

LAND USE PETITION IN THE BOWIE PLANNING AREA

Maryland - National Capital Park and Planning Commission ID: Preliminary Plan of Subdivision #4-19050

Bowie Advisory Planning Board #20-04

Date: December 10, 2020
Mill Branch Crossing

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 #4-19050
2. **Petitioner:** Gibraltar Management
3. **Represented by:** Mr. Edward Gibbs, Gibbs and Haller
4. **Location of Petitioned Property:** Northeastern Quadrant – U.S. Route 301 (Northbound)/Mill Branch Road Intersection
5. **Proposed Use of Petitioned Property:** Creation of 21 Parcels for the Development of: 77,635 sq. ft. of retail space; a 150-room hotel; 193 townhouse units; and, 347 multifamily units
6. **Size/Zone of Petitioned Property:** 70.10 Acres/Zoned: Commercial Shopping Center (C-S-C)
7. **Date of Hearing before BAPB:** Tuesday, December 15, 2020 at 7:00 P.M.
8. **Date of Hearing before City Council:** Monday, January 4, 2021 at 8:00 P.M.
9. **Date of Hearing before M-NCPPC:** To Be Determined
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:	11/5/20	39
Notice sent to Parties of Record:	N/A	
Date Signs Posted:	12/1/20	3
Date Legal Sent:	N/A	
Date Legal Appeared:	N/A	

RECOMMENDATIONS:

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



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

MEMORANDUM

TO: Bowie Advisory Planning Board

VIA: Joseph M. Meinert, AICP *Jmm*
Director of Planning and Community Development

FROM: Frank Stevens, AICP *FS*
Senior Planner

SUBJECT: Preliminary Subdivision Plan #4-19050
Mill Branch Crossing
U.S. Route 301 (Northbound)/Mill Branch Road Intersection

DATE: December 10, 2020

I. General Information

Applicant: Gibraltar Management

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

Acreage: 70.10 acres

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

Existing Land Use: Vacant

Surrounding Land Uses and Zoning:

North: Vacant (zoned R-A {Residential-Agricultural}); Retail/Commercial (Gas Station) (zoned C-M {Commercial Miscellaneous}); Vacant (zoned R-R {Rural Residential})

South: Agricultural and Vacant; zoned R-A

East: Vacant (future regional park site); zoned O-S (Open Space)

West: Retail/Commercial (Collington Plaza); zoned C-S-C (Commercial Shopping Center)

Master Plan Land Use Category: Commercial development in the Developing Tier (recommended in 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment #6 for commercial office or retail development)

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Sectional Map Amendment: Property was placed in C-S-C zone in 2006 Bowie and Vicinity Master Plan, and was rezoned from R-A to C-S-C via Sectional Map Amendment #6 in 2006

Water and Sewer Categories: W-3 and S-3 (Public water and sewer exist), Parcel A; W-5 and S-5 (Future community system service area), Parcel 32

Police: City of Bowie Police Department

Fire and Rescue Services: Northview Drive Station (Station #816)

Public Schools: Prince George's County Public Schools, Cluster #4

II. Site Specific Background Information

This site was the subject of a Preliminary Plan of Subdivision (#4-08052) application in 2009, which proposed the development of 619,000 sq. ft. of retail/commercial/office space and a 150-room hotel in two phases. At a public hearing on May 18, 2009, the City Council recommended approval of PPS #4-08052 with conditions. Prior to the County Planning Board hearing on May 28, 2009, the applicant withdrew the development of Phase 2 for 181,000 sq. ft. of retail/commercial space. On May 28, 2009, the Planning Board approved the site for 405,000 sq. ft. of retail/commercial space, 91,000 sq. ft. of office and a 150-room hotel.

The property was annexed into the City in April, 2012. The Annexation Agreement states, "City supports the pending and any future Applications for the Annexation Area in accordance herewith and represents that it agrees to the development of the Annexation Area as a mixed-use development consisting of up to 800,000 square feet of rentable space, including retail, office and hotel uses (the "Project"), with such reasonable amendments thereto as the applicable authorities and Owner may agree."

Final Subdivision Plan approval was granted in 2017.

A Zoning Text Amendment, via CB-45-2019, was approved by the County Council in 2019. Specifically, CB-45-2019 permitted by right in the C-S-C zone: a gas station; a food or beverage store in combination with a gas station; apartment housing for the elderly or physically handicapped; multifamily dwellings, at a maximum density of 48 units/net acre; and, residential townhouse dwellings, at a maximum of 20 units/net acre. Detailed Site Plan approval was required for all of these uses. The City supported CB-45-2019.

III. Stakeholders Meeting

A virtual Stakeholders Meeting regarding the Preliminary Subdivision Plan application was held on November 17, 2020. Below is a summary of that meeting, which was also contained in the weekly Status Report dated November 19, 2020:

"After brief opening remarks by City staff, the meeting was turned over to the applicant, represented by Mr. Edward Gibbs, with the firm of Gibbs and Haller. Mr. Gibbs noted that

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he represents the two owners in this case, and introduced other members of the development team: Ms. Kimberly Morgan with The LANDTECH Corporation; and, Ms. Jacki Chandler with Traffic Concepts. Mr. Gibbs stated that the site consists of two parcels, and has extensive frontage with US Route 301 along its western boundary and Mill Branch Road along the southern boundary. Two vehicular access points into the site are proposed: one from Mill Branch Road, which leads to a private road; and, a second access, in the form of a right-in/right-out along US Route 301. Mr. Gibbs described the proposed lot layout and the locations of the various uses. The property, annexed into the City in 2012, is currently undeveloped and has sensitive environmental features. Mr. Gibbs noted the entitlement history of the property, which included a previously-approved Preliminary Plan of Subdivision for more than 600,000 sq. ft. of retail/commercial development, including a Super Walmart store, office space and a 150-room hotel. The property was platted, but no improvements or construction ever occurred. In 2019, the County Council approved a text amendment, via CB-45-2019, which allowed in the zone, with the approval of a Detailed Site Plan, both a gas station and convenience store, and multifamily and townhouse residential units. Detailed Site Plan review would be the next step after the subdivision review and approval process.”

“Although five attendees were present at this virtual meeting, only one had questions:

- Please review the proposed Stormwater Management Plan. (RESPONSE: A portion of the site drains towards US Route 301, where it goes under the highway to the western side, crosses back under Route 301 in another location to the eastern side, and to the Green Branch Tributary along the northern boundary of the site. An above-ground, on-site stormwater management pond is being designed as an amenity. Other features of the proposed stormwater management system include: bio-swailes; bio-retention facilities; and, permeable pavement.)
- Will any water go down Mill Branch Road? (RESPONSE: There will be less water directed to Mill Branch Road than is going there now.)”

“This concluded the public participation portion of the meeting.”

IV. Proposal & Analysis of Preliminary Plan #4-19050 (Attachment 1)

The Preliminary Subdivision Plan for the 70.10-acre site proposes to create 21 parcels for the development of: 77,635 sq. ft. of retail/commercial space; a 150-room hotel; 193 residential townhouse units; and, 347 multifamily units.

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

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

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

A. Adequate Public Facilities (APF)

1. Water and Sewerage Facilities

The entire subject site consists of two parcels: Parcel A (68.3 acres); and, Parcel 32 (1.8 acres). Parcel A is in Water Category W-3 and Sewer Category S-3, meaning that public water and sewer exist in the vicinity of the property, and will be extended to it during development.

Parcel 32 is in Water Category W-5 and Sewer Category S-5, meaning that this property will be served by a future community system.

COMMENT: Parcel 32 will have to advance to Water/Sewer Category W-4/S-4 before this Preliminary Plan of Subdivision can be approved. To approve of this application, Parcel 32 will have to be placed in Water/Sewer Category W-4/SW-4, or it should be withdrawn from the current application until it is placed in the property Water/Sewer Category. According to the referral from the Countywide Planning Division, advancement of Parcel 32 to Category 4 “is pending approval in the December 2020 Water and Sewer Category Change Cycle of Amendments.”

Prior to site development, water and sewer line extensions, and all related water/sewer structures, appurtenances and systems for this project are required be approved by the Washington Suburban Sanitary Commission (WSSC).

This criterion will not be satisfied until either Parcel 32 is placed in Water/Sewer Category 4, or it is withdrawn from the current application.

2. Police Facilities

Since the subject site is located within the City’s corporate limits, police service will be provided by the City of Bowie Police Department.

COMMENT: Prince George’s County imposes a Public Safety Surcharge, in the amount of \$2,628 per building permit, which is collected at the time of issuance of a building permit. The City will receive 25% per permit of this Surcharge, since the City will provide police coverage to the site.

Since the City Police Department will provide coverage to the subject site, and since the City will receive a portion of the Public Safety Surcharge, this criterion is satisfied.

3. **Fire and Rescue Facilities**

The proposed project is served by the Northview Fire/EMS Station #816, as the first due response station, located at 14901 Health Center Drive.

COMMENT: With respect to the non-residential development proposed, according to the Prince George's County Fire/EMS Department, "the subject proposal fails the four-minute travel test from the closest Prince George's County Fire/EMS Station when applying the national standard, an associated total response time under five-minutes from the closest Fire/EMS Station, Bowie Northridge Fire Station Co. 816. It is recommended that prior to construction, the applicant shall contact the Prince George's County Fire/EMS Department to request a pre-incident Emergency Plan for the facility; install and maintain AEDs in accordance with COMAR; and, install and maintain hemorrhage kits next to fire extinguishers."

The County referral continues, "In accordance with Subdivision Section 24-122.01(e)(1)(C) the Department provided a statement that adequate equipment exists."

With respect to the residential component of the project, the Fire/EMS referral stated, "The response time standard established by Section 24-122.01(e) is a maximum of seven-minutes travel time from the first due station." "The subject property is within a seven-minute travel time from the first due station, Bowie Northridge Fire Station Co. 816 . . . The Department has reported that there is adequate equipment to meet the standards . . .".

Upon complying with the above recommendations of the County Fire/EMS Department, this criterion will be satisfied.

4. **School Facilities**

County School Cluster #4 will be impacted by students from the subject subdivision. According to Park and Planning's Countywide Planning Division referral, capacity is between 82% and 95% at the elementary, middle and high school levels.

COMMENT: County legislation established a school facilities surcharge which may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes. The current amount that must be paid by the developer at the time of issuance of each residential building permit is \$16,648 per dwelling unit. This criterion will be satisfied

upon payment of the school facilities surcharge to Prince George's County.

5. Traffic Impacts

As part of the Preliminary Subdivision Plan application, the applicant submitted a Traffic Impact Study (TIS), which reviewed existing traffic conditions, background traffic conditions, and total traffic conditions.

COMMENT: Under the Scoping Agreement with Prince George's County, the TIS analyzed the following intersections during the weekday AM and PM peak hour periods:

- US Route 301/Governors Bridge Road/Harbour Way;
- US Route 301/Heritage Boulevard/Ball Park Road;
- US Route 301/MD Route 197;
- US Route 301/Site Access (new and unsignalized; right-in/right-out);
- US Route 301/Mill Branch Road/Excalibur Road;
- Mill Branch Road/Site Access (proposed roundabout);
- MD Route 197/Mitchellville Road.

Based on the results of the analysis, the TIS proposes the following:

1. US Route 301/Governors Bridge Road/Harbour Way. On Harbour Way, eastbound, "modify the lane use to provide a double left turn lane, and a combined left/through/right turn lane. With this improvement in place, the intersection will be improved . . . to an acceptable "D" level of service during the PM peak period."
2. US Route 301/MD Route 197. On northbound Route 301, "provide an additional left turn lane for a total of three left-turn lanes. With this improvement in place, the intersection will be improved to . . . an acceptable level of service "D" during the PM peak period." (COMMENT: This improvement should also include the construction of a third northbound receiving lane on MD Route 197, for a distance determined by the State Highway Administration.)
3. In accordance with the County's Subdivision regulations (Section 24-124(a)(6)), a mitigation plan is offered for the following two intersections:
 - A. US Route 301/Heritage Boulevard/Ball Park Road. "The developer proposes to re-stripe the existing lane use along southbound US 301. The

southbound right-turn lane will be restriped to a shared through/right lane.” The intersection will be improved to an “E” level of service.

This improvement has been recently completed, so it should not be included in the improvements proposed by the applicant.

- B. US Route 301/Mill Branch Road/Excalibur Road.**
 “The developer proposes to construct an additional northbound through lane along US 301 beginning at a point south of Mill Branch Road and ending at a point north of Mill Branch Road (distance to be determined by the State Highway Administration). With this improvement in place . . .” a level of service “E” will exist, “and will improve the intersection by 412 trips (required to mitigate 388 trips). This improvement will provide 106% mitigation.”

The County Subdivision Regulations require improvements to provide mitigation of 150%. Therefore, additional road improvements will have to be provided by the applicant to meet the requirement, and approved by the State Highway Administration.

At the MD Route 197/Mitchellville Road intersection, the future levels of service will be: LOS “A” during the AM peak hour; and, LOS “B” during the PM peak hour. These will meet the County standards.

At the new roundabout at the proposed Mill Branch Road/Site Access intersection, both the AM and PM peak hours levels of service will be “A”. The County standards will be met.

6. Bicycle and Pedestrian Improvements

A 10-foot wide trail is proposed along the northern side of Mill Branch Road, from the U.S. Route 301 intersection to a new roadway (Mill Branch Crossing Road) that will be constructed, running in a north-to-south direction and leading into the site and the County’s future Green Branch Regional Park. The 10-foot wide trail will also be constructed parallel to Mill Branch Crossing Road, north to the northeastern property line of the site.

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U.S. Route 301 (Northbound)/Mill Branch Road Intersection

The 2009 Approved Countywide Master Plan of Transportation (MPOT) recommends Mill Branch Road as a planned Shared Use Roadway. Therefore, it is recommended that shared lane markings and appropriate bikeway signage be provided along the site's Mill Branch Road frontage, subject to the approval of the Prince George's County Department of Public Works and Transportation.

To facilitate pedestrian and bicycle access to the subject property from the west side of U.S. Route 301, it is recommended that a wide crosswalk, with pedestrian refuge islands in the Route 301 median to create a road crossing to accommodate both pedestrians and bicyclists, subject to the approval of the State Highway Administration.

To encourage and facilitate the utilization bicycles to and within the subject project, short-term bicycle parking should be provided at the non-residential uses, while the multifamily buildings should be designed to accommodate the interior storage of bicycles for residents. The amounts and locations of bicycle parking for the non-residential uses should be determined at the time of Detailed Site Plan review.

To further encourage and facilitate the utilization of bicycles as a transportation mode, the applicant should provide a shared bicycle lane along southbound U.S. Route 301, from MD Route 197 to Excalibur Road, subject to the approval of the State Highway Administration. This on-road bicycle designation would allow bicyclists to travel along Excalibur Road to the residential and commercial uses in and around the Bowie Town Center, as well as to provide the opportunity to cross U.S. Route 301 at Excalibur Road and bike along the proposed trail along Mill Branch Road.

Similarly, since the developer is proposing the construction of a northbound lane along U.S. Route 301, beginning at a point south of Mill Branch Road, and continuing north of Mill Branch Road, as determined by the State Highway Administration, this improvement should include the extension and continuation of the on-road bicycle designated area that presently exists along the Route 301 frontage of the subject property.

To encourage and facilitate pedestrian access between the residential uses and the non-residential uses, sidewalks with a minimum width of five feet should be provided on all internal roadways within the project, except along alleyways.

B. Stormwater Management Concept Plan

A Stormwater Management (SWM) Concept Plan has been submitted to the City and its engineering consultant for review. The plan is still under review.

This plan proposes to manage the majority of the stormwater by directing it to an on-site stormwater management facility via a series of storm drain systems to provide quantity control for the 100-year storm for the development. The proposed stormwater management pond, to be located in the northeastern area of the site (proposed Parcel 20), will drain into a tributary of the Green Branch. A portion of the stormwater generated from the site will be directed to a stormwater pond in the southeastern area of the site, where it will be carried via an underground piping system under and across Mill Branch Road, and directed further south.

COMMENT: A Stormwater Management Concept Plan for this project has been submitted and is still under review by the City's engineering consultant. The City's consultant has completed the first review of the SWM Concept Plans, and has provided comments to the applicant's engineer to address. The City's consultant is awaiting revised plans, which may result in subsequent lot adjustments.

Since a Stormwater Management Concept Plan has been submitted, this criterion has been met.

C. Woodland Conservation Plan

A Type 1 Woodland Conservation Plan (TCP1-020-2020) has been submitted for review and approval by the M-NCPPC's Environmental Planning Section.

COMMENT: The subject site contains 12.28 acres of existing woodland, 4.11 acres of which are floodplain and are being retained. (There are 8.64 acres of on-site woodlands being retained for which the applicant is not taking woodland credits.) Pursuant to the County's Woodland Conservation Ordinance, 13.57 acres of woodland conservation are required to be provided. On-site woodland conservation totals 8.41 acres, in the forms of preservation, and afforestation and reforestation. Required off-site woodland conservation totals 5.16 acres.

To satisfy some of this acreage requirement, it is recommended that the applicant explore the potential of reforesting the areas adjacent to Mill Branch Road and U.S. Route 301, as recommended in the City's Development Review Guidelines. This also includes the planting of street trees and landscaping designed in a manner which will strive to meet more of the woodland conservation requirement on and immediately adjacent to the site. Further, it is recommended that the applicant work with the City to identify a location or locations for off-site tree planting to take place within the same subwatershed of the development site, and in, or as close to the City as possible, in accordance with the City's Development Review Guidelines.

D. Environmental Factors

1. Wetlands and Floodplain Areas

Six on-site and off-site wetlands and floodplain impacts from the project have been identified in various areas. Those include: unavoidable wetland impacts from site grading and off-site road widening; and, off-site stream and floodplain impacts from road improvements to U.S. Route 301, and the extensions of sanitary sewer and of a watermain line.

COMMENT: The proposed impacts could be deemed as necessary impacts under the County’s Environmental Technical Manual, since “they deal with grading the site to meet the grade of existing U.S. 301, off-site road improvements required by the original Preliminary Subdivision Plan which was approved for this property (4-08052, Mill Branch Crossing) and stormwater management facilities.”

With respect to wetlands impacts, the U.S. Army Corps of Engineers and the Maryland Department of the Environment have indicated that offsite mitigation for impacts on wetlands would be approved at a wetlands bank.

2. Historic Sites

According to Note 17 on the approved Natural Resources Inventory plan, “Archeological Site #18PR857 (0.82 acres), the William Goe Plantation Site, registered with the state is located on-site. A Phase III work plan was approved on July 2, 2019. The Memorandum of Agreement was issued (on) August 13, 2019 by the Maryland Historic Trust (MAT).”

COMMENT: According to the Park and Planning Historic Preservation Section (HPS), the Phase III investigation has been completed, and is being reviewed by the HPS staff.

E. Conformance with Area Master Plan

COMMENT: Property was placed in C-S-C zone in 2006 Bowie and Vicinity Master Plan, and was rezoned from R-A to C-S-C via Sectional Map Amendment #6 in 2006. A Zoning Text Amendment, via CB-45-2019, was approved by the County Council in 2019. Specifically, CB-45-2019 permitted by right in the C-S-C zone: a gas station; a food or beverage store in combination with a gas station; apartment housing for the elderly or physically handicapped; multifamily dwellings, at a maximum density of 48 units/net acre; and, residential townhouse dwellings, at a maximum of 20 units/net acre. Detailed Site Plan approval was required for all of these uses. The City supported CB-45-2019.

The Preliminary Subdivision Plan proposing a mixed-use project consisting of retail/commercial uses, and multifamily and townhouse dwellings, is in conformance

with the land use designation adopted in the 2006 Master Plan, and the uses permitted pursuant to CB-45-2019.

V. Recommendation

Since the development proposal meets the Adequate Public Facilities test and complies with the criteria for approval of a Preliminary Subdivision Plan, it is recommended that **Preliminary Plan of Subdivision #4-19050** be **APPROVED** with the following conditions:

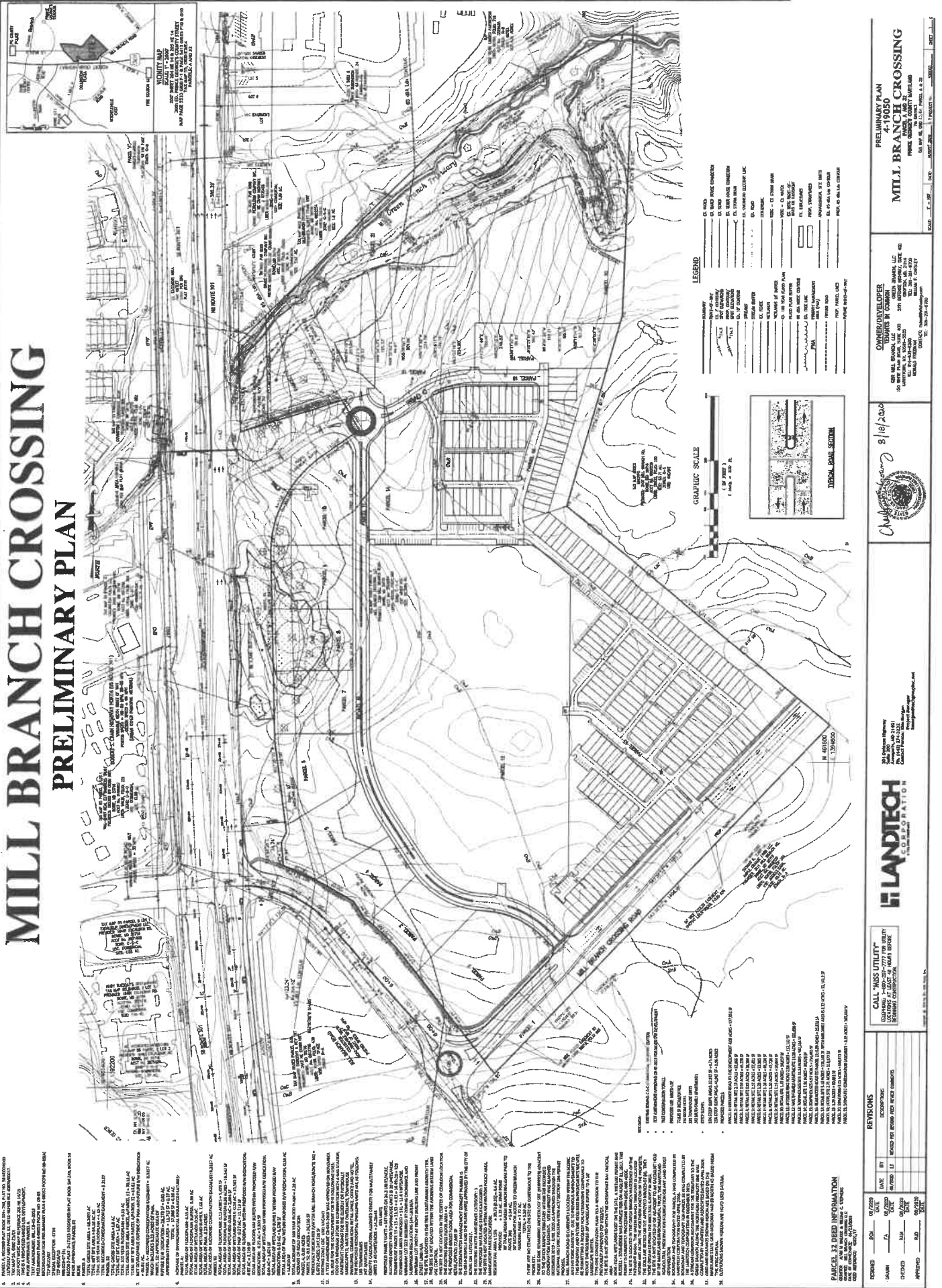
1. Since Parcel 32 is not in Water/Sewer Category 4 at this time, it shall be removed from this Preliminary Plan of Subdivision application.
2. Traffic Impact Improvements
 - A. US Route 301/Governors Bridge Road/Harbour Way. Harbour Way, eastbound, the lane use shall be modified to provide a double left turn lane, and a combined left/through/right turn lane.
 - B. US Route 301/MD Route 197. On northbound Route 301, additional left turn lane shall be provided, for a total of three left-turn lanes. The improvements at this intersection shall also include the construction of a third northbound receiving lane on MD Route 197, for a distance determined by the State Highway Administration.
 - C. US Route 301/Mill Branch Road/Excalibur Road. An additional northbound through lane shall be constructed along US 301 beginning at a point south of Mill Branch Road and ending at a point north of Mill Branch Road (distance to be determined by the State Highway Administration). Additional road improvements shall be provided at this intersection to achieve a minimum of 150% mitigation as required by the County Subdivision Regulations. Improvements shall be approved by the State Highway Administration.
3. Bicycle and Pedestrian Improvements
 - A. Shared lane markings and appropriate bikeway signage shall be provided along the site's Mill Branch Road frontage, subject to the approval of the Prince George's County Department of Public Works and Transportation.
 - B. A wide crosswalk, with pedestrian refuge islands in the U.S. Route 301 median to create a road crossing to accommodate both pedestrians and bicyclists, shall be constructed at the Route 301/Excalibur Road/Mill Branch Road intersection, subject to the approval of the State Highway Administration.
 - C. Short-term bicycle parking shall be provided at the non-residential uses within the development, while the multifamily buildings shall be designed to accommodate the interior storage of bicycles for residents. The amounts and

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U.S. Route 301 (Northbound)/Mill Branch Road Intersection**

locations of bicycle parking for the non-residential uses shall be determined at the time of Detailed Site Plan review.

- D. The applicant shall provide a shared bicycle lane along southbound U.S. Route 301, from MD Route 197 to Excalibur Road, subject to the approval of the State Highway Administration.
 - E. An on-road bicycle designated area shall be provided along U.S. Route 301, beginning at a point south of Mill Branch Road, and continuing north of Mill Branch Road, as determined by the State Highway Administration.
 - F. Sidewalks with a minimum width of five feet shall be provided on all internal roadways within the project, except along alleyways.
4. The applicant and the City shall explore the potential of reforesting the areas adjacent to Mill Branch Road and U.S. Route 301, as recommended in the City's Development Review Guidelines. This shall also include the planting of street trees and landscaping designed in a manner which will strive to meet more of the woodland conservation requirement on and immediately adjacent to the site. Further, the shall applicant work with the City to identify a location or locations for off-site tree planting to take place within the same subwatershed of the development site, and in, or as close to the City as possible, in accordance with the City's Development Review Guidelines.

MILL BRANCH CROSSING PRELIMINARY PLAN



- REVISIONS**
- | NO. | DATE | BY | DESCRIPTION |
|-----|------------|----|--------------------|
| 1 | 08/16/2000 | JH | ISSUED FOR BIDDING |
| 2 | 08/16/2000 | JH | ISSUED FOR BIDDING |
| 3 | 08/16/2000 | JH | ISSUED FOR BIDDING |
| 4 | 08/16/2000 | JH | ISSUED FOR BIDDING |
| 5 | 08/16/2000 | JH | ISSUED FOR BIDDING |

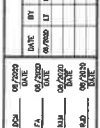
REVISIONS

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4	08/16/2000	JH	ISSUED FOR BIDDING
5	08/16/2000	JH	ISSUED FOR BIDDING

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REVISIONS

NO.	DATE	BY	DESCRIPTION
1	08/16/2000	JH	ISSUED FOR BIDDING
2	08/16/2000	JH	ISSUED FOR BIDDING
3	08/16/2000	JH	ISSUED FOR BIDDING
4	08/16/2000	JH	ISSUED FOR BIDDING
5	08/16/2000	JH	ISSUED FOR BIDDING



OWNER/DEVELOPER
 MILL BRANCH CROSSING
 100 MILL BRANCH CROSSING ROAD
 MILL BRANCH, GA 30259

DATE 8/16/2000

SCALE AS SHOWN