center base or PD zone or the MU-PD Zone, the following shall not be located on a lot or parcel adjacent to an existing street classified as arterial or higher unless the applicant demonstrates, through a noise study, that transportation-generated noise is less than, or will be mitigated to be less than, 55 dBA during the hours of 10:00 PM to 7:00 AM and no greater than 65 dBA during the hours of 7:00 AM to 10:00 PM at the proposed location:

- (1) Any new structure intended for residential occupancy in the Residential Uses principal use classification;**
- (2) Day care center for children outdoor activity areas, including but not limited to playgrounds and sitting areas; and**
- (3) Nursing home facilities.**

(c) Where applicable, development shall comply with the requirements for noise control in Section 27-4402(c), Military Installation Overlay (MIO) Zone.

(d) Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.

COMMENT: The proposed development is not a noise-generating use identified in Section 27-6810(a), is not adjacent to a street classified as arterial or higher, and is not in a Military Installation Overlay Zone.

SECTION 27-6900 – MULTIFAMILY, TOWNHOUSE, AND THREE-FAMILY FORM AND DESIGN STANDARDS

COMMENT: The proposed use consists of two-family dwelling units.

SECTION 27-61200 – NEIGHBORHOOD COMPATABILITY STANDARDS

27-61202. Applicability

(a) General

- (1) Unless exempted as provided in Section 27-61202(b), Exemptions, below, these standards apply to:
 - (A) Any new townhouse, multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing single-family detached dwellings, two-family dwellings, or vacant lands in the RE, RR, RSF-95, and RSF-65 zones (single-family residential zones);
 - (B) Any new multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing townhouse dwellings;
 - (C) Any expansion of an existing townhouse, multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone, where the expansion increases the building's gross floor area by 50 percent or more; and
 - (D) Any expansion of an existing multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing townhouse dwellings where the expansion increases the building's gross floor area by 50 percent or more.

COMMENT: Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the Applicant has provided the following analysis. Additionally, the proposed two-family development is not located

on land adjacent to or across a street or alley from, existing single-family detached dwellings, two-family dwellings, or vacant lands in the RE, RR, RSF-95, and RSF-65 zones (single-family residential zones).

SECTION 27-61300 - AGRICULTURAL COMPATIBILITY STANDARDS

27-61302. Applicability

(a) General

Except where exempted by Subsection 27-61302(b), Exemptions, below, the standards in this Section shall apply to all new residential and nonresidential uses (including public, civic, institutional, commercial, or industrial uses) that are proposed to be located adjacent to an ongoing agricultural use or activity in the ROS, AG, and AR base zones.

(b) Exemptions

In addition to the exemptions specified in Section 27-6103, General Exemptions, the standards in this Section shall not apply to residential portions of a conservation subdivision adjacent to an agricultural use or activity taking place within the conservation subdivision's open space set-aside.

COMMENT: Not applicable. The Subject Property is not adjacent to an ongoing agricultural use or activity in the ROS, AG, and AR base zones.

SECTION 27-61400 – URBAN AGRICULTURAL COMPATIBILITY STANDARDS

27-61402. Applicability

The standards in this Section shall apply to all new residential and nonresidential uses that are proposed to be located adjacent to an on-going urban agriculture use in the ROS, AR, RE, RR, RSF-65, RSF-95, RSF-A, RMF-12, RMF-20, RMF-48, and Transit-Oriented/Activity Center base and PD Zones.

COMMENT: Not applicable. The Subject Property is not adjacent to an ongoing agricultural use or activity in the ROS, AR, RE, RR, RSF-65, RSF-95, RSF-A, RMF-12, RMF-20, RMF-48, and Transit-Oriented/Activity Center base and PD Zones.

SECTION 27-61500 – SIGNAGE

COMMENT: No signs are currently proposed.

SECTION 27-61600 – GREEN BUILDING STANDARDS

27-61603. Green Building Standards

(a) Minimum Amount of Points Required

Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(b): Green Building Point System.

(1) Minimum Requirements for Residential Development

- (A) 10 to 25 units: 3 points.
- (B) 25 or more units: 4 points.
- (2) Minimum Requirements for Non-Residential Development
 - (A) 25,000 to 75,000 square feet: 3 points.
 - (B) More than 75,000 square feet: 4 points.

(b) Green Building Point System

Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.

COMMENT: The proposed development meets the minimum Green Building score requirement of 4.0 points for new residential development containing 25 or more units. 4.5 points will be achieved with the following:

- 1.25 points - Stated water heater efficiency of 0.82 or more
- 0.75 points - Air conditioner with stated efficiency greater than 14 SEER is included as standard
- 0.50 points - All toilets are 1.28 GPF or less
- 0.50 points - All showerheads and handheld showers are 2.0 GPM or less
- 0.50 points - Lavatory faucets flow rate is 1.5 GPM or less at 60 PSI
- 1.00 points - Energy Star standards

Total: 4.5 Points

VIII. CONCLUSION

For all of the above-stated reasons, and based on all of the supporting documents and evidence that has (or will be) submitted into the record for this matter, the Applicant respectfully requests approval of DET-2024-005 in conformance with the requirements of Subtitle 27 of the Prince George's County Code.

Respectfully submitted,

MCNAMEE HOSEA, P.A.

By:



Matthew C. Tedesco
Attorney for the Applicant

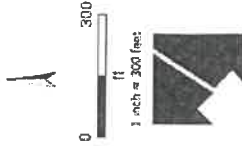
By:



Dominique A. Lockhart, AICP.
Senior Land Use Planner

Date: July 18, 2025

APP NO: DET-2024-005
EXISTING ZONE:
PLANNING AREA: 71B
WSSC GRID: 205NE14
TAX MAP: 55
TAX GRID: D3
COUNCIL DISTRICT: 4



Created: 7/17/2025

COVINGTON OAKS
CITY OF BOWIE
QUEEN ANNE (7th) ELECTION DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
Approval Sheet

DET-2024-005

DATE	June, 2022
ORDER BY	FCB
DRAWN BY	MGLF
SCALE	1" = 20'
JOB NO.	W-864

REVISIONS
1/17/25 - Pre-Acceptance Comments

Site Design Inc
LAND PLANNING • LAND SURVEYING • ENGINEERING
507 WATER STREET, SUITE 200 - UPPER MIDDLEBORO, MASSACHUSETTS 01945
FAX 978-672-1100
TEL 978-672-3000
PRINCE FREDERICK
(501) 854-9500
(410) 575-8600

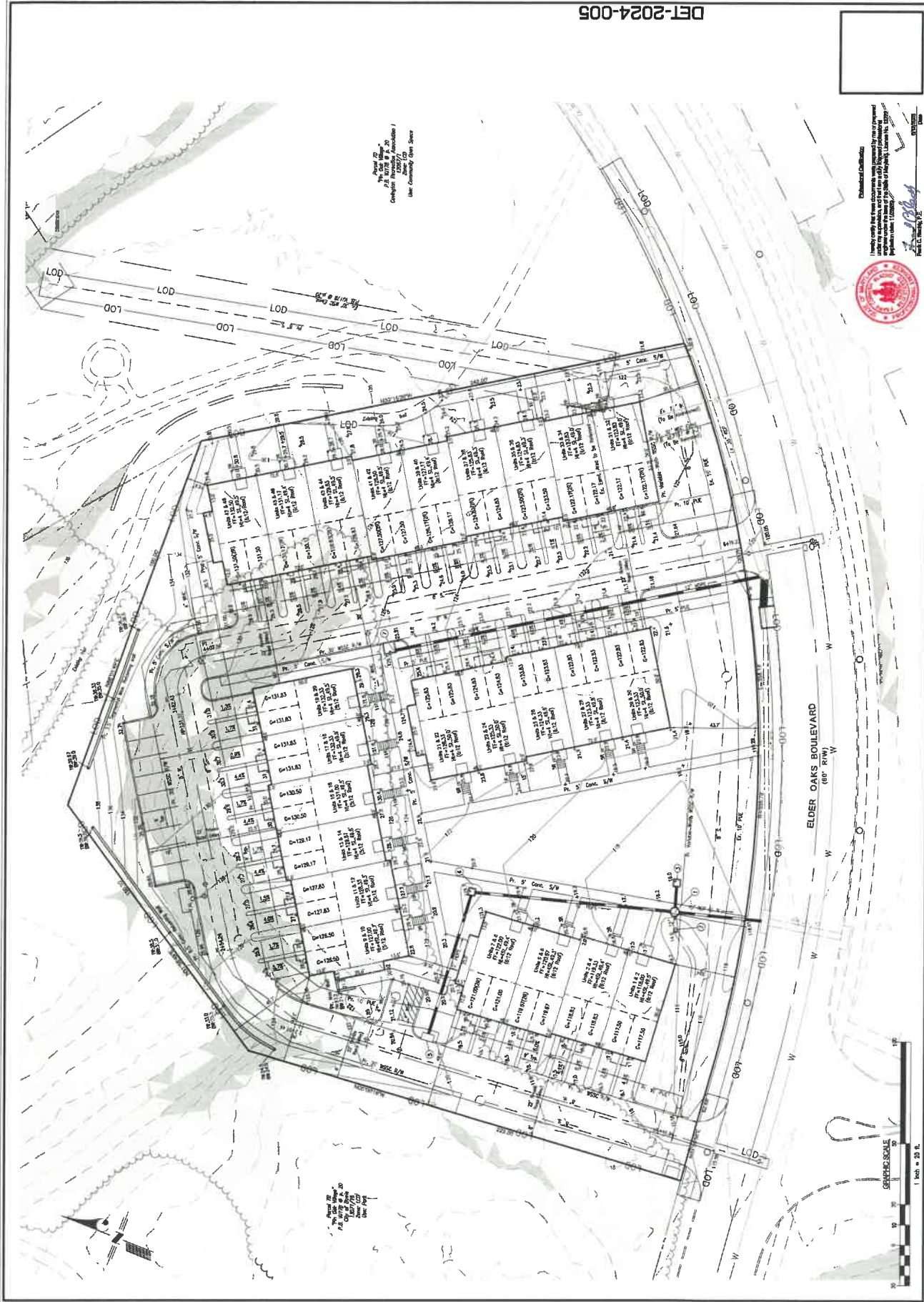
COVINGTON OAKS
CITY OF BOWIE
QUEEN ANNE (7th) ELECTION DISTRICT
PRINCE GEORGES COUNTY, MARYLAND

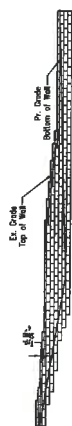
Site Design Inc.
LAND PLANNING & LAND SURVEYING & ENGINEERING
2400 WATER STREET, SUITE 200 - UPPS VALLEY, MARYLAND 20775
(301) 424-1000
(301) 424-9000
FAX (301) 424-9000

PERSONS
1/17/25 - Pre-Application Consultation

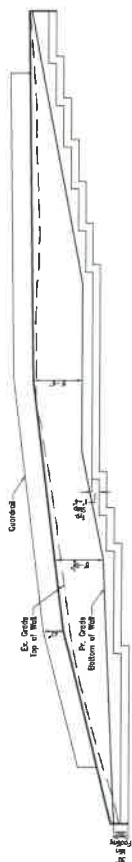
DATE	DESCRIPTION
1/17/25	Pre-Application Consultation
1/20/25	Final Design

DET-2024-005

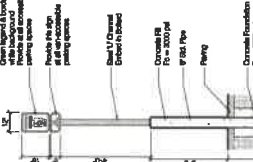




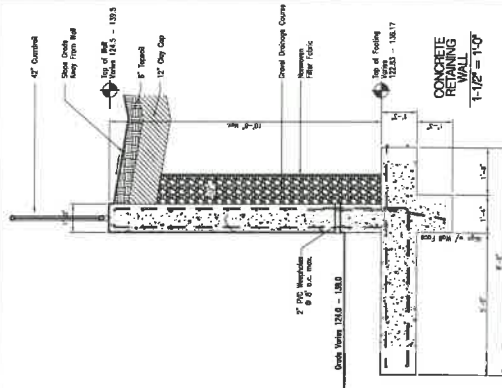
SEGMENTAL MASONRY RETAINING WALL PROFILE



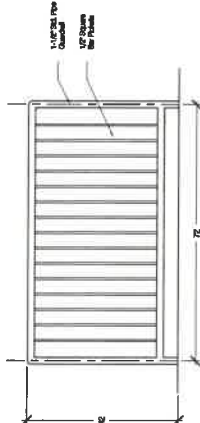
CONCRETE RETAINING WALL PROFILE
1' = 10'



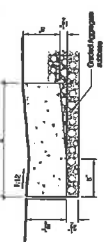
ACCESSIBLE PARKING SIGN
1/2" - 1'-0"



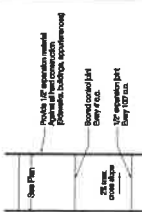
CONCRETE
RETAINING
WALL
1-1/2' = 1'-0"



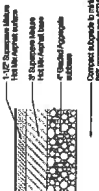
GUARDRAIL
3/4" = 1'-0"

DEPRESSED CUR
1" = 1'-0"

SIDEWALK
1'-1/2" = 1'-0"



SIDEWALK
1/4" = 1'-0"

PAVING SECTION
3" = 1'-0"

Professional Certification

I hereby certify that these documents were prepared by me or prepared under my supervision, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 15722.

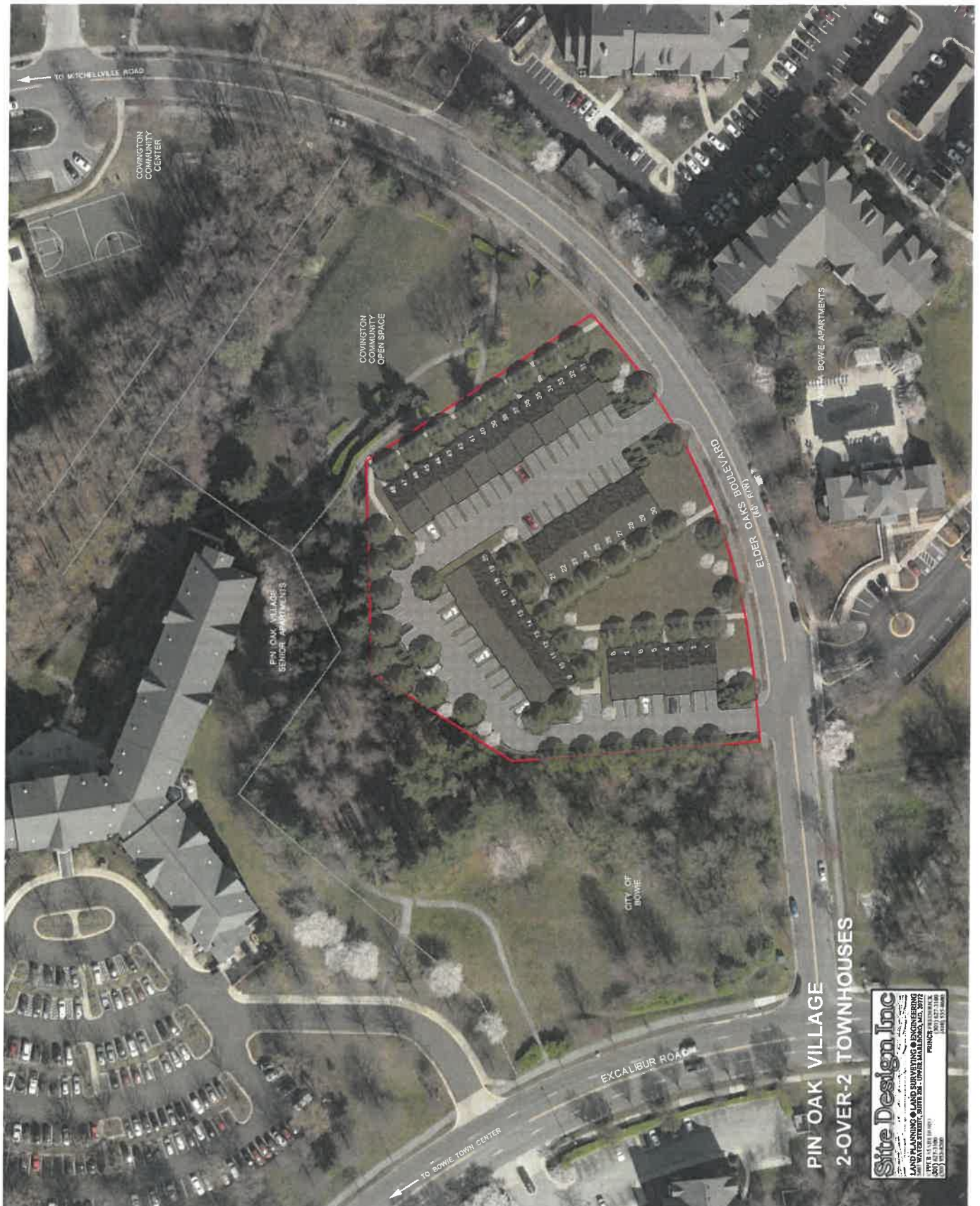
Signature date: 11/20/2025.

Paul Bluff

Paul C. Bluff, P.E.
State of Maryland, P.E.

04/10/2025

Page No.



LAND USE PETITION IN THE BOWIE PLANNING AREA

Maryland - National Capital Park and Planning Commission ID: DET-2024-005

Covington Oaks

Bowie Advisory Planning Board #25-07

Date: September 18, 2025

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 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: Detailed Site Plan
2. Petitioner: Collington Place, Inc.
3. Represented by: Mr. Matthew C. Tedesco, Esq., McNamee Hosea, P.A.
4. Location of Petitioned Property: 3610 Elder Oaks Boulevard, Bowie, Maryland 20716
5. Proposed Use of Petitioned Property: Development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone
6. Size/Zone of Petitioned Property: 2.34 acres/Zoned: RMF-20 (Commercial, Service)
7. Date of Hearing before BAPB: Wednesday, September 24, 2025 at 7:00 P.M.
8. Date of Hearing before City Council: Monday, October 6, 2025 at 8:00 P.M.
9. Date of Hearing before M-NCPPC: Thursday, October 9, 2025 at 10:00 A.M.
10. Date of Hearing before Hearing Examiner: N/A
11. Date of Hearing before District Council: N/A

NOTICES/LEGALS	Date	Number of Mailing/Signs
Notice sent to Adj. Properties:	11/26/24	77
Notice sent to Parties of Record:	N/A	
Date Signs Posted:	11/26/24	4
Date Legal Sent:	N/A	
Date Legal Appeared:	N/A	

RECOMMENDATIONS:

12. Department of Planning and Sustainability Recommendation:
The Department of Planning and Sustainability staff recommends **APPROVAL** with conditions.
13. Bowie Advisory Planning Board Recommendation:
The Bowie Advisory Planning Board (BAPB) recommends **APPROVAL** with conditions.

t:/docketsheet.doc



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

MEMORANDUM

TO: City Council

FROM: Bowie Advisory Planning Board

SUBJECT: Covington Oaks
Preliminary Plan of Subdivision PPS-2024-010 & Detailed Site Plan DET-2024-005

DATE: September 25, 2025

The Bowie Advisory Planning Board (BAPB) met on Wednesday, September 24th, 2025, to review the Preliminary Plan of Subdivision PPS-2024-010 & Detailed Site Plan DET-2024-005 of 48 two-family residential dwelling units (two-over-two dwellings, 48 total units) in the RMF-20 Zone. Both the PPS and DSP were heard together because there is significant overlap in the two applications, and their review timing is close. This use is permitted in the Residential, Multifamily-20 (RMF-20) Zone, subject to the applicable standards found in Section 27-4202(h) of the Prince George's County Zoning Ordinance. The development proposal consists of approximately 2.34± acres of land located on the north side of Elder Oaks Boulevard, approximately 215 feet east of its intersection with Excalibur Road. The owner is Collington Place LLC.

Presentations

Mr. Matthew Tedesco, the attorney representing Collington Place LLC., presented the Preliminary Plan of Subdivision and Detailed Site Plan. The project is for the approval of a Preliminary Plan of Subdivision and Detailed Site Plan for the 2.34-acre 48 two-family residential dwelling units (two-over-two dwellings). This property was previously subdivided in 1994 under PPS-4-94101, known as Pine Oaks, which this preliminary plan will supersede for this parcel should it be approved by the County Planning Board. This property was zoned LAC, which was a previously comprehensive design zone, as well as the adjoining properties, and when that subdivision was approved, it was contemplated that this property would serve as the commercial component of up to 20,000 square feet of commercial development. All the residential buildings in the area were built including the multifamily, but the commercial wasn't. Mr. Tedesco mentioned that it was never viable, primarily because of its location on Elder Oaks Boulevard, which is somewhat tucked away.

This property went from the LAC zone to the CGO zone, commercial general office. At that time, the use of the property would have allowed a consolidated storage development. The applicant had a deal with a consolidated storage user, and the use was permitted by right. However, the community, leaders of the City Council and, County Council, came together and tried to work collaboratively with the applicant on this development, but ultimately the community didn't want consolidated storage at this location. Then the master plan update included changing the plan designation for this property and that was followed by a rezoning via the SMA. The SMA changed it from CGO zoning to current RMF-20, thereby eliminating the potential commercial use. Mr. Tedesco indicated that commercial was not really viable on this property and RMF-20 zone was a better fit.

MAYOR Timothy J. Adams

MAYOR PRO TEM Dufour Woolfley

COUNCIL Dennis Brady • Michael P. Estève • Roxy Ndebumadu • Wanda Rogers • Clinton Truesdale, Sr. **CITY MANAGER** Alfred D. Lott
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

PPS-2024-010 & DET-2024-005

Covington Oaks

The development will have two access points that make a “U” around the project. It is adjacent to City-owned property to the west, but more to the south and then the community space to the northeast. Mark Ferguson, the project engineer, mentioned there's a playground that is proposed in the center triangular space of the project. The two-story development will have a single-car garage for the lower unit and another one for the upper unit. In addition to the visible entrance to the lower unit, there is a stairwell leading up to the upper-level units. The lower units are typically around 1,500 square feet, 1,555 square feet, with a three-bedroom option. And then the upper unit is a little larger. They're about 2,273 square feet with four-bedroom options.

Three residents came to speak on the development. Two spoke in the support of the proposed subdivision, one stating that she was “really excited” about the development coming to this location. The other resident wasn't for or against the proposed development but questioned the density relative to the property and wanted to get clarification on the pricing of the homes once developed.

City staff recommended approval of the Preliminary Plan of Subdivision PPS-2024-010 & Detailed Site Plan DET-2024-005 with the condition. This condition includes:

- Requests applicant to increase active transportation, safe walking, and bicycling along the corridor of Elder Oaks Blvd.

Questions by BAPB Members

- Ms. Lisa Frison: Wanted to know with the proposed development, how are they mitigating for the increased traffic while integrating with all the other existing developments. **Answer: Mr. Matthew Tedesco and the applicant's team responded by saying the trip cap for this project is around 34 am peak hour trips and around 38 pm peak hour trips, which is based upon the county's transportation review guidelines that set forth trip generation for townhouse units. With this, it will generate a lot less traffic than the original previous commercial use.**
- Mr. Ronald Skotz: Wanted to confirm with the applicant's team that they are in agreeance with City Staff recommendations. **Answer: Mr. Matthew Tedesco and the applicants' team have no issues and agree with staff recommendations.**
- Mr. Carl J. Schuettler: Wanted to know how many units/dwellings were going to be per acre. **Answer: Mr. Matthew Tedesco and the applicant's team responded by saying the zone RMF-20 for this type of development (2 over 2) will allow 40 units/acre. This development will be 20.5units/acre.**
- Mr. Eric Ketterling: Wanted to know if the new units were going to be market based and when discussing with the County, did they have any discussions on obtaining an incentive to make at least 10% of the units affordable. **Answer: Mr. Matthew Tedesco and the applicant's team responded by saying they received no incentives from the County and that with respect to affordability is a need. Primarily targeting housing developments inside the beltway and around the metro stations.**

PPS-2024-010 & DET-2024-005
Covington Oaks

BAPB Motion

Mr. Carl J. Schuettler moved to recommend **APPROVAL** of Preliminary Plan of Subdivision PPS-2024-010 & Detailed Site Plan DET-2024-005 in accordance with City staff recommendation. The motion was seconded by Mr. Ronald Skotz and passed unanimously.



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

MEMORANDUM

TO: Bowie Advisory Planning Board

FROM: Ridwan Coker
Transportation Specialist

SUBJECT: Staff Report - Detailed Site Plan DET-2024-005
Covington Oaks

DATE: September 15, 2025

I. Background and Proposal

Collington Place, LLC has filed an application for Detailed Site Plan approval under the Residential, Multifamily-20 (RMF-20) zoning for the 2.34-acre subject property. The 2.34± acre property is located on the north side of Elder Oaks Boulevard, approximately 215 feet east of its intersection with Excalibur Road. The street address is 3610 Elder Oaks Boulevard, Bowie, Prince George's County, MD 20716 (see Attachment #1). This Detailed Site Plan proposes the development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone. (see Attachment #1) This use is permitted in the Residential, Multifamily-20 (RMF-20) Zone, subject to the applicable standards found in Section 27-4202(h) of the Prince George's County Zoning Ordinance.

Please see the Statement of Justification (Attachment #1) for additional background on the application.

II. Analysis of Detailed Site Plan DET-2024-005

Section 27-285(b)(1) of the County Zoning Ordinance requires that the following finding be made for a Detailed Site Plan to be approved by the County Planning Board:

The Planning Board may approve a Detailed Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.

Site design guidelines are set forth in Section 27-283 of the Zoning Ordinance and include parking, loading and circulation; lighting; grading; service areas; and, architecture. The DET may be approved since it represents a reasonable alternative without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. Additionally, the use is permitted by right.

The Subdivision and Development Review Committee raised several comments with which City staff agrees. The Transportation Section of The Maryland-National Capital Park and Planning Commission (M-NCPPC) requests a bicycle and pedestrian facilities plan illustrating the location,

MAYOR Timothy J. Adams

MAYOR PRO TEM Dufour Woolfley

COUNCIL Dennis Brady • Michael P. Estève • Roxy Ndebumadu • Wanda Rogers • Clinton Truesdale, Sr. **CITY MANAGER** Alfred D. Lott
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

DET-2024-005
Covington Oaks

limits, and specifications details on this on-site and off-site pedestrian and bicycle adequacy improvements. Also, to revise the BPIS to remove the contingency line item for the proposed offsite improvements. Staff recommends the following conditions for DET-2024-005:

1. Requests applicant to increase active transportation, safe walking, and bicycling along the corridor of Elder Oaks Blvd.

III. Outstanding Issues

- N/A

IV. Recommendation

With the conditions set forth below, staff finds the Detailed Site Plan proposed for Covington Oaks will meet the findings for approval set forth in Section 27-285(b). Specifically, the proposed Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. Therefore, staff recommends **APPROVAL** of Detailed Site Plan DET-2024-005, with the following conditions, which are intended to improve the site design and address conformance with the County Zoning Ordinance and City Development Review Guidelines:

1. Requests applicant to increase active transportation, safe walking, and bicycling along the corridor of Elder Oaks Blvd.

STATEMENT OF JUSTIFICATION

**COVINGTON OAKS
DET-2024-005**

APPLICANT/OWNER:	Collington Place, LLC 14408 Old Mill Road, Suite 201 Upper Marlboro, Maryland 20772
ATTORNEY/ CORRESPONDENT:	Matthew C. Tedesco, Esq. Dominique Lockhart, AICP. MCNAMEE HOSEA, P.A. 6404 Ivy Lane, Suite 820 Greenbelt, Maryland 20770 (301) 441-2420 Voice (301) 982-9450 Fax mtedesco@mhlawyers.com dlockhart@mhlawyers.com
CIVIL ENGINEER:	Mark G. L. Ferguson, R.A Site Design, Inc. 5407 Water Street, Suite 206 Upper Marlboro, Maryland 20772 (301) 952-8200 mglferguson@engsite.tech
TRAFFIC ENGINEER:	Lenhart Traffic Consulting, Inc. Michael Lenhart, P.E., PTOE 231 Najoles Road, Suite 250 Millersville, Maryland 21108 (410) 216-3333 Voice mlenhart@lenharttraffic.com
REQUEST:	Detailed Site Plan (DET) for the development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone ¹ .

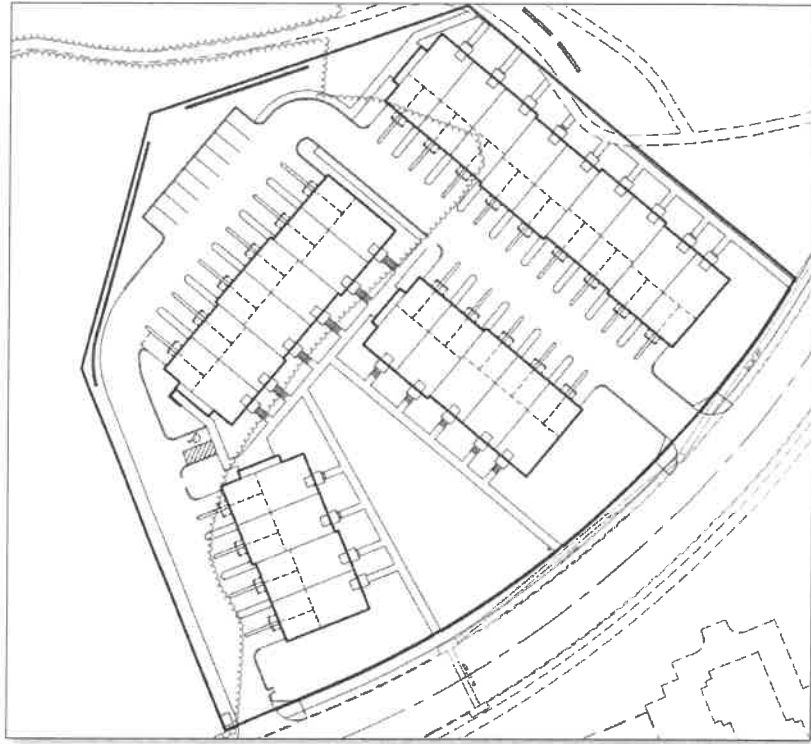
¹ Property rezoned from the CGO Zone to the RMF-20 Zone by CR-084-2023 Amendment 7 to the endorsed Bowie-Mitchellville and Vicinity Sectional Map.

I. DESCRIPTION OF PROPERTY

1. Addresses – 3610 Elder Oaks Boulevard, Bowie, Maryland 20716.
2. Location – North side of Elder Oaks Boulevard, approximately 215 feet east of its intersection with Excalibur Road.
3. Tax Account – 3070588.
4. Proposed Use – Development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone.
5. Election District – 7.
6. Councilmanic District – 4.
7. Parcels– Parcel 7C.
8. Total Gross Acreage – 2.3409 Acres.
9. Total Net Acreage – 2.3409 Acres.
10. Tax Map & Grid – Tax Map 55, Grid D-3.
11. Zone – RMF-20
12. Zoning Map – 205NE14
13. General Plan Growth Policy – Established Communities.
14. Density Calculation – 20.5 du/acre (40 du/acre allowed)

II. NATURE OF REQUEST

Collington Place, LLC (hereinafter the “Applicant”) is requesting the approval of a Detailed Site Plan (DET) for the development of 48 two-family residential dwelling units (two-over-two dwellings) in the RMF-20 Zone. This use is permitted in the Residential, Multifamily-20 (RMF-20) Zone, subject to the applicable standards found in Section 27-4202(h) of the Prince George’s County Zoning Ordinance.



III. APPLICANT'S PROPOSAL

The Applicant presents in this Detailed Site Plan (DET-2024-005) application the development of property located at 3610 Elder Oaks Boulevard, Bowie, Maryland 20716 (the "Subject Property"). The proposed project, known as Covington Oaks, is a residential development consisting of 48 two-family residential dwelling units (two-over-two dwellings), with associated amenities.

The proposed development includes two vehicular access points along Elder Oaks Boulevard. Within the Subject Property, one (1) alley provides the primary vehicular circulation for the site and access to the rear-loading two-family dwelling units. The provision of walkways and a 5-foot-wide sidewalk located in the northeastern corner of the site form the pedestrian circulation for the site. The proposed pedestrian walkways will connect the front of the two-family dwelling units to the centralized recreational area. The 5-foot-wide concrete sidewalk located in the northeast corner of the property, adjacent to dwelling units 47 and 48, which will connect the interior of the proposed development to the trail network that exists on the adjacent site to the east. The centralized recreational area includes a pre-school playground, benches, trash receptacles, a dog waste station, and bicycle racks.

All 48 two-family dwelling units are designed with a one-car garage. The proposed two-family dwelling models vary in depth and offer up to three (3) front elevation options. Elevations and renderings have been included with the DET submittal. The proposed two-family dwellings

are designed with a mixture of materials in different colors and textures as well as architectural elements.



IV. COMMUNITY/MASTER PLAN CONFORMANCE

The Subject Property is in Planning Area 71B and Councilmanic District 4. The site is also located within the municipal boundaries of the City of Bowie. More specifically, the site is located on the north side of Elder Oaks Boulevard, approximately 225-feet east of its intersection with Excalibur Road in Bowie, Maryland.

The subject property is surrounded by the following uses:

North: Vacant wooded land and Multifamily Residential (Pin Oak Village) in the LCD Zone.

South: Elder Oaks Boulevard and beyond Multifamily Residential (Alvista Bowie) in the LCD Zone.

East: Vacant wooded land (Covington Community Open Space) and Single-Family Detached Residential in the LCD Zone.

West: Vacant wooded land (Owned by the City of Bowie), and beyond Excalibur Road Single-Family Attached (Covington Condominiums) in the LCD Zone.

The Subject Property currently lies within the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan and Sectional Map Amendment (“Master Plan” and “SMA”). The Property was rezoned from the CGO (Commercial, General, Office) Zone to the RMF-20 (Residential, Multifamily-20) Zone by CR-084-2023, Amendment 7, to the endorsed Bowie-Mitchellville and Vicinity Sectional Map. The Future Land Use Map recommends the Subject Property for the “commercial” land use designation. Although the future land use recommendation within the Master Plan is Commercial, the Property was rezoned to the RMF-20 Zone by CR-084-2023 Amendment 7 to align more with the surrounding development and Plan 2035, which recommends a future land use of Residential High.



FUTURE LAND USE MAP

The rezoning also furthers the Master Plan Policy to “Ensure that properties in the Established Communities are classified under the most appropriate zoning to support the recommended land uses (Master Plan p. 83). The Master Plan’s Housing and Neighborhoods Goals also emphasize “additional housing options are available in the Established Communities.” (Master Plan p.152) The proposed residential development will add another housing option that complements the surrounding residential communities, and will also create a well-designed, pedestrian-oriented, and well-connected development. Key elements of the proposed development include high-quality residential development, green building techniques, open spaces, pedestrian pathways connecting residents within the development and to the larger surrounding community.

Environmental Policies and Goals

The master plan also includes several environmental policies and strategies that are met with the proposed development. Some of the applicable policies include the following:

- An interconnected network of significant environmental features that retains its ecological functions, maintains or improves water quality and habitat, and supports the desired development pattern is achieved. (p. 140)
- Best management practices associated with environmental site design (ESD) are implemented to the fullest extent required and practical, in new development areas, and through stormwater management retrofits and stream restoration projects. (p.140)
- Effective stormwater management is maintained to improve water quality and environmental health. (p.140)
- An increase in tree canopy coverage continues to mitigate the urban heat island effect, decrease stormwater runoff, increase water quality, and create a conducive environment for active transportation for walking and bicycling. (p.140)

The site is currently vacant and covered with grass, sparse woody vegetation, and trees. The site has a previously approved and implemented Type 2 Tree Conservation Plan TCP11-115-95. The proposed work will not result in any significant changes to the Woodland Preservation Areas shown on the previously approved TCP2. The subject property does not contain any regulated environmental features.

The City of Bowie’s initial review of the Applicant’s Site Development Concept Plan resulted in an unusual request of the Applicant by the City to amend the plan to eliminate the initially-proposed on-site Environmental Site Design measures which were to provide for both quality and quantity control onsite so that additional runoff from lower-intensity, frequent storms could instead be provided to support the existing water quality control features in the downstream Pin Oak Village stormwater management pond, which are currently not receiving enough runoff. After the Applicant made this amendment, the City approved the Site Development Concept Plan, which is included with this submittal. While the off-site management pre-dates the use of Environmental Site Design, the approval of the Site

Development Concept Plan will support the water quality treatment function in the existing downstream facility, and thereby implement the Master Plan's policy of maintaining effective stormwater management to improve water quality and environmental health.

Additionally, the subject application also proposes to provide open space and comply with tree canopy coverage requirements as regulated in the Zoning Ordinance. The applicant will also implement green building techniques for the proposed residential development. These are all critical site design features associated with the approach to create opportunities to visually integrate sustainable practices into the development.

Plan 2035

The County's updated General Plan, known as "Plan Prince George's 2035" (Plan 2035), places the subject property within the Established Communities Growth Policy Area. The Plan 2035 land use vision is conveyed through the Growth Policy Map. The Growth Policy Map visualizes how the County should grow and contains various land uses based on the desired function and intensity of development. The Growth Policy Map places this application in the Established Communities land use area (page 107). Plan 2035 states the following regarding the Local Established Communities Growth Policy Area:

Established Communities: Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established Communities are most appropriate for context-sensitive infill and low-to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

(Plan 2035 at p. 20).

Plan 2035 also recommends a future land use of Residential High for the site, aligning with the proposed development and CR- CR-084-2023 Amendment 7, which rezoned the Subject Property from the CGO Zone to the RMF-20 Zone. Residential High is described as "[r]esidential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments." (p.100) The surrounding neighborhood is primarily composed of residential uses. The proposed development would provide an avenue for neighborhood compatibility, along with design flexibility for a high quality, planned residential community. The proposed development will have a density of 20.5 dwelling units per acre aligning with the vision of the Residential High land use recommendation. The proposed residential development will not inhibit the County's ability to maintain or enhance existing public services or facilities, will enhance the County's open space network, and will provide infrastructure to meet the needs of residents, including sidewalks, recreational areas, water and sewer service, and SWM. The overall development furthers the goals of both the Master Plan and Plan 2035 by enhancing the nearby residential neighborhoods, while bringing development and investment to a prioritized growth area of the County.

V. GENERAL CRITERIA FOR DET APPROVAL

Pursuant to County Council Bill CB-013-2018, the Prince George's County Council adopted a new Zoning Ordinance (Subtitle 27 of the County Code), which was to become effective upon the approval of the Countywide Sectional Map Amendment ("CMA"). Pursuant to Council Resolution CR-136-2021, the new Zoning Ordinance became effective on April 1, 2022. As a result, the subject property was rezoned from the C-O (Commercial Office) Zone to the CGO (Commercial General Office) Zone. Subsequently, the Property was further rezoned from the CGO Zone to the RMF-20 (Residential, Multifamily-20) Zone by CR-084-2023 Amendment 7 to the endorsed Bowie-Mitchellville and Vicinity Sectional Map. Pursuant to Section 27-3605(a)(1) a detailed site plan is required.

Section 27-3605. Detailed Site Plan

(e) Detailed Site Plan Decision Standards

A detailed site plan may only be approved upon a finding that all of the following standards are met:

- (1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: The applicable standards of this Subtitle consist of those required in the RMF-20 Zone, the Intensity and Dimensional Standards, in Section 27-4202(h)(2) of the Zoning Ordinance, and applicable Development Standards of Part 27-6 of the Zoning Ordinance, which are addressed herein. The DET is in conformance with the applicable RMF-20 Zone, Intensity and Dimensional Standards as demonstrated on the coversheet of the DET. The proposed development is also consistent with the applicable standards of Part 27-6, as detailed within this statement of justification. Based on the analysis herein, in addition to the evidence filed in conjunction with this application, the Applicant believes that DET-2023-003 represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

- (2) All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;**

COMMENT: There are currently no conditions of approval associated with the Subject Property. Preliminary Plan of Subdivision PPS-2024-010 and Certificate of Adequacy ADQ-2024-026 are currently in pre-acceptance review.

- (3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;**

COMMENT: The site is currently vacant and covered with grass, sparse woody vegetation, and trees which have grown back since the site was mass-graded in the mid-1990s. The site has a previously approved and implemented Type 2 Tree Conservation Plan TCP2. The proposed work will not result in any significant changes to the Woodland Preservation Areas shown on the previously approved TCP2. The subject property does not contain any regulated environmental features. The submittal package for DET-2024-005 includes NRI exemption letter NRI-203-2022, approved on November 15, 2022 and expires on November 15, 2027, which will be replaced by a full NRI that has recently been submitted for review with the PPS.

- (4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;**

COMMENT: The proposed development is not located in a planned development zone. Therefore, this criterion is not applicable.

- (5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;**

COMMENT: The site will conform with the previously approved TCP2 (TCP2-115-95), which is included with this submittal. That TCP2 has been amended to illustrate the proposed development

- (6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge;**

COMMENT: Not applicable. DET-2024-005 is not a detailed site plan for infrastructure. Nevertheless, and as provided herein, the proposed development complies with the applicable 27-6 development standards.

- (7) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:**
- (A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;**
 - (B) When possible, there should be no parking or loading spaces located in the front yard; and**
 - (C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.**

COMMENT: The proposed development does not include a place of worship. Therefore, this criterion is not applicable

- (8) **Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.**

COMMENT: The proposed development does not alter, expand, or enlarge existing structures or uses. Therefore, this criterion is not applicable.

VI. SUBTITLE 27-6. DEVELOPMENT STANDARDS

Pursuant to Section 27-6100, the applicable development standards for two family dwellings is as provided in Table 27-6104:

Development Threshold	Roadway Access, Mobility, and Circulation (Sec. 27-6200)	Off-Street Parking and Loading (Sec. 27-6300)	Open Space Set-Asides (Sec. 27-6400)	Landscaping (Sec. 27-6500)	Fences and Walls (Sec. 27-6600)	Exterior Lighting (Sec. 27-6700)	Environmental Protection and Noise Controls (Sec. 27-6800)	Multi-family, Town-house, and Three-family Form and Design Standards (Sec. 27-6903)	Non-residential and Mixed-Use Form and Design Standards (Sec. 27-61000)	Industrial Form and Design Standards (Sec. 27-61100)	Neighborhood Compatibility Standards (Sec. 27-61200)	Agricultural Compatibility Standards (Sec. 27-61300)	Urban Agriculture Compatibility Standards (Sec. 27-61400)	Signage (Sec. 27-61500)	Green Building Standards (Sec. 27-61600)
the County Code															
Construction of a new single-family detached, single-family attached, or two-family dwelling		✓				✓	✓					✓	✓		

Additionally, Section 27-6105 (c) provides the development standards to be analyzed at the time of the Detailed Site Plan. Although some of the sections specified are not applicable to two-family dwellings based on the above table, the applicant has provided analysis herein.

Section 27-6105. Timing of Review

(c) Detailed Site Plan

A detailed site plan ensures that design standards – whether established in this Part or elsewhere in this Subtitle, or as may be modified in a PD Basic Plan – are appropriately incorporated in the proposed development. Detailed site plans are reviewed for compliance with all Sections of this Part as may be applicable with regard to the application.

The DET is consistent with the applicable standards in Part 27-6. The following analysis is offered.

SECTION 27-6200 – ROADWAY ACCESS, MOBILITY, AND CIRCULATION.

Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the Applicant has provided the following analysis.

27-6201. Purpose and Intent

The purpose of this Section is to ensure that developments are served by a coordinated multimodal transportation system that permits the safe and efficient movement of motor vehicles, emergency vehicles, transit, bicyclists, and pedestrians within the development and between the development and external transportation systems, neighboring development, and local destination points such as places of employment, schools, parks, and shopping areas. Such a multimodal transportation system is intended to:

- (a) Provide transportation options;**
- (b) Increase the effectiveness of local service delivery;**
- (c) Reduce emergency response times;**
- (d) Promote healthy walking and bicycling;**
- (e) Facilitate use of public transportation;**
- (f) Contribute to the attractiveness of the development and community;**
- (g) Connect neighborhoods and increase opportunities for interaction between neighbors;**
- (h) Reduce vehicle miles of travel and travel times;**
- (i) Reduce greenhouse gas emissions;**
- (j) Improve air quality;**
- (k) Minimize congestion and traffic conflicts; and**
- (l) Preserve the safety and capacity of County transportation systems.**

COMMENT: As will be demonstrated below, as applicable, the proposed development complies with the purposes set forth in 27-6201 through accommodating a variety of transportation options including pedestrians, cyclists, and vehicular modalities.

27-6202. Multimodal Transportation System

The design and construction of access and circulation systems associated with a development shall be consistent with the transportation goals, objectives, and actions in the County's General Plan, the Approved Countywide Master Plan of Transportation, the applicable Area Master Plan or Sector Plan, and other County-adopted plans addressing transportation.

COMMENT: The design and construction of access and circulation systems associated with this DET is consistent with the transportation goals, objectives, and actions in the 2014 Plan Prince George's 2035 Approved General Plan (Plan 2035), the 2009 Approved Countywide Master Plan of Transportation (MPOT), and the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment (master plan) addressing transportation. The Subject Property has frontage on Elder Oaks Boulevard, which is not a master planned roadway, and which has already been constructed to the standard for a primary residential roadway. The ROW and center line dimensions have been provided on the DET, and currently no additional roadway dedication is proposed. No sidewalk currently exists along the property's frontage, but an extension of the master-planned trail which currently terminates just to the east of the subject property is proposed across the property's frontage.

DET-2024-005 provides internal pedestrian circulation that permits safe, convenient, efficient, and orderly movement of pedestrians within the development. Pedestrian 5-foot-wide walkways will connect the fronts of the proposed dwelling units to the centralized recreational area and to the proposed trail extension on Elder Oaks Boulevard. The site plan also shows a 5-foot-wide sidewalk which is proposed to be located in the northeast corner of the property, adjacent to dwelling units 47 and 48, which will connect to the trail network that exists on the adjacent site to the east. In addition, two (2) bicycle racks are provided, which meet the intent of the master plan and encourages multimodal transportation.

27-6203. Multimodal Transportation System

Access and circulation systems associated with a development shall provide for multiple travel modes (pedestrian, transit, bicycle, and vehicular), based on the development's size, character, the zone in which it is located, and its relationship to existing and planned transportation systems. Pedestrian, transit, bicycle, and vehicular access and circulation systems shall be coordinated and integrated as necessary to offer the development's occupants and visitors improved transportation choices while enhancing safe and efficient mobility throughout the development and the community.

COMMENT: Access to the site will be from Elder Oaks Boulevard. Bicycle and pedestrian access and circulation are coordinated with vehicular access and circulation for safe and efficient movement of all modalities throughout the site.

27-6204. Circulation Plan or Site Plan Required

Development applications shall include a circulation plan (unless a site plan meeting the requirements of this Section is submitted) that demonstrates how the development follows the requirements of Sections 27-6205 through 27-6208. A circulation plan may be combined with the parking plan required in Section 27-6303, Parking Plan or Site Plan Required

COMMENT: The submitted DET demonstrates vehicular, pedestrian, and bicycle movement throughout the site in general conformance with the requirements of Sections 27-6205 through 27-6208, even though these sections are not applicable to new two-family development. These sections are also further analyzed below within this statement of justification.

27-6205. Developer Responsible for On-Site Street Improvements

If a street is proposed within a development site, the developer shall bond, construct and maintain road, street, bikeway, sidewalk, and other access and circulation improvements in accordance with the standards for design and construction defined in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction, and shall dedicate any required rights-of-way or easements, as required by the Subdivision Regulations and shown on an approved preliminary plan of subdivision.

COMMENT: Acknowledged.

27-6206. Vehicular Access and Circulation

(a) Definition of Street Functional Classification

All public streets will be classified by the County according to the system of functional classification defined in the Approved Countywide Master Plan of Transportation (as may be amended from time to time) and shall be designed and constructed to the County's adopted street design standards as authorized by Subtitle 23, Roads and Sidewalks, of the County Code. Within the Regional Transit Districts and Local Centers as designated by the General Plan (as may be amended from time to time), the Prince George's County Urban Street Design Standards shall apply.

COMMENT: Acknowledged. The proposed development includes two full movement vehicular access points along Elder Oaks Boulevard, which is a local primary residential roadway.

(b) Vehicular Access and Circulation

As a basis for application of many of the vehicular access and circulation standards in this Section, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

(1) Driveways

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes, but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and are not considered streets.

(2) Alleys

- (A) Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street unless such dwelling front instead on common open spaces such as a mews or courtyards.
- (B) Within the CN, NAC, LTO, RTO-L, RTO-H, LTO-PD, and RTO-PD zones, alleys shall comply with standards established in the Prince George's County Urban Street Design Standards. In all other areas of the County, alleys shall comply with the standards established in Subtitle 23: Roads and Sidewalks, and Subtitle 24: Subdivision Regulations, of the County Code, and the Prince George's County Specifications and Standards for Roadways and Bridges.
- (3) **Connectivity**
The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

COMMENT: All proposed and existing vehicular accessways are classified in accordance with the above classifications as applicable. The roadway proposed within the development is classified as an alley pursuant to the description within 27-6206(b)(2) and will connect to the public Elder Oaks Boulevard.

(c) **Required Vehicular Access and Circulation**

A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as any required fire lanes, parking lot drive aisles, and any circulation associated with parking, loading, or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23: Roads and Sidewalks.

COMMENT: The proposed development includes two full movement vehicular access points along Elder Oaks Boulevard. Within the Subject Property, one (1) alley provides the primary vehicular circulation for the site and access to the guest parking and the driveways and garages of

the rear-loading two-family dwelling units. The alley is designed to facilitate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as illustrated by the truck movement analysis on the approved Stormwater Concept Plan.

(d) Vehicular Access Management

(1) Limitation on Direct Access Along Arterial, Major Collector, and Collector Streets

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial, major collector, or collector street only if:

- (A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;**
- (B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial, major collector, or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and**
- (C) development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial, major collector, or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial, major collector, or collector street.**

COMMENT: No direct access to an arterial or collector road is proposed.

(2) Limitation on Direct Driveway Access along Other Streets

The following standards shall apply to vehicular access along a street other than an arterial street.

- (A) For single-family detached dwellings, two-family dwellings, and three family dwellings, one direct driveway access point is allowed if only the frontage of the lot abuts the street's right-of-way. If the street is on a corner lot of two non-arterial or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).**
- (B) For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and**

efficiency of travel on the street and any associated bikeways and sidewalks.

- (C) Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.

COMMENT: Two access points are provided from Elder Oaks Boulevard, which is classified as a local roadway. The proposed two-family dwellings will not directly abut the right-of-way of Elder Oaks Boulevard.

(3) Shared Driveways

- (A) Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.
- (B) Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.

COMMENT: Shared driveways are not proposed, and the abutting lots are dedicated for and developed as open space uses which do not require vehicular circulation.

(e) Cross-Access.

(2) Cross-Access Between Adjoining Developments.

To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

- (A) The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone.
- (B) Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.

(C) The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.

(D) Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development

COMMENT: The Subject Property is located in the RMF-20 Zone, which is not a transit-oriented/activity center base or planned development zone or a nonresidential base zone.

(f) Connectivity Standards for Single-Family (Attached and Detached) Residential Development

(1) Minimum Connectivity Index Score Required

New single-family residential subdivisions processed with a preliminary plan of major subdivision shall achieve an internal street connectivity index score in accordance with Table 27-6206(f)(1): Minimum Street Connectivity Index.

(A) Located in Residential and Planned Development Zones = 1.5

(B) Located in Nonresidential and Transit-Oriented/Activity Center Zones = 1.4.

(2) Connectivity Index Score Calculation

The connectivity index for a development is calculated by dividing its links by its nodes. Figure 27-6206(f)(2): Street Connectivity Index, provides an example of how to calculate the connectivity index.

Nodes exist at street intersections, including any intersections to access streets immediately adjacent to the development but outside of its site property, such as intersections that provide access to the development through an entry street or driveway; traffic circles/roundabouts; street intersections with alleys that serve as the only vehicular access to residential dwellings; trail intersections where two or more trails intersect; and cul-desac heads within the development.

Links are stretches of road that connect nodes, stub streets, and pedestrian connections pursuant to Section 27-6206(g) below. Any alley that serves as the only vehicular access to residential dwellings shall also count as a link. Other alleys do not count as links. For purposes of this Subsection, stub streets shall stub at the property line to count a link. Any stub street fully internal to the development and which does not touch the property line (and therefore will not constitute a future street connection) does not count as a link. Links external to the development that connect to nodes associated with the development

shall be included in the index calculation, as shall all links attached to nodes providing access to the development.

(3) Reduction in Minimum Index Score

The minimum connectivity index score may be reduced by the Planning Director if the landowner/applicant demonstrates it is infeasible to achieve due to natural features, existing road configurations, or adjacent existing development patterns. In these instances, internal street design shall achieve as high a connectivity index score as reasonably practical, especially by providing stub-outs and other potential connections that may be made in the future, including through public infrastructure improvements.

COMMENT: Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the proposed vehicle circulation network will constitute one link between its two terminal nodes, for a connectivity score of 0.5, and the proposed pedestrian link to the walkway on the abutting HOA parcel would qualify to raise the score to 1.0.

(g) Pedestrian Connections

- (1) A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:**
 - (A) Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and**
 - (B) Can be connected to an existing or proposed sidewalk, trail, greenway, or other type of pedestrian connection.**
- (2) Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.**
- (3) These pedestrian connections shall count as links for the purpose of calculating the connectivity index.**
- (4) These pedestrian connections may require public use easements in accordance with Subtitle 24: Subdivision Regulations of the County Code.**

COMMENT: No cul-de-sacs or turnarounds are proposed, and the 5-foot-wide concrete walkways proposed on site will connect to the existing pedestrian circulation system on the adjacent HOA lands to the east as well as to the sidewalk trail along Elder Oaks Boulevard.

(h) External Street Connectivity

- (1) The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.
- (2) Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.
- (3) At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.
- (4) The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.

COMMENT: No proposed stubs or connections to adjacent parcels for future development are proposed since the abutting lots are dedicated for and developed as open space uses which do not require vehicular circulation.

(i) Continuation of Adjacent Streets

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

COMMENT: The proposed circulation layout was designed with the surrounding neighborhood and street network in consideration. To minimize potential pedestrian and vehicular conflicts, two site access points are provided from Elder Oaks Boulevard.

(j) Traffic-Calming Measures for Private Streets

- (1) All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any nonstandard or non-conforming elements that may be proposed.
- (2) Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.

- (3) Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:
 - (A) Stop signs at street intersections;
 - (B) Mini-roundabouts at intersections;
 - (C) Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;
 - (D) Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands;
 - (E) Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and
 - (F) Speed tables, raised intersections or elevated pedestrian street crossings.
- (4) Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.

COMMENT: The proposed alley will not be long enough to require calming measures, but is nevertheless designed to slow traffic and interrupt monotonous streetscapes.

(k) Block Design

(1) Block Length

Where blocks are used in the Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone, block length shall be at least 200 feet, but no more than 800 feet. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length. The Planning Director (or DPIE Director if any streets forming/abutting the block are public streets) may allow modifications from these block length standards on determining that:

- (A) Environmental or topographic constraints exist;
- (B) The site has an irregular shape;
- (C) A longer block will reduce the number of railroad grade or water body crossings; or
- (D) Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.

(2) Block Width

To the maximum extent practicable, the width of any block shall be sufficient to permit at least two lots across the depth of the block, exclusive of any alleys, watercourses, or other right-of-way located outside platted lots.

(3) Through-Block Access

In the RSF-95, RSF-65, and RSF-A zones where a block face exceeds more than 800 feet, sidewalks or multi-use paths shall be provided

through the block, perpendicular to the long block face to connect parallel sidewalks on either side of the block through the interior of the block.

(4) General Accessway Layout and Design

The vehicular access and circulation system of a development located on a site abutting an existing or planned transit route shall accommodate a transit stop and other associated facilities unless the Planning Director determines that transit facilities already exist to serve the needs of the development.

COMMENT: The proposed alley is less than 800-feet in length, and has been designed to allow easy and convenient vehicular access from the public roadway to the residential dwelling units and parking areas. The proposed development, because it occurs on a parcel surrounded by other recorded parcels with frontage only on Elder Oaks boulevard and thus cannot create an entire new block, but the new alley connections will be 310-feet apart and will reduce the effective existing block length along Elder Oaks Boulevard.

(I) Driveway Layout and Design

(1) Driveway Width

All driveways serving development, except single-family detached dwellings, two-family dwellings, and three-family dwellings, shall comply with the following minimum width standards:

(A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

(B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

(2) Dead-End Driveway Length

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

(3) Driveway Intersections

Driveway intersections shall also comply with the following standards:

(A) Alignment

To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street.

(B) Proximity to Adjoining Land

Except for shared driveways provided in accordance with Section 27-6206(d)(3), Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

- (i) No signage is included within the median other than traffic signs and a single monument sign;**
- (ii) Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and**
- (iii) The minimum driveway width is maintained for each travel and turning lane.**

COMMENT: The proposed development consists of two-family dwellings, and no dead-end driveways, driveway intersections, or medians within the driveway entrance are proposed. The alley is proposed to accommodate two-way traffic and be 22-feet wide.

(m) Vehicle Stacking Space

(1) For Drive-through and Related Uses

(A) Required Number of Stacking Spaces

In addition to meeting the off-street parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses.

(B) Design and Layout

Required stacking spaces are subject to the following design and layout standards:

- (i) Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;**
- (ii) Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;**
- (iii) Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and**
- (iv) Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.**

(2) For Vehicular Parking Area (Parking Lot) Entrance Driveways

Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this

requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

COMMENT: The proposed residential development consists of two-family dwellings.

27-6207. Pedestrian Access and Circulation.

(a) Required Pedestrian Access.

(1) General Pedestrian Access.

All new development subject to this Section shall be served by an internal pedestrian circulation system (including sidewalks, pedestrian paths, and/or trails) that permits safe, convenient, efficient, and orderly movement of pedestrians among the following origin and destination points within the development, as well as between the adjoining parts of an existing or planned external, community-wide pedestrian circulation system and any adjoining transit stops, bus stops, public parks, greenways, schools, community centers, and shopping areas:

- (A) The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);**
- (B) Off-street parking bays;**
- (C) Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and**
- (D) Recreation facilities and other common use areas and amenities.**

COMMENT: DET-2024-005 provides internal pedestrian circulation that permits safe, convenient, efficient, and orderly movement of pedestrians among the destination points within the development. Pedestrian walkways will connect the front of the proposed dwelling units to the centralized recreational area. A 5-foot-wide concrete sidewalk will also be located in the northeast corner of the property, adjacent to dwelling units 47 and 48, which will connect the interior of the proposed development to the trail network that exists on the adjacent site to the east.

(2) Sidewalks Required.

(A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).

(B) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.

(C) The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks

are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.

COMMENT: No sidewalks are required within the limits of the subject property pursuant to this section, as the proposed roadway within the development is classified by 27-6206(b)(2) as an “alley.”

(b) Pedestrian Connectivity.

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development’s buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

COMMENT: Not applicable. Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Additionally, the subject property is adjacent to land within the LCD Zone. More specifically, the site is adjacent to vacant wooded land and multifamily residential (Pin Oak Village) to the north, Elder Oaks Boulevard to the south, vacant open and wooded land which is a part of the Covington Community’s open space network to the east (Parcel 7D), and wooded land owned by the City of Bowie to the west (Parcel 7B). Pursuant to Section 27-4205(c)(2) “The purpose of the Legacy Comprehensive Design (LCD) Zone is to recognize comprehensive design zones established prior to April 1, 2022 for which a Basic Plan, Comprehensive Design Plan (CDP), or Specific Design Plan (SDP) was approved prior to April 1, 2022..”

The neighboring Parcels were the subject of Basic Plan A-7591-C, Comprehensive Design Plan CDP-8704, and Preliminary Plan 4-94101 for what was previously known as the Jenkins-Heim Property. The previously approved Preliminary Plan of Subdivision subdivided Parcel 7 into six separate parcels, with newly created Parcel 7B to be conveyed to the City of Bowie, and Parcel 7D to be dedicated to the Covington Homeowner’s Association (See image provided below). Based on the basic plan, and subsequent approvals, multifamily, residential, nonresidential, or mixed-use development are not permitted uses on these adjoining parcels. Therefore, pedestrian connectivity is not required. Notwithstanding, a pedestrian sidewalk located in the northeast corner of the Subject Property, is depicted on the DET showing connectivity to the existing trail network located on the adjoining property to the east.



(2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.

COMMENT: Not applicable as pedestrian cross-access is not required.

(3) Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

COMMENT: Not applicable as pedestrian cross-access is not required.

(4) Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages

(A) General Standards

(i) All vehicular parking areas and parking structures containing more than 150 parking spaces shall provide a clearly identified and protected pedestrian path between parking areas

and the primary pedestrian entrance(s) to the building(s) served by the parking areas, or to a pedestrian walkway providing direct access from the furthest extent of the parking area to the primary building entrance(s).

(ii) Vehicular parking areas containing more than 150 parking spaces shall, at a minimum, include one pedestrian walkway every 6 parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27-6207(b)(4): Walkways Through Vehicular Parking Area). The pedestrian walkway shall be constructed of a paved surface with concrete similar to that used for sidewalk standards for public streets. Other hardscape materials, such as brick pavers, may be used provided that they allow smooth surfaces along pedestrian paths and at vehicle crossings.

(iii) Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27-6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.

(B) Walkway Standards.

Required pedestrian walkways shall:

(i) Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;

(ii) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and

(iii) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.

COMMENT: The proposed development does not contain a large vehicular parking area or parking garage.

27-6208. Bicycle Access and Circulation.

(a) Required Bicycle Access.

(1) Internal and Adjoining Bicycle Access

All new development subject to this Section shall provide for internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient and intuitive, specifically by providing the following, in coordination with the Department of Public Works and Transportation, State Highway Administration, or a municipality with jurisdiction over the streets.

- (A) Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;**
- (B) Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street bicycle facilities outside the development, or internal bicycle systems in adjacent developments;**
- (C) Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street);**
- (D) Connections to any recreational amenities internal to the development, such as open space.**

COMMENT: DET-2024-005 provides internal bicycle circulation that permits safe, convenient, efficient, and orderly movement of cyclists among the destination points within the development. Walkways will connect the front of the proposed dwelling units to the centralized recreational area. A 5-foot-wide concrete sidewalk will also be located in the northeast corner of the property, adjacent to dwelling units 47 and 48, which will connect the interior of the proposed development to the trail network that exists on the adjacent site to the east. Two (2) bicycle racks are also provided.

(2) Required Bikeway Network Improvements

- (A) All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.**

COMMENT: Filed in conjunction with DET-2024-005 is a Bicycle Pedestrian Impact Statement, prepared by Lenhart Traffic Consulting dated July 30, 2024, which recommends improving offsite crosswalks and providing ADA compliant ramps.

- (B) The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due to topographic conditions, natural features, or visual obstructions that create hazards.**

COMMENT: Only private alleys are proposed, and pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the Applicant reserves the right to seek any such relief, as needed, during the review of DET-2024-005.

(C) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.

COMMENT: Acknowledged.

(b) Bicycle Connectivity Between Developments.

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

(2) The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.

(3) Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements between owners of lands that provide and are served by the cross-access defining the owners' maintenance responsibilities, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

COMMENT: Not applicable. Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Additionally, the subject property is adjacent to land within the LCD Zone. More specifically, the site is adjacent to vacant wooded land and multifamily residential (Pin Oak Village) to the north, Elder Oaks Boulevard to the south, vacant open and wooded land which is a part of the Covington Community's open space network to the east (Parcel 7D), and wooded land owned by the City of Bowie to the west (Parcel 7B). Pursuant to Section 27-4205(c)(2) "The purpose of the Legacy Comprehensive Design (LCD) Zone is to recognize comprehensive design zones established prior to April 1, 2022 for which a Basic Plan, Comprehensive Design Plan (CDP), or Specific Design Plan (SDP) was approved prior to April 1, 2022.."

The neighboring Parcels were the subject of Basic Plan A-7591-C, Comprehensive Design Plan CDP-8704, and Preliminary Plan 4-94101 for what was previously known as the Jenkins-Heim Property. The previously approved Preliminary Plan of Subdivision subdivided Parcel 7 into six separate parcels, with newly created Parcel 7B to be conveyed to the City of Bowie, and Parcel 7D to be dedicated to the Covington Homeowner's Association. Based on the basic plan, and subsequent approvals, multifamily, residential, nonresidential, or mixed-use development are not permitted uses on these adjoining parcels. Therefore, bicycle connectivity is not required.

(c) General Bikeway Layout and Design

(1) Off-Street Bicycle Facilities

Required bicycle paths shall:

- (A) Allow two-way bicycle circulation;**
- (B) Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;**
- (C) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and**
- (D) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23 of the County Code.**

(2) On-Street Bicycle Facilities

Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.

COMMENT: No bicycle paths or bike lanes are proposed with this development.

(d) Waiver

The Planning Director may waive all or part of the standards in this Section for private streets if it is demonstrated that bicycle access and circulation is not needed in the proposed development due to an established bicycle facility already within or abutting the development, or that compliance with the required bicycle improvements is impracticable because topography, natural features, or the facilities or will create significant risks of harm to bicyclists.

COMMENT: Only private alleys are proposed, and pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the Applicant reserves the right to seek any such relief, as needed, during the review of DET-2024-005.

SECTION 27-6300 – OFF-STREET PARKING AND LOADING

27-6304. General Standards for Off-Street Parking and Loading Areas.

(a) Use of Parking and Loading Areas.

(1) General

Off-street parking areas required by this Section shall be used solely for the parking of licensed motorized vehicles in operating condition. Required parking spaces and loading berths may not be used for the display of goods for sale (except for food truck hubs operating pursuant to Subtitle 5 of the County Code, farmers' markets, and flea markets), or the sale, lease, storage, dismantling, or service of any vehicles, boats, motor homes, campers, mobile homes, building materials, equipment, or supplies.

(2) Identified as to Purpose and Location

Except for single-family dwellings, off-street parking areas and off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading berths and distinguishing such spaces or berths from aisles. Specific dimensional and marking standards are defined in Section 27-6304(d), Markings.

COMMENT: All off-street parking areas will comply with the stated requirements.

(b) Surfacing

(1) General

(A) Except as provided for in Section 27-6304(b)(1)(B) and Section 27-6304(b)(2) below, all off-street parking and loading areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent hard, dustless, and bonded surface material. Use of surfacing that includes recycled materials (e.g., glass, rubber, used asphalt, brick, block, and concrete) is encouraged. These surfaces shall be maintained in a smooth, well-graded, clean, orderly, and dust-free condition.

COMMENT: All off-street parking areas will comply with the surfacing requirements. The parking surface will consist of either concrete or asphalt.

(B) Parking for uses in the Rural and Agricultural base zones may be allowed on non-engineered surfaces of grass, gravel, dirt or similar materials, provided, the following uses shall comply with Section 27-6304(b)(1)(A) above:

- (i) Agricultural research facilities;
- (ii) Farm supply sales or farm machinery/implement sales, rental, or repair; and
- (iii) Cemeteries.

COMMENT: The Subject Property is within a residential base zone.

(2) Pervious or Semi-pervious Surfacing.

The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and

concrete, open-joint pavers, and reinforced grass/gravel/shell grids, is encouraged. Any pervious or semi-pervious surfacing used for aisles within or driveways to parking and loading areas shall be certified as capable of accommodating anticipated traffic loading stresses and maintenance impacts. Where possible, such materials should be used in areas proximate to and in combination with on-site stormwater control devices (see Figure 27-6304(b)(2): Use of Pervious Materials in a Parking Lot).

COMMENT: The applicant is not proposing to utilize any pervious pavement.

(c) Location and Arrangement.

(1) Safe and Convenient Access.

(A) Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.

(B) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.

(C) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, unless within an automated or mechanical parking deck or garage, or part of valet or tandem parking in accordance with Section 27-6307, Off-Street Parking Alternatives.

(D) Off-street loading areas shall be arranged so no loading berth extends into the required aisle of a parking lot.

COMMENT: Please refer to the multimodal circulation as shown on the the DET. Parking areas for visitors and residents are located in close proximity to the residential dwellings without negatively impacting pedestrian and vehicular circulation.

(2) Backing onto Streets Prohibited.

Except for parking areas serving single-family detached, townhouse, two-family, and three-family dwellings, all off-street parking and loading areas shall be arranged so that no vehicle is required to back out from such areas directly onto a street.

COMMENT: This regulation is not applicable since the development proposes two-family dwelling units.

(d) Markings.

(1) Each required off-street parking area and space, and each off-street loading area and berth, shall be identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles. Such markings—including striping, directional arrows, lettering on signs and in disabled-designated areas, and labeling of the pavement—shall be maintained so as to be readily visible at all times. The following uses are exempt from the requirements to mark parking and loading areas:

- (A) Single-family detached dwellings;**
- (B) Two-family dwellings;**
- (C) Three-family dwellings; and**
- (D) Uses in the Rural and Agricultural base zones, other than agricultural research facilities; farm supply sales or farm machinery/implement sales, rental, or repair; and cemeteries.**

COMMENT: This regulation is not applicable since the development proposes two-family dwelling units.

(2) One-way and two-way accesses into parking facilities shall be identified by directional arrows. Any two-way access where parking is located at any angle other than 90 degrees to a street shall be marked with a traffic separation stripe running the length of the access. This requirement does not apply to parking lot drive aisles.

COMMENT: The proposed alley will accommodate two-way vehicular movement. Access directional arrows will be provided into the parking areas.

(e) Exterior Lighting

Lighted off-street parking and loading areas shall comply with the standards of Section 27-6700, Exterior Lighting.

COMMENT: All off-street parking areas will comply with the standards of Section 27-6700, as detailed herein.

(f) Wheel Stop Requirements.

(1) Off-street parking areas, except for below-grade or completely enclosed garages, shall comply with the landscaping standards of the Landscape Manual.

(2) Any parking space in a gravel, crushed stone, or similar material lot, at the edge of a parking lot where the parking surface is adjacent to a downward slope of more than five percent, or at the edge of a parking lot where the parking surface ends at a concrete curb or vertical divider, shall include a permanently anchored wheel stop installed at the end of the parking space opposite the drive aisle.

(3) Wheel stops, when used, shall be made of concrete, metal, or other material of comparable durability, and shall be at least six feet long and at least six inches high.

COMMENT: Acknowledged. All wheel stops will comply with the stated requirements.

(g) Accessible Parking for Persons with Physical Disabilities.

Development providing off-street parking spaces shall ensure that a portion of the total number of off-street parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act Accessibility Guidelines.

COMMENT: Acknowledged. The provided ADA vehicular space is identified on the submitted site plan (adjacent to dwelling units 9 and 10) and will comply with the stated requirements.

(h) Maintained in Good Repair

(1) Maintained at All Times

All off-street parking and loading areas shall be maintained in safe condition and good repair at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to surrounding land.

COMMENT: Acknowledged. All off-street parking areas will be maintained in safe condition and in good repair.

(i) Large Vehicular Use Areas (300 or More Spaces).

Vehicular use areas containing 300 or more parking spaces, whether developed at one time or in phases, shall be configured in accordance with the following standards:

COMMENT: A vehicular use area containing 300 or more parking spaces is not proposed.

27-6305. Off-Street Parking Space Standards.

(a) Minimum Number of Off-Street Parking Spaces.

Except as otherwise provided for multiple use developments (see Section 27-6305(c) below), new development or a change in use or expansion shall provide the minimum number of off-street parking spaces in accordance with Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, based on the principal use(s) involved and the extent of development. Interpretation of the off-street parking space standards for uses with variable parking demands or unlisted uses is provided in Section 27-6305(b), Unlisted Uses.

COMMENT: This requirement is met. See Parking Requirement Schedule on the coversheet. 96 parking spaces are required for the proposed two-family dwellings and 96 parking spaces are provided, consisting of garage and driveway spaces.

(b) Unlisted Uses.

An applicant proposing to develop a use that is unlisted in Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, shall propose the amount of required parking by one of the three methods outlined in this Subsection. On

receiving the application proposing to develop a use not expressly listed in Table 27-6305(a), with the proposed amount of parking, the Planning Director shall:

COMMENT: Not applicable. The proposed use is for two-family dwellings.

(c) Mixed-Use Developments and Shared Parking

(1) Developments consisting of a mix of uses shall provide parking based on their potential to share parking between uses and thus reduce the overall parking footprint that would result from each individual use meeting minimum standards. This includes, but is not limited to:

COMMENT: Not applicable. The proposed development does not contain a mix of uses.

(d) Maximum Number of Off-Street Parking Spaces

The maximum number of off-street parking spaces allowed is listed in Table 27-6305(d): Maximum Number of Off-Street Parking Spaces. Existing parking areas in excess of this maximum shall not be required to remove excess parking.

COMMENT: There is no maximum requirement for the Subject Property pursuant to Table 27-6305(d).

(e) Electric Vehicle (EV) Charging Stations

(1) Parking spaces used as EV charging stations shall consist as one or more group(s) of contiguous spaces located where they can be readily identified by drivers of EV vehicles (e.g., through directional signage), but where their use by non-electric vehicles is discouraged. EV charging for commercial purposes is prohibited at an EV charging station located at a residential development.

(2) Minimum EV Parking Spaces

(A) On or after January 1, 2027, all new developments of the multifamily dwelling principal use type shall provide the minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with Table 27-6305(e): Minimum EV Parking Spaces.

(B) On or after January 1, 2027, all new developments of office uses shall provide a minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with Table 27-6305(e): Minimum EV Parking Spaces.

(C) On or after January 1, 2027, all new mixed-use developments shall provide a minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with Table 27-6305(e): Minimum EV Parking Spaces.

(D) The number of parking spaces required under Subsections (A), (B) and (C) above shall be calculated as a percentage of the minimum number of spaces required by section 27-6305(a).

COMMENT: Not applicable. EV charging spaces are required for two-family dwellings pursuant to Table 27-6305(e).

(f) Driveways Used to Satisfy Standards

For single-family detached dwellings, two-family dwellings, townhouse dwellings, and three-family dwellings, driveways may be used to satisfy minimum off-street parking space standards, provided a minimum of 19 feet of driveway length is available outside a street right-of-way or sidewalk to store the length of a general purpose vehicle and satisfy the standards of this Section and this Ordinance.

COMMENT: Driveways for the proposed two-family dwellings are used to meet a portion of the off-street parking space requirement. A driveway detail (labeled unit footprint) has been provided on the coversheet depicting the required dimensions are met.

(g) Visitor Parking

Visitor parking spaces shall be provided for all residential and mixed-use development of at least 20 dwelling units. Such visitor parking spaces shall be provided at a minimum ratio of 1 visitor parking space for every 20 dwelling units or fraction thereof, rounded up.

COMMENT: This requirement is met. See Parking Requirement Schedule on the coversheet of the DET. Three (3) visitor parking spaces are required and nine (9) visitor parking spaces are provided.

(h) Parking of Vehicles Owned or Used by the Occupants of the Premises or Their Bona Fide Guests

(1) Private passenger vehicles shall be permitted in all zones.

(2) The parking of the following vehicles shall be permitted in the ROS, AG, AR, RE, RR, RSF-65, RSF-95, and RMH Zones subject to the provisions of this Subsection:

COMMENT: Acknowledged.

27-6306. Dimensional Standards for Parking Spaces and Aisles.

(a) General.

Except as otherwise provided in Section 27-6306(b) below, standard vehicle parking spaces and parking lot aisles shall comply with the minimum dimensional standards established in Table 27-6306(a), Minimum Dimensional Standards for Parking Spaces and Aisles. See Figure 27-6306(a).2: Measurement of Parking Space and Aisle Dimension.

COMMENT: All vehicle parking spaces and drive aisles conform with the stated regulations, and are dimensioned on the DET.

(b) Smaller Parking Spaces for Tandem Parking and Certain Uses.

The dimensions of off-street parking stalls may be reduced to a width of eight feet and a depth/length of 18 feet per vehicle where the parking stalls are:

- (1) Used for tandem parking (see Section 27-6307(g), Valet and Tandem Parking); or**
- (2) Located within a development containing exclusively Industrial Services Uses, Manufacturing Uses, or Warehouse and Freight Movement Uses.**

COMMENT: No smaller parking spaces are proposed.

(c) Vertical Clearance.

- (1) All off-street parking spaces shall have a minimum overhead clearance of 7 feet for vehicle parking, with a minimum overhead clearance of 8.5 feet for van-accessible parking.**

COMMENT: Acknowledged.

(d) Compact Parking Spaces.

- (1) Up to one-half (1/2) of the required number of parking spaces in any parking lot may be compact car spaces. Any parking spaces provided in any lot, in excess of the number required, may also be compact car spaces.**
- (2) All compact car spaces shall be marked as such.**

COMMENT: No compact parking spaces are proposed.

27-6307. Off-Street Parking Alternatives.

COMMENT: No off-street parking alternatives are proposed.

27-6308. Reduced Parking Standards for Parking demand Reduction Strategies.

Use of alternative transportation and transportation demand reduction strategies in Subtitle 20A: Transportation allows development to reduce the amount of parking provided beyond the requirements of Section 27-6305, Off-Street Parking Space Standards. This Section is intended to establish how certain reductions in the minimum parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, may be approved by the Planning Director. It allows applicants to establish Transportation Demand Management plans for individual developments in the absence of a Transportation Demand Management District as defined in Subtitle 20A: Transportation. These reductions will be allowed based on the following strategies for reducing parking demand. All reductions in accordance with Sections 27-6308(a) through 27-6308(d) shall be taken as cumulative and not exclusive, and the cumulative calculation shall follow the order presented in Sections 27-6308(a) through 27-6308(d).

COMMENT: No reduced parking strategies are proposed.

27-6309. Bicycle Parking Standards.

(a) Bicycle Racks or Lockers Required.

(1) In all zones except the RTO, LTO, TAC, and NAC base and PD zones, Rural and Agricultural zones, and any Residential Zone with equal or lesser intensity than the RSF-95 Zone, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least two bicycles, regardless of the number of vehicle spaces provided (up to ten spaces). At least one additional bicycle space shall be provided for each additional ten parking spaces or major fraction thereof, provided, no more than 20 bicycle parking spaces shall be required for any single vehicular parking area. Specific requirements for particular uses are as follows:

(A) For multifamily dwellings and uses in the Group Living Uses principal use category other than private dormitories, one space shall be required per four dwelling units, with no fewer than two bicycle parking spaces provided and no more than 49 spaces.

(B) For private dormitories, 0.25 spaces per leased occupant shall be required if automobile parking is included in lease agreements or 0.4 spaces per leased occupant shall be required if automobile parking is not included in lease agreements and must be rented separately, up to a maximum of 50 spaces.

(C) For private schools, 1 space per 10 employees plus 1 space for each 20 students (in grades four and higher) of planned capacity shall be required.

(D) For private colleges and universities, one space per ten employees plus one space for each five students of planned capacity shall be required. Of these student-required spaces, generally half should be for short-term storage (outdoors and convenient to building entrances and other major destinations of the use) and the other half should be for long-term storage (which may be inside buildings, in lockers, or in other specialized covered and secured bicycle parking areas).

COMMENT: Two (2) bicycle racks are proposed to accommodate the parking of eight (8) bicycles as each rack can accommodate 4 bicycles.

(2) In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof, above ten spaces.

COMMENT: Not Applicable. The Subject Property is located in the RMF-20 Zone.

(3) Racks must allow a bicycle's frame to rest against the rack in at least two places, and for both a wheel and section of the frame to be secured to the rack simultaneously. Racks that allow only a wheel to rest against the rack will not be counted toward meeting the minimum bicycle requirements. Applicants

should consult best practices sources such as the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines for guidance on types of racks that are appropriate to meet this requirement.

COMMENT: Acknowledged. A bicycle rack detail is provided on Sheet L201 of the Landscape Plan set.

(b) Bike Parking Rack or Locker Location.

(1) Required bicycle racks shall be installed on a paved surface and located in visible, well-lighted areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.

COMMENT: The proposed bicycle racks are located within the centralized recreational area and adjacent to units 7 and 8 (near the ADA parking space), easily accessible to the residential dwelling units.

(2) In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings (subject to the approval of the operating agency or municipality with jurisdiction), provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally 3 feet on either side of a rack) for placement and removal of bicycles. Developments may count existing bicycle parking along frontage streets and in the street right-of-way toward these requirements.

COMMENT: Not Applicable. The Subject Property is located in the RMF-20 Zone.

(3) Long-term parking facilities should be provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:

- (A) Be located in a secure, clean and well-lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;**
- (B) Protect bicycles from weather and debris;**
- (C) Be signed so that directions to entrances of related uses are clearly understood;**
- (D) Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;**
- (E) Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, 7 days a week);**

(F) If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);

(G) If in a parking garage for long-term bicycle parking, be clearly marked as long-term bicycle parking spaces, be in a well-lighted, visible location near the main entrance of elevators, and separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car, and be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.

COMMENT: No long term bicycle parking facilities are proposed.

(4) Bicycle parking spaces shall be placed at least three feet away from the associated structure to allow sufficient room for parking a bicycle. Bicycle racks should be installed to allow for at least 30 inches of spacing between each rack.

COMMENT: Acknowledged.

27-6310. Loading Area Standards.

(a) Minimum Number of Off-Street Loading Berths.

Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. Table 27-6310(a): Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 27-6310(a): Minimum Number of Off-Street Loading Berths, the requirement for a use most similar to the proposed use shall apply.

COMMENT: Loading spaces are not required for two-family dwellings pursuant to Table 27-6310(a).

(b) Dimensional Standards for Loading Areas.

Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general industrial, distribution, or warehousing uses. For all other uses, a berth as short as 33 feet may be allowed. The Planning Director may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.

COMMENT: Not applicable, as loading spaces are not required.

(c) Location of Loading Areas.

- (1) To the maximum extent practicable, loading areas shall be placed away from a public street and screened from view in accordance with the Landscape Manual (see Figure 27-6310(c): Loading Area Configuration).
- (2) Loading areas shall be located adjacent to the building's loading doors, in an area that promotes their practical use.
- (3) Loading areas shall be located and designed so vehicles using them can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public rights-of-way, parking spaces, parking lot aisles, or pedestrian pathways.
- (4) Loading areas shall be set back a minimum of 50 feet from any residential use or vacant land in a Residential or Rural and Agricultural zone.

COMMENT: Not applicable, as loading spaces are not required.

SECTION 27-6400 – OPEN SPACE SET-ASIDES.

Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the Applicant has provided the following analysis.

27-6403. Amount of Open Space Set-Asides Required.

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification.

Open space set-aside requirements shall not replace requirements for open spaces, mandatory dedication of parkland, stormwater management, or other similar requirements imposed by any other Subtitle of the County Code. However, such requirements may be counted toward open-space set asides pursuant to Section 27-6404(b), below.

COMMENT: The proposed Open Space Set-Aside area for the proposed development is 30% (30,630 square feet of the Subject Property's 101,970 square foot net tract area).

27-6404. Areas Counted as Open Space Set-Asides

(a) The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for Development in the areas indicated.

(1) No less than fifteen percent (15%) of the total required minimum open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and Transit-Oriented/Activity Center PD zones shall consist of active recreational areas.

(2) No less than fifty percent (50%) of the total required minimum open space set-aside area within the core area of a Transit-Oriented/Activity Center base or Transit-Oriented/Activity Center PD zone shall be a square, forecourt, or plaza.

COMMENT: The submitted open space exhibit details the acreage and square footage of the various passive and active recreation areas. 3,059 square feet, or 15% of the open space consists of active recreational uses, to consist of a pre-school playground in the central open space area.

(b) Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.

COMMENT: Acknowledged. The open space set-aside area complies with this criteria to the maximum extent possible.

27-6405. Areas Not Counted as Open Space Set-Asides

The following shall not be counted as open space set-asides:

- (a) Private yards not subject to an open space or conservation easement;**
- (b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;**
- (c) Vehicular parking areas or lots (excluding the landscaped areas);**
- (d) Driveways for dwellings;**
- (e) Land covered by structures not designated for active recreational uses**
- (f) Designated outdoor storage areas; and**
- (g) Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).**

COMMENT: Acknowledged. The open space areas do not include the aforementioned areas.

27-6406. Design Standards for Open Space Set-Asides

Land used as an open space set-aside shall comply with the following design standards:

(a) Location.

Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

COMMENT: As depicted on the open space exhibit, the open space areas are located so as to be accessible and useable by the residents of the development.

(b) Configuration.

- (1) Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.**

- (2) If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).

COMMENT: The open space areas have been designed to be compact and contiguous to the maximum extent practicable given the size of the Subject Property.

(c) Orientation of Adjacent Buildings.

To the maximum extent possible, buildings adjacent to the required open space set-asides shall have at least one entrance facing the open space set-aside.

COMMENT: To the maximum extent possible, the proposed development has been designed for the two-family dwelling units to face the main centralized open space area. Units which do not face the internal open space area will face the Covington HOA open space parcel to the east.

(d) Prioritization of Open Space Set-Aside

(1) Except in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:

- (A) Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;
- (B) Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;
- (C) Protected trees and other mature trees;
- (D) Parks and trails (regardless of public or private ownership);
- (E) Lands with active agricultural uses and activities;
- (F) Perimeter buffers or visual transitions between different types or intensities of uses;
- (G) Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and
- (H) Historic and archeological features.

COMMENT: The open space areas have been located and organized to include, protect, and enhance the site's environmental features to the maximum extent possible.

(2) In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and

features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.

COMMENT: The property is located in the RMF-20 Zone.

(e) Open Space Set-Asides on Property in the Industrial, Heavy (IH) Zone

Development consisting of multiple industrial uses on property in the IH Zone may provide open space set-asides based upon the total development in-lieu of providing individual open space set-asides for individual uses on individual lots. This provision includes: (1) multiple industrial uses on a single property in the IH Zone, or (2) multiple industrial uses on one or more adjoining properties under the same ownership (and which are located not more than 1,000 feet away from each other) in the IH Zone. These developments shall provide open space set-asides using the following method:

- (1) Applicant calculates the sum amount of open space set-aside required for each individual industrial use or lot.
- (2) The total sum of open space set-aside required may be placed on any portion of the area included in the calculation.

COMMENT: The property is located in the RMF-20 Zone.

27-6407. Development in Open Space Set-Asides.

Development within open space set-asides shall be limited to that appropriate to the purposes of the type(s) of open space set-asides. Where appropriate, such development may include, but is not limited to, walking, jogging, and biking paths or trails; benches or other seating areas; meeting areas; tables, shelters, grills, trash receptacles, and other picnic facilities; docks and other facilities for fishing; environmental education guides and exhibits; historic interpretive signage; gazebos and other decorative structures; fountains or other water features; play structures for children; gardens or seasonal planting areas; pools; athletic fields and courts; and associated clubhouses.

COMMENT: Acknowledged. The recreational facilities proposed within the open spaces areas are depicted on the Landscape Plan.

27-6408. Ownership, Management, and Maintenance of Open Space Set-Asides

(a) Open space set-asides required by this Ordinance or by Subtitle 24: Subdivision Regulations, shall be managed and maintained in compliance with all applicable provisions of Maryland law. To the extent not inconsistent with Maryland law, such open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:

- (1) Conveyance of open space set-aside areas to a property owners' or homeowners' association that holds the land in common ownership;
- (2) Conveyance of open space set-aside areas to a third-party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-

NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;

(3) Establishment of easements or covenants; or

(4) If public stormwater management facilities are treated as site amenities, through stormwater management easements.

(b) All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.

(c) Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.

COMMENT: Acknowledged.

SECTION 27-6500 – LANDSCAPING

COMMENT: A landscape plan is included with the subject application. The DET is in conformance with the applicable standards as set forth by the 2018 Prince George's County Landscape Manual, including Section 4.1, Residential Requirements and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual.

SECTION 27-6600 – FENCES AND WALLS

27-6602. General Standards

(a) General

(1) Fences and walls shall be located outside of the public right-of-way.

(2) Fences and walls are allowed on the property line between two or more parcels of land held in private ownership.

(3) Fences and walls may be located within any required yard.

(4) Nothing in this Section shall be construed to prevent the installation of temporary fencing to protect existing trees, limit sedimentation, or control erosion.

(b) In Utility Easements

Fences located within utility easements shall receive written authorization from the easement holder or the County, as appropriate. The County shall not be responsible for damage to, or the repair or replacement of, fences that must be removed to access utility easements or facilities.

(c) Within Required Landscaping Areas

Fences and walls may be installed within required landscaping areas, subject to an approved landscaping plan.

(d) Avoidance of Traffic Hazards

Notwithstanding other provisions of this Subsection, fences and walls shall not be allowed within the triangle formed by the intersection of the street lines and points on the street lines 25 feet from the intersection, or in a location that is determined by an agency will create a traffic hazard.

COMMENT: No fences are currently proposed. Retaining walls are proposed as depicted on the DET and the associated detail is provided.

27-6603. Height Standards

(b) Measurement of Height

Fence or wall height shall be measured in accordance with the following standards:

- (1) Fence or wall height shall be measured from the top of the fence or wall, defined as the highest point, not including supporting columns or posts, above grade, to the grade on the side of the fence or wall where the grade is the lowest, but excluding the height of any retaining wall directly beneath the fence or wall.**
- (2) Supporting columns or posts shall not extend more than 18 inches above the top of the fence or wall.**
- (3) Safety railings required by the Building Code shall not be included in fence height measurements.**

COMMENT: Acknowledged. Retaining Wall details are provided.

27-6604. Materials

(a) General

Unless otherwise specified in Section 27-6604(b) below, fences and walls shall be constructed of any one or more of the following materials:

- (1) Masonry, concrete, or stone;**
- (2) Ornamental metal, except that fencing shall not incorporate spiked tops within a residential zone without approval of a security exemption plan in accordance with Section [27-6610](#), Security Exemption Plan;**
- (3) Painted wood, pressure treated wood, or rot-resistant wood such as cedar, cypress, or teak;**
- (4) Composite materials designed to appear as wood, metal, or masonry;**
- (5) Metal (wrought iron, welded steel; and/or electro-statically plated black aluminum, except chain-link fencing);**
- (6) Vinyl;**
- (7) Walls clad with substrate material intended to support living vegetation; and**
- (8) Any material demonstrated by the applicant to have a similar or equal appearance and durability as a material listed in Subsections (1) through (7) above, as determined by the Planning Director (or decision-maker if the fence or wall is associated with a parent application).**

COMMENT: Acknowledged. A Retaining Wall detail is provided, and the material is noted as concrete for one wall, and masonry for the others.

27-6605. Perimeter Fences and Walls Abutting Street Right-of-Way

Except in the IH base zone, fences or walls that are located within 15 feet of a street right-of-way shall:

- (a) Be of a uniform style;
- (b) Be constructed of brick, stone, concrete (when covered with stucco or similar finish), vinyl, or vertical wooden boards; and
- (c) Include breaks, offsets of at least one foot, access points, or other design details in the fence or wall plane at least every 200 feet. (see Figure 27-6605(c): Fence and Wall Offsets.)

COMMENT: The proposed retaining walls are not located within 15-feet of a street right-of-way.

27-6606. Appearance

- (a) **Finished Side to Outside**
Unless it is used to enclose livestock, wherever a fence or wall is installed, if one side of the fence or wall appears more "finished" than the other (e.g., one side of a fence has visible support framing, such as vertical posts and horizontal rails, and the other—the more "finished" side—does not, or one side of a wall has a textured surface and other—the more "finished" side—does not), then the more "finished" side of the fence shall face the exterior of the lot rather than the interior of the lot. (see Figure 27-6606(a): Fence with Finished Side Out.)
- (b) **Compatibility of Materials along a Single Lot Side**
All fencing or wall segments located along a single lot side shall be composed of a uniform style, materials, and colors, except when the Historic Preservation Commission requires an alternative appearance in accordance with the regulations in Subtitle 29: Preservation of Historic Resources of the County Code.
- (c) **Fence and Wall Landscaping**
All fences and walls exceeding 4 feet in height, if located within 15 feet of a street right-of-way, shall be supplemented with landscape screening in accordance with the standards in Section 27-6606(c)(1) and Section 27-6606(c)(2) below, to soften the visual impact of the fence. These standards shall not apply to fences in any single-family residential zone (the RSF-A Zone and any other zone of lesser intensity per Section 27-4102(b)). (see Figure 27-6606(c): Fence and Wall Landscaping).
 - (1) Shrubs Required

At least one evergreen shrub shall be installed for every five linear feet of fence or wall, on the side of the fence or wall facing the public street right-of-way. Shrubs may be installed in a staggered, clustered, grouped, or linear fashion. See Figure 27-6606(c): Fence and Wall Landscaping.

(2) Substitution of Shade Trees

One shade or ornamental tree may be substituted for every three shrubs provided that the tree meets the size standards of the Landscape Manual.

COMMENT: Acknowledged. Retaining Walls details are provided, and the walls are not located within 15-feet of a street right-of-way.

27-6607. Fence and Wall Construction

Fences and walls shall comply with all applicable Building Code requirements.

27-6608. Gates

Gates shall comply with the following standards:

- (a) All gates shall have hardware to secure the gate in a closed position.**
- (b) All unattended gates and gates opening onto a public sidewalk area shall be self-closing, self-latching, and locked when not in use.**

COMMENT: Acknowledged.

27-6609. Retaining Walls

Retaining walls are to be used in appropriate locations to reduce the steepness of slopes and to provide planting pockets conducive to revegetation. They shall comply with the following standards:

- (a) A retaining wall may be permitted to support steep slopes but should not exceed six feet in height from the finished grade, except for:**
 - (1) A structure's foundation wall, or**
 - (2) As necessary to construct a driveway from the street to a garage or parking area, or**
 - (3) As otherwise expressly allowed by this Ordinance.**
- (b) In all exceptions identified in Subsection (a) above, a retaining wall shall not exceed ten feet in height.**
- (c) Retaining walls greater than six feet in height shall comply with the building setbacks in the zone which they are located, unless it is constructed because grades are lower on the site where it is located.**
- (d) The width of any terrace between any two six-foot vertical retaining walls should be at least three feet. Retaining walls higher than six feet should be separated from any other retaining wall by a minimum of five horizontal feet. Terraces created between retaining walls shall be permanently landscaped or revegetated with native vegetation.**

- (e) Retaining walls used to support existing road cuts may exceed the height limits and other requirements in Subsections (a), (b), and (c) above.
- (f) Retaining walls shall be faced with stone, brick, or earth-colored materials similar to the surrounding natural landscape.
- (g) All retaining walls shall comply with the Building Code.

COMMENT: Acknowledged. The location of the retaining walls are provided on the DET along with retaining wall details.

27-6610. Security Exemption Plan

- (a) A landowner in need of heightened security may submit to the Planning Director, or, where delegated pursuant to Section 27-3308(b), the municipality in which the development application is located a security exemption plan proposing a fence or wall taller than those permitted by this Section, an electric fence, or proposing the use of barbed and/or razor wire atop a fence or wall for security reasons.
- (b) The Board of Appeals or municipality may approve or approve with conditions, the security exemption plan, upon finding all of the following:
 - (1) **Need for Safety or Security Reasons**
The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage than surrounding land, or represent a significant hazard to public safety without:
 - (A) A taller fence or wall;
 - (B) An electric fence; or
 - (C) Use of barbed and/or razor wire atop a fence or wall.
 - (2) **No Adverse Effect**
The proposed fence or wall will not have a significant adverse effect on the security, functioning, appearance, or value of adjacent lands or the surrounding area as a whole.
- (c) If the Board of Appeals or municipality finds the applicant fails to demonstrate compliance with Sections 27-6610(b)(1) and 27-6610(b)(2) above, the security plan shall be disapproved.

COMMENT: Acknowledged.

SECTION 27-6700 – LIGHTING

COMMENT: In conjunction with the DET, the applicant has provided a lighting/photometric Plan, demonstrating conformance to the applicable standards in this section. Details of all proposed lighting fixtures are provided and no prohibited lighting types are proposed. As shown on the photometric plan, all lighting will be full cut-off fixtures that are directed downward. Maximum illumination measured in foot-candles, at ground-level, at the lot lines will not exceed the maximums listed in Section 27-6706(c)(1) of the Zoning Ordinance.

SECTION 27-6800 – ENVIRONMENTAL PROTECTION AND NOISE CONTROLS

27-6802. Natural Resource Inventory (NRI).

An approved NRI, in conformance with the Environmental Technical Manual, is required for applications for Subtitle 32, Division 2, Erosion and Sediment Control; Subtitle 32, Division 3, Stormwater Management; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation; Subtitle 5B, Chesapeake Bay Critical Area; Planned Development (PD) Zoning Map Amendment applications (Section 27-3602); special exception applications (Section 27-3604); detailed site plan applications (Section 27-3605); and preliminary plan of subdivision (minor or major) applications (Subtitle 24: Subdivision Regulations).

COMMENT: The submittal package for DET-2024-005 includes NRI exemption letter NRI-203-2022, approved on November 15, 2022 and expires on November 15, 2027. This will be replaced by a full NRI which has recently been submitted in connection with the PPS.

27-6803. Trees and Vegetation

As described in the applicability sections of Subtitle 25: Trees and Vegetation, development shall comply with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code.

COMMENT: The subject property will be in conformance with approved and implemented TCPII-115-95.

27-6804. Floodplain Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for floodplain management in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code.

COMMENT: The subject property does not contain any floodplain.

27-6805. Erosion and Sediment Control

An approved Grading, Erosion, and Sediment Control Plan is required as described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

COMMENT: An approved Phase I Erosion and Sediment Control Plan has been included with this submittal.

27-6806. Stormwater Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for stormwater

management in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code.

COMMENT: An approved Site Development Concept Plan from the City of Bowie has been included with this submittal.

27-6807. Chesapeake Bay Critical Area

For all land within the CBCAO Zone, see Section 27-3601, Zoning Map Amendment (ZMA), Section 27-3603, Chesapeake Bay Critical Area Overlay (CBCAO) Zoning Map Amendment, Section 27-4402(a), Chesapeake Bay Critical Area Overlay (CBCAO) Zones, and Subtitle 5B: Chesapeake Bay Critical Area, of the County Code, for applicable regulations and submittal requirements.

COMMENT: The subject property is not located within the CBCAO Zone.

27-6808. Regulated Environmental Features.

All land located outside the CBCAO Zone is subject to the requirements of Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

COMMENT: The subject property does not contain any regulated environmental features.

27-6809. Unsafe Lands

All applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

COMMENT: No portion of the land is unsafe for development.

27-6810. Noise Control

(a) For the principal uses identified below, the maximum level of noise generated by the use on a lot or parcel at any point along its boundary abutting a residential use, a commercial use, a mixed-use development, or an industrial use shall not exceed the maximum allowable noise level for that use established in Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands.

(b) Except within a Transit-Oriented/Activity Center base or PD zone or the MU-PD Zone, the following shall not be located on a lot or parcel adjacent to an existing street classified as arterial or higher unless the applicant demonstrates, through a noise study, that transportation-generated noise is less than, or will be mitigated to be less than, 55 dBA during the hours of 10:00 PM to 7:00 AM and no greater than 65 dBA during the hours of 7:00 AM to 10:00 PM at the proposed location:

- (1) Any new structure intended for residential occupancy in the Residential Uses principal use classification;**
- (2) Day care center for children outdoor activity areas, including but not limited to playgrounds and sitting areas; and**
- (3) Nursing home facilities.**

(c) Where applicable, development shall comply with the requirements for noise control in Section 27-4402(c), Military Installation Overlay (MIO) Zone.

(d) Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.

COMMENT: The proposed development is not a noise-generating use identified in Section 27-6810(a), is not adjacent to a street classified as arterial or higher, and is not in a Military Installation Overlay Zone.

SECTION 27-6900 – MULTIFAMILY, TOWNHOUSE, AND THREE-FAMILY FORM AND DESIGN STANDARDS

COMMENT: The proposed use consists of two-family dwelling units.

SECTION 27-61200 – NEIGHBORHOOD COMPATABILITY STANDARDS

27-61202. Applicability

(a) General

- (1) Unless exempted as provided in Section 27-61202(b), Exemptions, below, these standards apply to:
 - (A) Any new townhouse, multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing single-family detached dwellings, two-family dwellings, or vacant lands in the RE, RR, RSF-95, and RSF-65 zones (single-family residential zones);
 - (B) Any new multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing townhouse dwellings;
 - (C) Any expansion of an existing townhouse, multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone, where the expansion increases the building's gross floor area by 50 percent or more; and
 - (D) Any expansion of an existing multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing townhouse dwellings where the expansion increases the building's gross floor area by 50 percent or more.

COMMENT: Pursuant to Table 27-6104: Applicability of Development Standards, conformance to this section is not required for two-family dwellings. Notwithstanding, the Applicant has provided the following analysis. Additionally, the proposed two-family development is not located

on land adjacent to or across a street or alley from, existing single-family detached dwellings, two-family dwellings, or vacant lands in the RE, RR, RSF-95, and RSF-65 zones (single-family residential zones).

SECTION 27-61300 - AGRICULTURAL COMPATIBILITY STANDARDS

27-61302. Applicability

(a) General

Except where exempted by Subsection 27-61302(b), Exemptions, below, the standards in this Section shall apply to all new residential and nonresidential uses (including public, civic, institutional, commercial, or industrial uses) that are proposed to be located adjacent to an ongoing agricultural use or activity in the ROS, AG, and AR base zones.

(b) Exemptions

In addition to the exemptions specified in Section 27-6103, General Exemptions, the standards in this Section shall not apply to residential portions of a conservation subdivision adjacent to an agricultural use or activity taking place within the conservation subdivision's open space set-aside.

COMMENT: Not applicable. The Subject Property is not adjacent to an ongoing agricultural use or activity in the ROS, AG, and AR base zones.

SECTION 27-61400 – URBAN AGRICULTURAL COMPATIBILITY STANDARDS

27-61402. Applicability

The standards in this Section shall apply to all new residential and nonresidential uses that are proposed to be located adjacent to an on-going urban agriculture use in the ROS, AR, RE, RR, RSF-65, RSF-95, RSF-A, RMF-12, RMF-20, RMF-48, and Transit-Oriented/Activity Center base and PD Zones.

COMMENT: Not applicable. The Subject Property is not adjacent to an ongoing agricultural use or activity in the ROS, AR, RE, RR, RSF-65, RSF-95, RSF-A, RMF-12, RMF-20, RMF-48, and Transit-Oriented/Activity Center base and PD Zones.

SECTION 27-61500 – SIGNAGE

COMMENT: No signs are currently proposed.

SECTION 27-61600 – GREEN BUILDING STANDARDS

27-61603. Green Building Standards

(a) Minimum Amount of Points Required

Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(b): Green Building Point System.

(1) Minimum Requirements for Residential Development

(A) 10 to 25 units: 3 points.

(B) 25 or more units: 4 points.

(2) Minimum Requirements for Non-Residential Development

(A) 25,000 to 75,000 square feet: 3 points.

(B) More than 75,000 square feet: 4 points.

(b) Green Building Point System

Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.

COMMENT: The proposed development meets the minimum Green Building score requirement of 4.0 points for new residential development containing 25 or more units. 4.5 points will be achieved with the following:

- 1.25 points - Stated water heater efficiency of 0.82 or more
- 0.75 points - Air conditioner with stated efficiency greater than 14 SEER is included as standard
- 0.50 points - All toilets are 1.28 GPF or less
- 0.50 points - All showerheads and handheld showers are 2.0 GPM or less
- 0.50 points - Lavatory faucets flow rate is 1.5 GPM or less at 60 PSI
- 1.00 points - Energy Star standards

Total: 4.5 Points

VIII. CONCLUSION

For all of the above-stated reasons, and based on all of the supporting documents and evidence that has (or will be) submitted into the record for this matter, the Applicant respectfully requests approval of DET-2024-005 in conformance with the requirements of Subtitle 27 of the Prince George's County Code.

Respectfully submitted,

MCNAMEE HOSEA, P.A.

By:



Matthew C. Tedesco
Attorney for the Applicant

By:

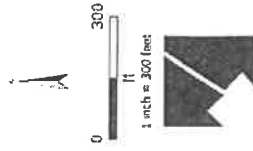


Dominique A. Lockhart, AICP.
Senior Land Use Planner

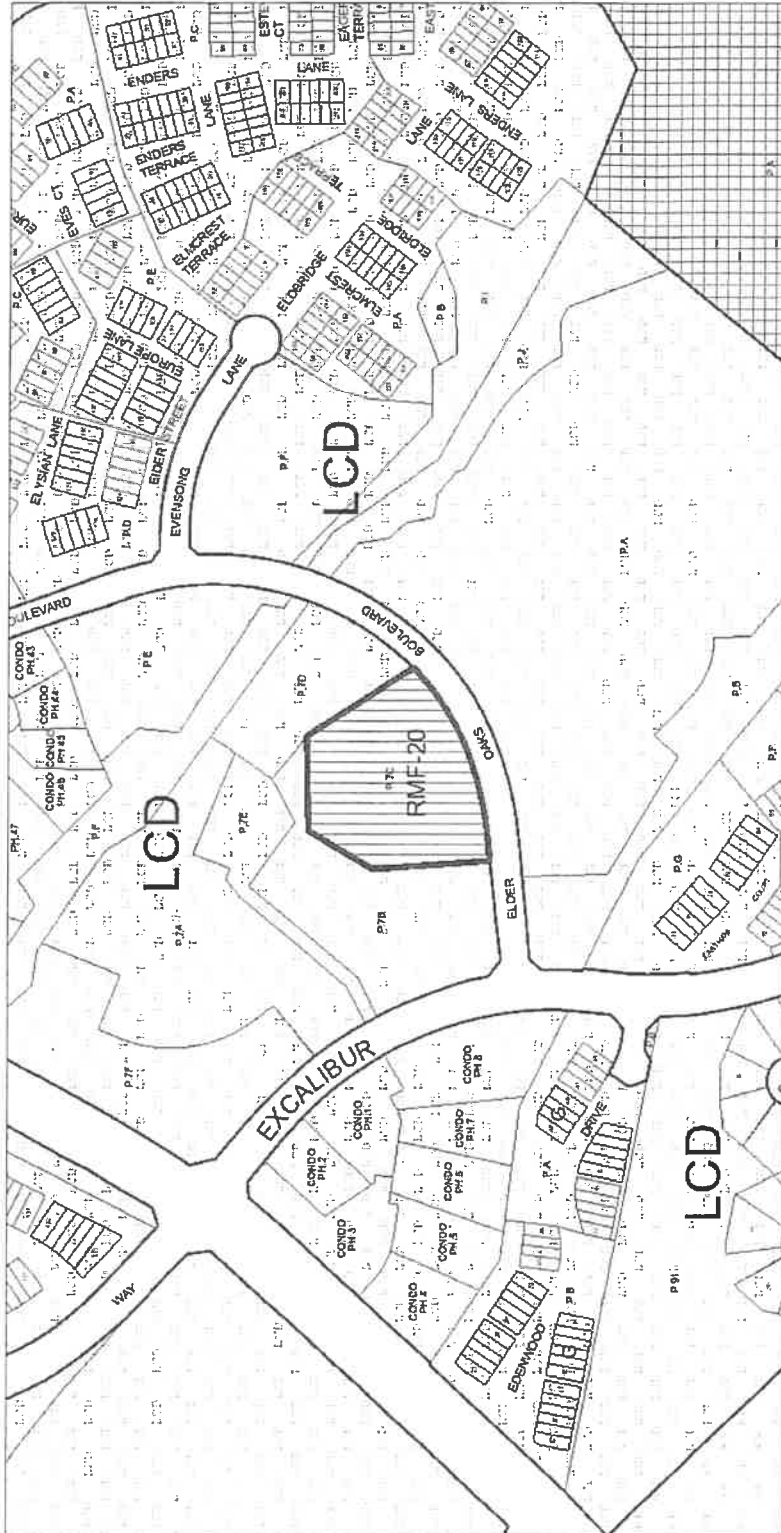
Date: July 18, 2025

ZONING SKETCH MAP

APP NO: DET-2024-005
 EXISTING ZONE:
 PLANNING AREA: 71B
 WSCC GRID: 203NE14
 TAX MAP: 55
 COUNCIL DISTRICT: 4



Created: 7/17/2025



APPROVAL SHEET

COVINGTON OAKS
CITY OF BOWIE
QUEEN ANNE (7TH) ELECTION DISTRICT
PRINCE GEORGES COUNTY, MARYLAND

DATE: June 2025
DESIGNED BY: RCB
DRAWN BY: MCB
SCALE: 1" = 20'
SHEET: W-004

REVISIONS
11/1/25 - Project/Issue Complete

1400 WALTER STREET, SUITE 200 - UPPER MIDDLEBURY, MARYLAND 20775
PHONE: 800-833-1000
CELL: 410-475-1000
FAX: 410-475-1000
1001 973-8600

Site Design Inc.
LAND PLANNING • LAND SURVEYING • ENGINEERING

DET-2024-005

DET-2024-005

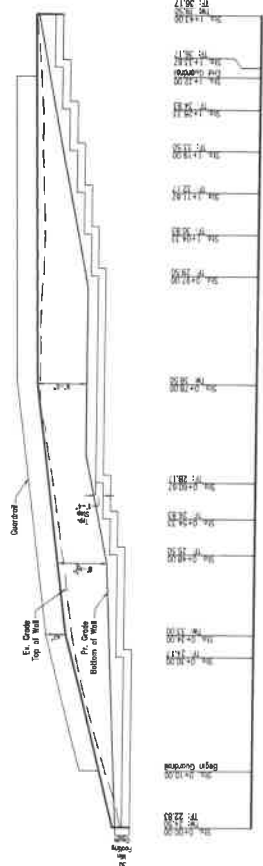
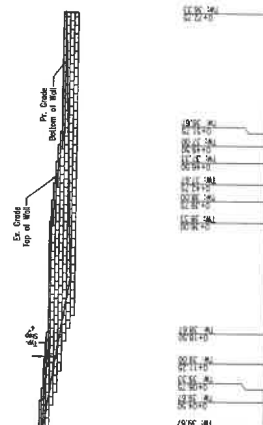
DATE	June, 2025
CHARGE BY	FCB
CHARGE NO.	MOU
DATE	as of 20
W-984	

7/17/25 - Pre-Acceptance Comments	

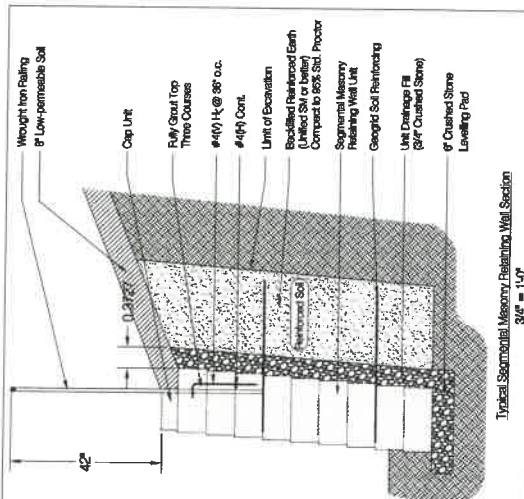
Steve Design Inc
LAND PLANNING • LAND SURVEYING • ENGINEERING
5607 WATER STREET, UNIT 206 - UPPER MARLBORO, MARYLAND 20775
LARGO (301) 827-1100
FARMERS BRANCH (301) 825-0500
FARMERS BRANCH (410) 573-8600



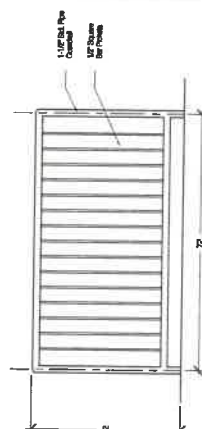
DET-2024-005



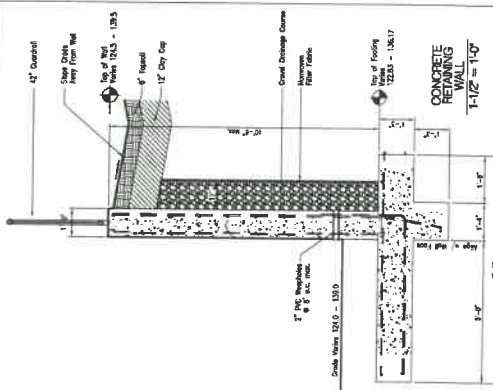
SEGMENTAL MASONRY RETAINING WALL PROFILE



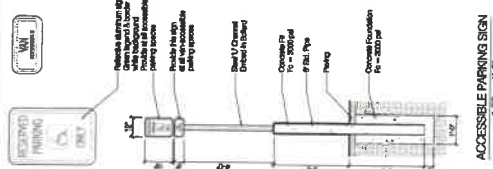
Typical Segmental Masonry Retaining Wall Section



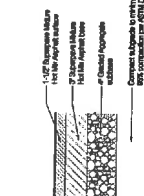
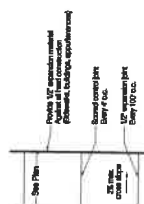
GUARDRAIL



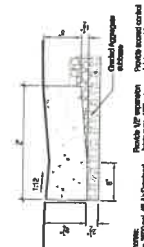
RETAINING WALL
1-1/2" = 1'-0"



ACCESSIBLE PARKING SIGN

PAVING SECTION
3' = 1'-0"SIDEWALK
6" = 1'-0"

SIDEWALK
-1 1/2" = 1'-0"

DEPRESSED CUM
1° = 1'-0"

Excluded Certification

I hereby certify that these documents were prepared by me or prepared under my supervision, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 14722, expiration date: 11/25/99.



D-1027

N

3" = 1'-0"

PAI

WALK 1'-0"

1/4" SIDEVIEW

3

—

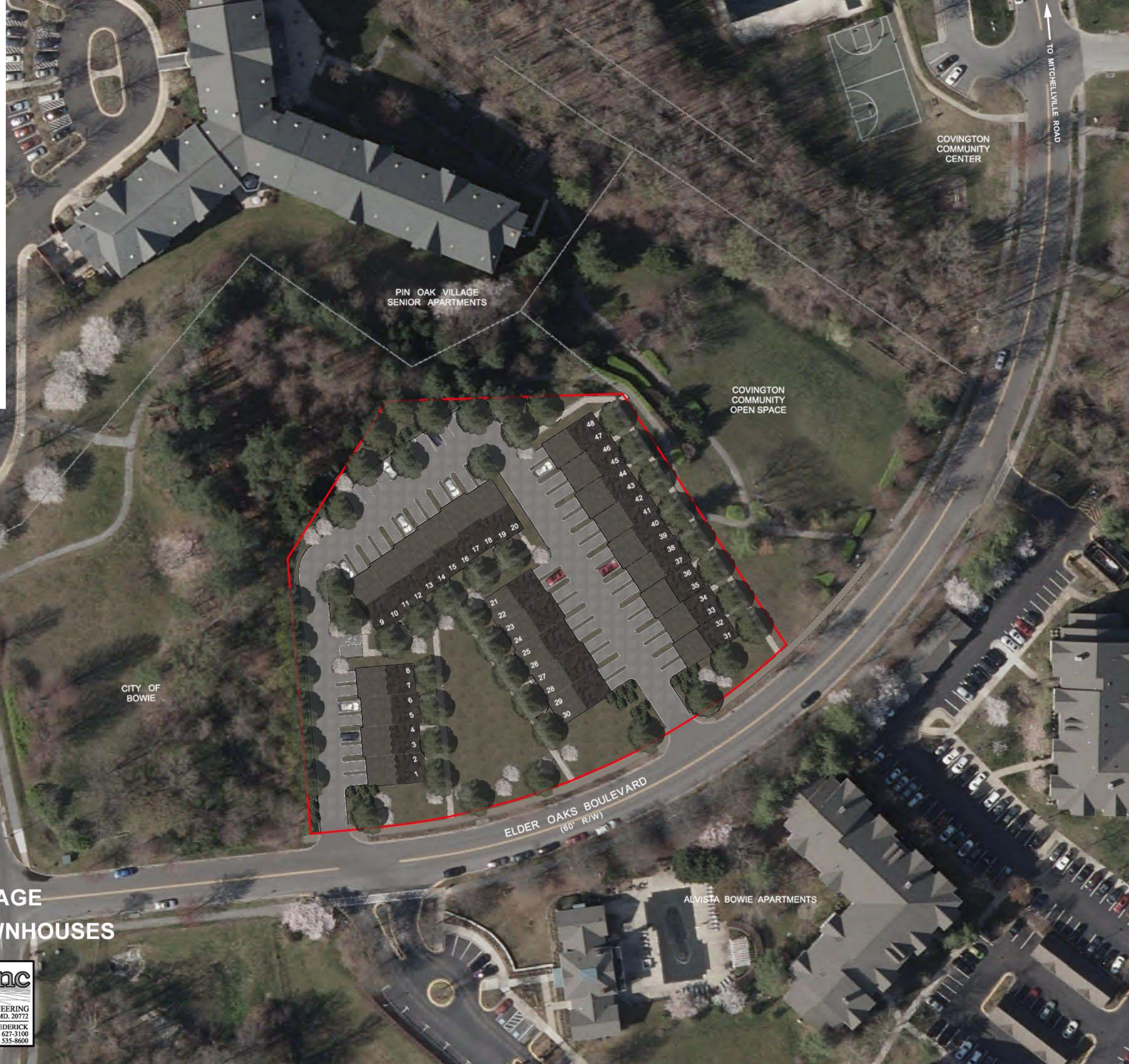
SIDEWALK
-1'2" = 1'-0"

Article received, corrected
in every 100 c.u.

100%

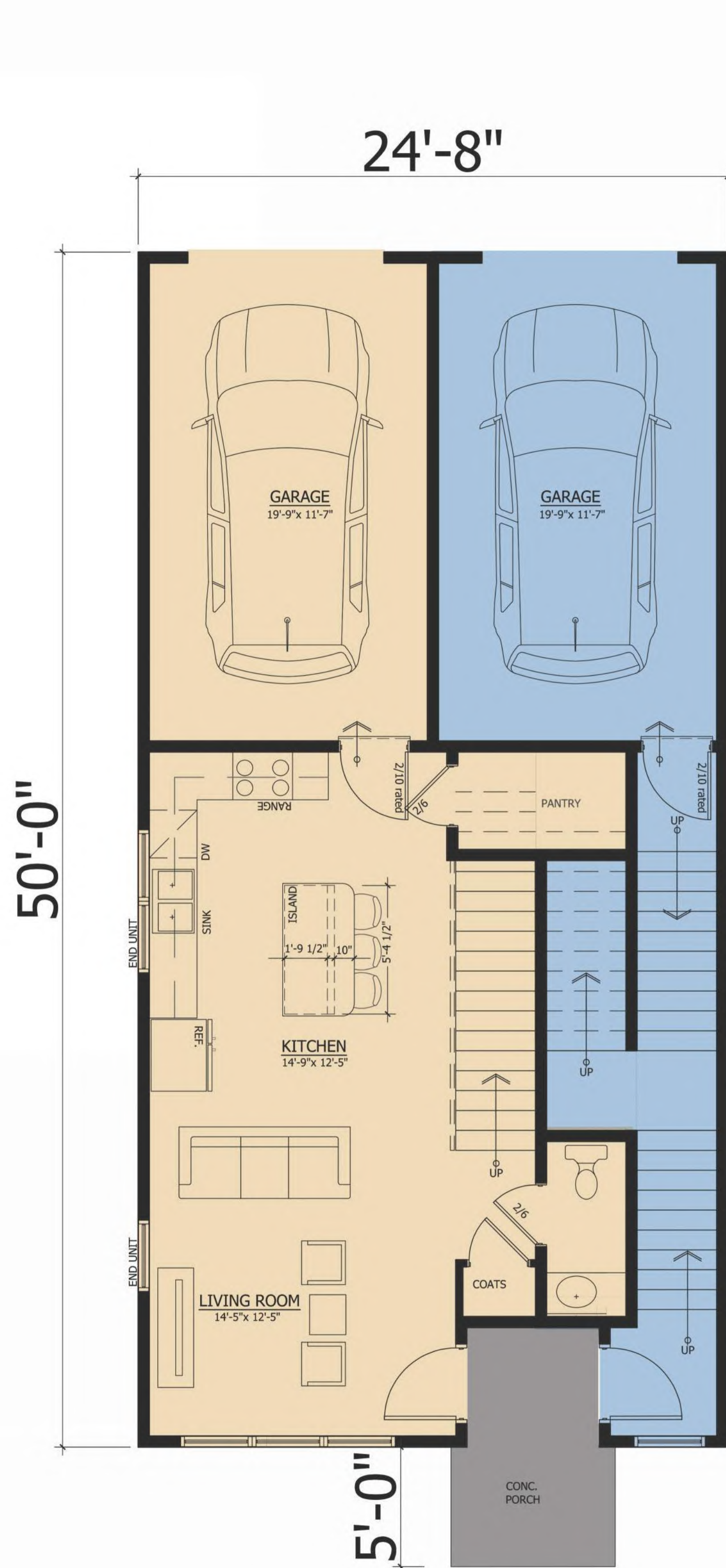
1st = 1st

Concentric:
Po = 3500 psi, 4% A

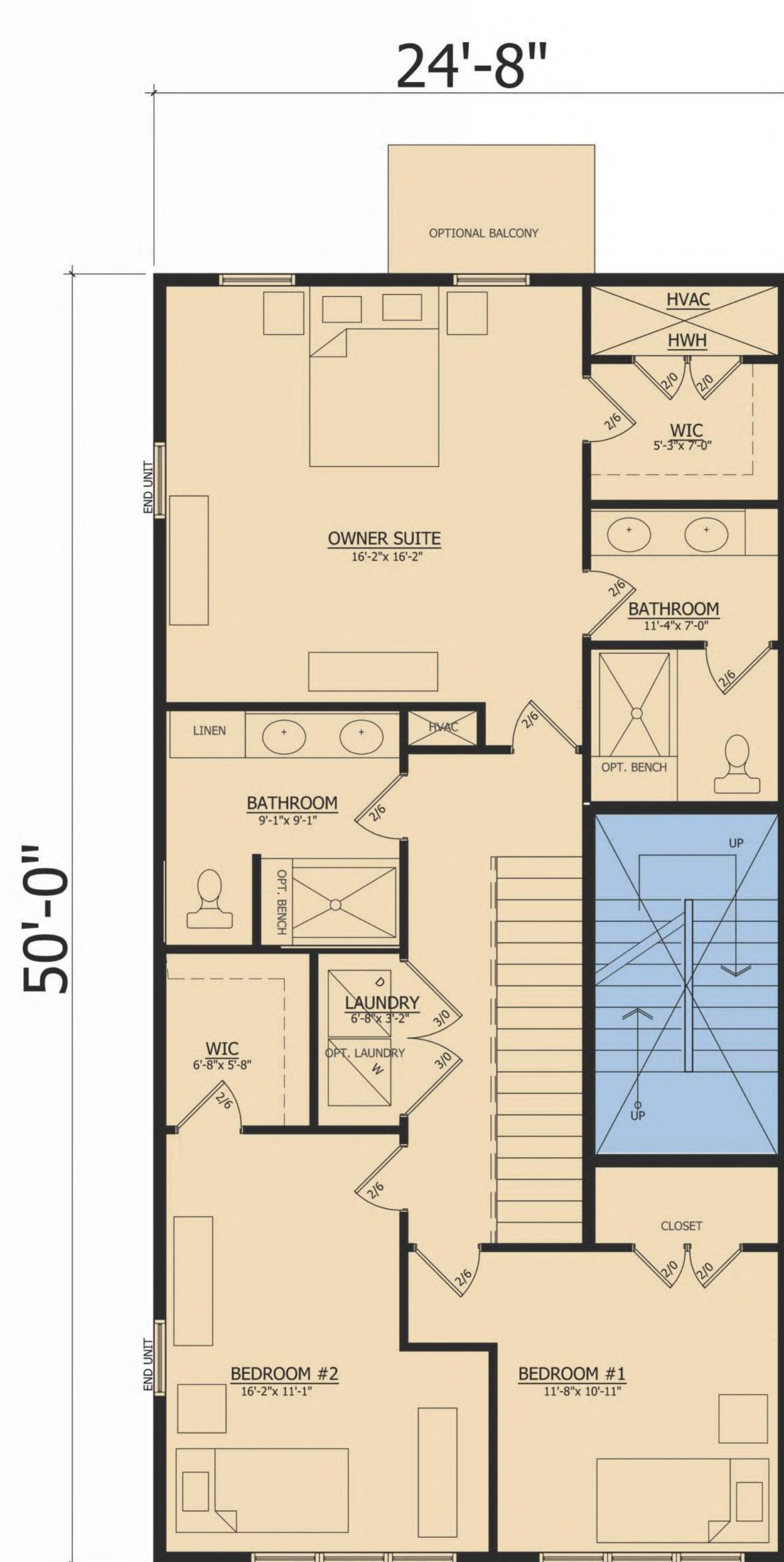


**PIN OAK VILLAGE
2-OVER-2 TOWNHOUSES**

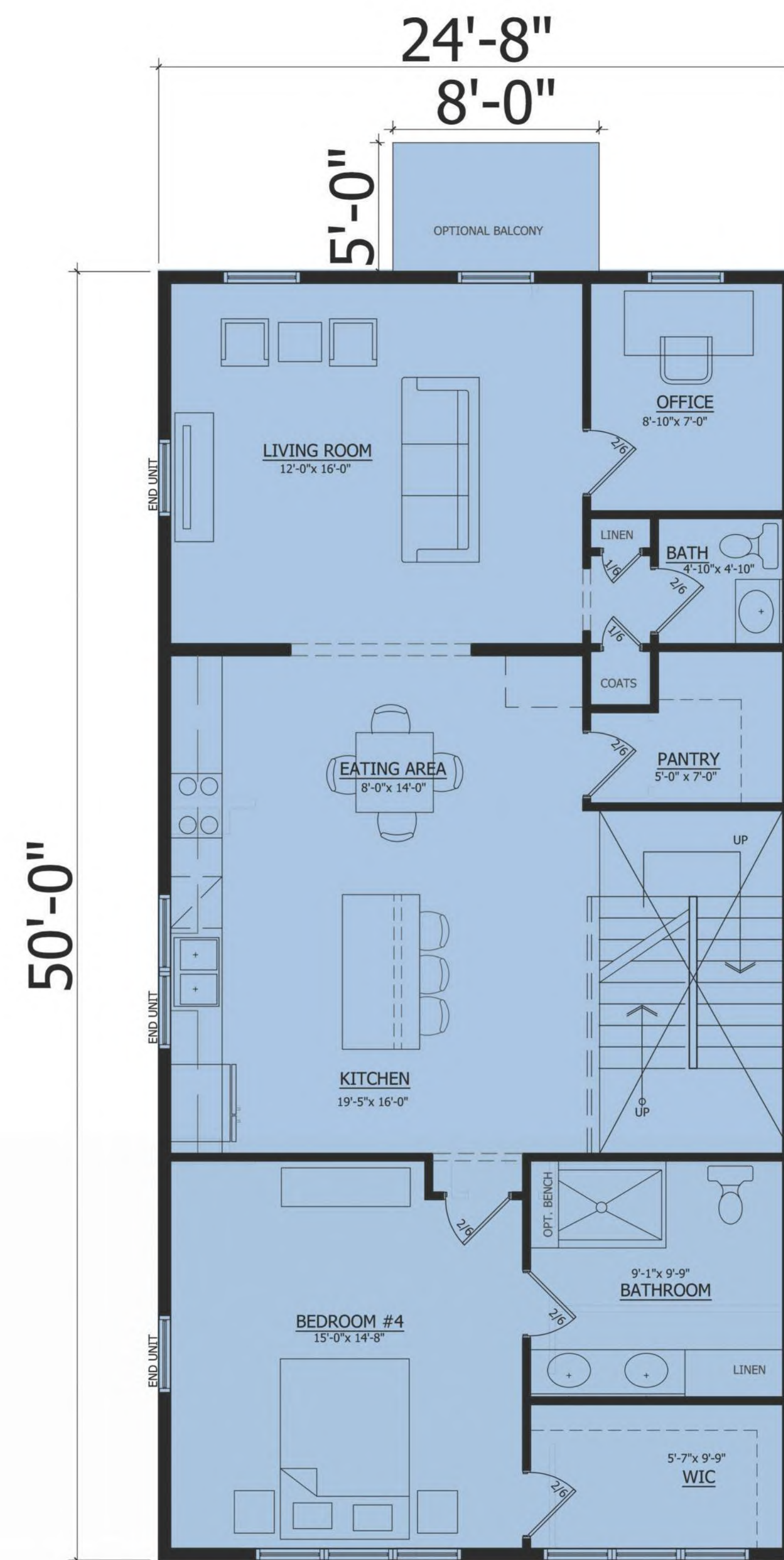
Site Design Inc
LAND PLANNING • LAND SURVEYING • ENGINEERING
5407 WATER STREET, SUITE 206 - UPPER MARLBORO, MD. 20772
UPPER MARLBORO (301) 627-3100 PRINCE FREDERICK (301) 627-3100
(301) 952-8200 (410) 535-8600



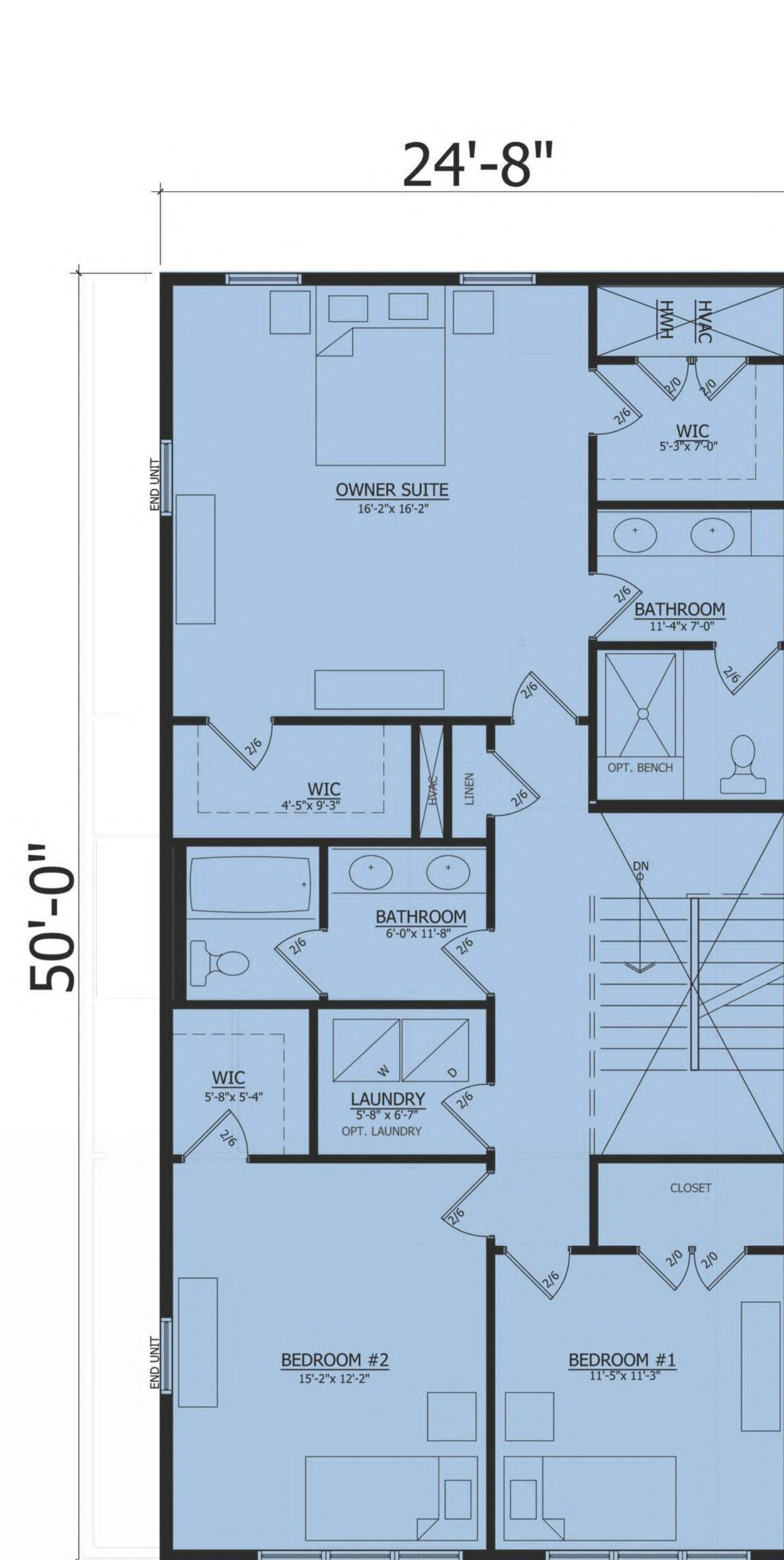
GROUND FLOOR PLAN
460 SF
UNIT ONE TOTAL: 1420 SF
(EXCLUDES GARAGE/STAIRS)



2ND FLOOR PLAN
960 SF



3RD FLOOR PLAN
1060 SF
UNIT TWO TOTAL: 2020 SF
(EXCLUDES GARAGE/STAIRS)



4TH FLOOR PLAN
1060 SF

DATE: 04/30/2025
SCALE: 1/4"=1'-0"
© 2025, The Martin Architectural Group, P.C.

MATERIAL LEGEND	
03 001	CONCRETE STEPS
04 001	TYPICAL BRICK VENEER
04 002	4" BRICK ROWLOCK CAP
04 003	8" BRICK SOLDIER COURSE
04 004	8" JACK HEADER
04 005	4" BRICK ROWLOCK SILL
04 006	4" ROCKLOCK JAMB
05 001	STANDING SEAM METAL ROOF
05 002	PRE-FABRICATED EXTERIOR BALCONY
05 003	ALUMINUM GUTTER
05 004	DOWNSPOUT
07 001	12" PROJECTED BAY WINDOW
07 002	ENTRY WAY PENT ROOF
07 003	PVC TRIM
07 004	12" PROJECTED TWO-STORY BAY
07 005	4" VINYL WINDOW TRIM
07 006	HORIZONTAL VINYL SIDING
07 007	VERTICAL VINYL SIDING
07 008	VERTICAL BOARD AND BATTEN VINYL SIDING
07 009	4" VINYL CORNER TRIM
07 010	4" VINYL DOOR TRIM
07 011	8" WINDOW HEAD TRIM
07 012	FYPON BRACKET
07 013	SYNTHETIC FASCIA BOARD
07 014	8" ALUM. WRAPPED RAKE BOARD
07 015	6" ALUM. WRAPPED RAKE BOARD
08 001	SINGLE HUNG VINYL WINDOW
08 002	OPTIONAL 3068 VINYL DOOR
08 003	6080 METAL EXTERIOR DOOR
08 004	GARAGE DOOR
10 001	ASPHALT ROOF SHINGLES
10 002	VINYL SHUTTERS
15 001	HVAC LOUVER



ELEVATION 3



ELEVATION 2



ELEVATION 1

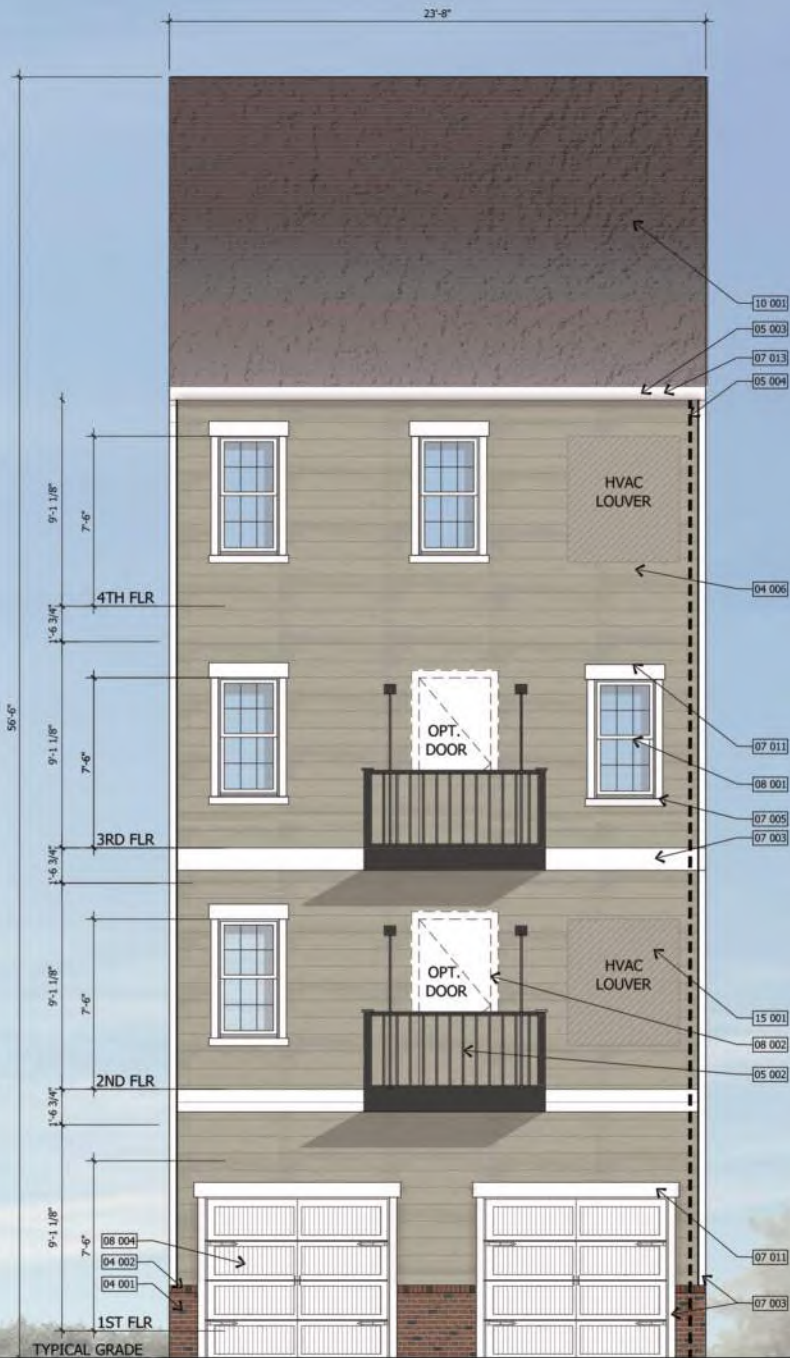
DATE: 06/13/2025
SCALE: 1/4"=1'-0"
© 2025, The Martin Architectural Group, P.C.

SCHAEFER HOMES
BOWIE, MD
PRINCE GEORGE'S COUNTY

STACKED TOWNHOMES - ELEVATIONS

MARTIN
ARCHITECTURAL
PHILADELPHIA • ANNAPOLIS • COCONUT CREEK

MATERIAL LEGEND	
03 001	CONCRETE STEPS
04 001	TYPICAL BRICK VENEER
04 002	4" BRICK ROWLOCK CAP
04 003	8" BRICK SOLDIER COURSE
04 004	8" JACK HEADER
04 005	4" BRICK ROWLOCK SILL
04 006	4" ROCKLOCK JAMB
05 001	STANDING SEAM METAL ROOF
05 002	PRE-FABRICATED EXTERIOR BALCONY
05 003	ALUMINUM GUTTER
05 004	DOWNSPOUT
07 001	12" PROJECTED BAY WINDOW
07 002	ENTRY WAY PENT ROOF
07 003	PVC TRIM
07 004	12" PROJECTED TWO-STORY BAY
07 005	4" VINYL WINDOW TRIM
07 006	HORIZONTAL VINYL SIDING
07 007	VERTICAL VINYL SIDING
07 008	VERTICAL BOARD AND BATTEN VINYL SIDING
07 009	4" VINYL CORNER TRIM
07 010	4" VINYL DOOR TRIM
07 011	8" WINDOW HEAD TRIM
07 012	FYPON BRACKET
07 013	SYNTHETIC FASCIA BOARD
07 014	8" ALUM. WRAPPED RAKE BOARD
07 015	6" ALUM. WRAPPED RAKE BOARD
08 001	SINGLE HUNG VINYL WINDOW
08 002	OPTIONAL 3068 VINYL DOOR
08 003	6080 METAL EXTERIOR DOOR
08 004	GARAGE DOOR
10 001	ASPHALT ROOF SHINGLES
10 002	VINYL SHUTTERS
15 001	HVAC LOUVER



REAR ELEVATION

DATE: 06/13/2025
SCALE: $\frac{1}{4}$ "=1'-0"
© 2025, The Martin Architectural Group, P.C.

SCHAEFER HOMES

BOWIE, MD
PRINCE GEORGE'S COUNTY

STACKED TOWNHOMES - REAR ELEVATION

MARTIN
ARCHITECTURAL
PHILADELPHIA • ANNAPOLIS • COCONUT CREEK
240 NORTH 22ND STREET PHILADELPHIA, PA. 19103
P (215) 665-1080 F (215) 561-5064

MATERIAL LEGEND									
03 001	CONCRETE STEPS	05 001	STANDING SEAM METAL ROOF	07 001	12" PROJECTED BAY WINDOW	07 009	4" VINYL CORNER TRIM	08 001	SINGLE HUNG VINYL WINDOW
04 001	TYPICAL BRICK VENEER	05 002	PRE-FABRICATED EXTERIOR BALCONY	07 002	ENTRY WAY PENT ROOF	07 010	4" VINYL DOOR TRIM	08 002	OPTIONAL 3068 VINYL DOOR
04 002	4" BRICK ROWLOCK CAP			07 003	PVC TRIM	07 011	8" WINDOW HEAD TRIM	08 003	6080 METAL EXTERIOR DOOR
04 003	8" BRICK SOLDIER COURSE	05 003	ALUMINUM GUTTER	07 004	12" PROJECTED TWO-STORY BAY	07 012	FYPON BRACKET	08 004	GARAGE DOOR
04 004	8" JACK HEADER	05 004	DOWNSPOUT	07 005	4" VINYL WINDOW TRIM	07 013	SYNTHETIC FASCIA BOARD	10 001	ASPHALT ROOF SHINGLES
04 005	4" BRICK ROWLOCK SILL			07 006	HORIZONTAL VINYL SIDING	07 014	8" ALUM. WRAPPED RAKE BOARD	10 002	VINYL SHUTTERS
04 006	4" ROCKLOCK JAMB			07 007	VERTICAL VINYL SIDING	07 015	6" ALUM. WRAPPED RAKE BOARD	15 001	HVAC LOUVER
				07 008	VERTICAL BOARD AND BATTEN VINYL SIDING				



GARAGE

SIDE ELEVATION
(WITH SHED)

FRONT

SIDE ELEVATION
(NO SHED)

GARAGE

DATE: 06/13/2025
SCALE: 1/4"=1'-0"
© 2025, The Martin Architectural Group, P.C.



SCHAEFER HOMES
BOWIE, MD

STACKED TOWNHOMES - 5 BAY



SCHAEFER HOMES
BOWIE, MD

STACKED TOWNHOMES - 4 BAY

MARTIN
ARCHITECTURAL
PHILADELPHIA • ANNAPOLIS • COCONUT CREEK

240 NORTH 22ND STREET PHILADELPHIA, PA. 19103
P (215) 665-1080 F (215) 561-5064



SCHAEFER HOMES
BOWIE, MD

STACKED TOWNHOMES - 6 BAY

MARTIN
ARCHITECTURAL
PHILADELPHIA • ANNAPOLIS • COCONUT CREEK

240 NORTH 22ND STREET PHILADELPHIA, PA. 19103
P (215) 665-1080 F (215) 561-5064



SCHAEFER HOMES

BOWIE, MD

STACKED TOWNHOMES - 9 BAY

MARTIN
ARCHITECTURAL
PHILADELPHIA • ANNAPOLIS • COCONUT CREEK

240 NORTH 22ND STREET PHILADELPHIA, PA. 19103
P (215) 665-1080 F (215) 561-5064