

PGCPB No. 2025-112

File No. DSP-23026

## R E S O L U T I O N

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the applicant, Rowhit Bowie LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, Section 27-1900 of the Zoning Ordinance was in effect for three (3) years following the effective date of the Zoning Ordinance, April 1, 2022; and

WHEREAS, pursuant to Section 27-1903(b) of the Zoning Ordinance, development applications of any type were permitted to elect to utilize the Zoning Ordinance in existence prior to April 1, 2022 (prior Zoning Ordinance) for development of the subject property and to be reviewed and decided in accordance with the provisions of the prior Zoning Ordinance; and

WHEREAS, the subject application was submitted and accepted as complete on March 17, 2025; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on November 20, 2025, regarding Detailed Site Plan DSP-23026 for Ourisman of Bowie, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) is for development of a 22,111-square-foot vehicle sales and service building on 6.294 acres.
2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	CS	C-M
Use(s)	Vacant	Automotive Sales and Service Dealership
Gross tract acreage	6.294	6.294
Lots	1*	1*
Gross floor area (sq. ft.)	-	22,111 sq. ft.

**Note:** \*The vehicle sales and service building and associated parking will be on a single lot (Lot 1). The access point is located beyond the subject property, on adjacent Lot 3, which was included in Preliminary Plan of Subdivision (PPS) 4-91054, approved by the Prince George's County Planning Board on October 31, 1991, for five lots and one outparcel (PGCPB Resolution No. 91-393(C)). This access point is further discussed herein.

**Zoning Regulations** (Per Section 27-462(a) of the prior Prince George’s County Zoning Ordinance)

	<b>REQUIRED</b> (min.)	<b>PROVIDED</b>
Street setback – US 301	10 feet	89.3 feet
Side setback – North	12 feet	258.9 feet
Side setback - South	N/A	33.7 feet
Rear Setback	25 feet	93.1 feet
Building height	N/A	25 feet

**Parking Requirements** (Per Section 27-568(b) of the prior Zoning Ordinance)

<b>Requirement</b>		<b>Provided</b>
Vehicle Indoor Sales (1.0 sp/ 500 sq. ft. of GFA (15,464 sq. ft.))	min. 31	32
Vehicle Outdoor Sales (1 sp/ 1,000 sq. ft. of gross outdoor display area (1,032 sq. ft.))	2	2
Vehicle Service (3 sp/service bay (15 bays))	45	45
• Regular parking space (9.5 feet X 19 feet)	-	58
• Compact parking space (8 feet X 16.5 feet)	max. 26	17
• Handicap accessible space (8 feet x 19 feet)	min. 4	4
• <b>Total</b>	78*	<b>79</b>

**Note:** \*Of which at least four shall be handicap-accessible, in accordance with Section 27-566(b) of the prior Zoning Ordinance. In addition, up to 26 (one third of the requirement) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance.

**Loading Spaces** (Per Section 27-582(a) of the prior Zoning Ordinance)

	<b>Required</b> (min.)	<b>Provided</b>
Loading spaces (33 feet x 12 feet)	2	2

**Bicycle Spaces**

This DSP includes five U-shaped bicycle racks (10 spaces) located near the entrance of the front of the building, to support a multimodal system of service.

3. **Location:** The subject site is in Planning Area 71B and Council District 4 within the limits of the City of Bowie. Geographically, it is located on the west side of US 301 (Robert Crain Highway), approximately 410 feet south of its intersection with Mount Oak Road.
4. **Surrounding Uses:** The site is bounded to the north by a vacant lot in the Commercial, Service (CS) Zone (previously zoned Miscellaneous Commercial (C-M)); to the south by automotive sales and service facilities in the CS Zone (previously zoned C-M); to the east is US 301, and beyond is a residential property in the Agricultural-Residential (AR) Zone, (previously zoned Residential-Agricultural (R-A)); and to the west are residential properties in the Residential, Rural (RR) Zone (previously zoned Rural Residential (R-R)).
5. **Previous Approvals:** The 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* reclassified the subject property from the R-A Zone to the prior C-M Zone. The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* retained the property in the prior C-M Zone.

PPS 4-04047 was approved by the Planning Board on September 9, 2004 (PGCPB Resolution No. 04-177), for one lot in support of a 29,800-square-foot automotive dealership in the C-M Zone, with direct access to US 301. This lot, known as Lot 1, was platted under Final Plat of Subdivision 5-06093 and recorded in the Prince George's County Land Records in Plat Book REP 212 Plat No. 11, titled Route 301 Realty Corp.

DSP-05013 was approved by the Planning Board on July 28, 2005 (PGCPB Resolution No. 05-173), for a 29,700-square-foot automotive dealership. This DSP was then amended by the Prince George's County Planning Director on August 26, 2006, to add basement parking in lieu of the previously approved rooftop parking. No physical development has occurred on this site, and the approval of DSP-05013 has lapsed.

6. **Design Features:** The proposal includes a single 22,111-square-foot building, with parking and circulation areas around it. The site will be accessed from a single access point on US 301 to the southeast. The access point is located on adjacent Lot 3, which was approved under PPS 4-91054. The location of this access point consolidates access to the subject property with that of the adjacent vehicle sales and service use. The Planning Board approves this consolidation, however, this location for access was not considered at the time of PPS for the subject site, and therefore, no access easements have been established between the subject property and Lot 3. This is further discussed in Finding 7a below.

A large section of the northern portion of the site is within a 100-year floodplain easement (Plat Book 212, page 11) and will be retained as woodlands.

#### **Architecture**

The architectural design of the building is contemporary, with a flat roof. The building façade is finished with a mix of materials, including glazing, masonry, metal coping, aluminum wall panels, and exterior insulation and finish system. The roof features a variety of parapet heights, which breaks up the massing of the building.

### **Signage**

The building will have four wall signs, and one pylon sign. According to Section 27-613 of the prior Zoning Ordinance, the total area of all wall signs for the one-story building must not exceed 2 square feet for each linear foot of width along the building's principal entrance. The maximum allowable wall signage area is 310 square feet. The signage locations and sizes shown on the east architectural elevation total 169 square feet, which complies with the allowable signage area. While the included signs do meet all prior Zoning Ordinance regulations in Section 27-613 relative to location, height, and area, the submitted plans do not include a detail for the "Ourisman" sign identified on Sheet 12 of the DSP, and the applicant did not submit a complete signage schedule on the plans. Therefore, a condition is included herein requiring the applicant to submit this detail, along with a complete signage schedule, prior to certification of the DSP. The 90-square-foot pylon sign will be located in the middle of the site's eastern frontage, set back 24 feet from the front property line, and is in conformance with Section 27-614 of the prior Zoning Ordinance.

### **Lighting**

The subject DSP includes both building-mounted and pole-mounted lighting throughout the site, with details. The Planning Board finds that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles, building entryways, and walking paths.

### **Loading and Trash Facilities**

The subject DSP includes two loading spaces located on the north side of the subject property. The trash enclosure is located near the southwest corner of the site. All trash and loading facilities will be screened from adjacent properties through landscaping and woodland preservation. Landscaping is shown along US 301, consistent with Section 4.2, Requirements for Landscape Strips Along Streets, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), which screens the loading space from the right-of-way. The loading spaces shown on the DSP are 15 feet wide and 33 feet long, which conform to the requirements of Section 27-587 of the prior Zoning Ordinance.

Per Section 4.4 of the Landscape Manual, all dumpsters, trash pads, and trash collection or storage areas, including recycling facilities, are required to be screened from all outdoor recreation areas, retail parking areas, and entrance drives. The submitted plans also show the location of the included dumpster, with the details and dimensions of the dumpster enclosure that will wholly screen the dumpster from view.

## **COMPLIANCE WITH EVALUATION CRITERIA**

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the C-M Zone, and the site design guidelines of the prior Zoning Ordinance:

- a. This application is subject to the requirements of Section 27-448.01, Frontage, of the prior Zoning Ordinance, as follows:

**“Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.”**

The use of a private easement must be authorized by the Planning Board, pursuant to the prior Prince George’s County Subdivision Regulations and a subdivision application. The applicant includes joint access between the subject property and the adjacent dealership to the south of the subject site, in an effort to consolidate access points along US 301. The Planning Board approves this access consolidation. Further, the applicant provided correspondence with the Maryland State Highway Administration, which further supports consolidating the access points along US 301, and is included in the backup for this case. A final plat should be approved by the Planning Board that will authorize the use of a shared vehicular access easement pursuant to Section 24-128(b)(9) of the prior Subdivision Regulations, and the plat will reflect the shared vehicular access easement with the liber/folio reference and denial of access, as conditioned herein.

- b. This application is subject to the requirements of Section 27-459, C-M Zone, of the prior Zoning Ordinance as follows:

**(b) Landscaping and screening.**

**(1) Landscaping and screening shall be provided in accordance with Section 27-450.**

In accordance with Section 27-450 of the prior Zoning Ordinance, “Landscaping, screening, and buffering of all development in the Commercial Zones shall be in accordance with the provisions of the Landscape Manual.” **Evaluation of the Landscape Manual has been addressed in Finding 9 below.**

**(c) Uses**

**(1) The uses allowed in the C-M Zone are as provided for in Table of Uses I (Division 3 of this Part).**

The subject DSP is approved to develop a vehicle sales and services establishment. Per Section 27-461(b) of the prior Zoning Ordinance, a vehicle sales lot, which may include dealer servicing and outdoor storage of vehicles awaiting sale, is a permitted use in the C-M Zone, subject to Footnote 72, which is relevant to properties located within an applicable Development District Overlay (D-D-O) Zone. This subject property is not within a D-D-O Zone, and as such, Footnote 72 is not relevant.

**(d) Regulations.**

- (1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the C-M Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Table (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The subject DSP is in conformance with these regulations. Specific details have been discussed in Findings 2 and 6 above, and Finding 9 below.

- c. Section 27-274(a) of the prior Zoning Ordinance provides site design guidelines for a DSP. The applicable design guidelines are described as follows:

**(2) Parking, loading, and circulation.**

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
- (i) Parking lots should generally be provided to the rear or sides of structures;**
  - (ii) Parking spaces should be located as near as possible to the uses they serve;**
  - (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
  - (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
  - (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

Access to the site is provided by one driveway along US 301. The development requires 78 parking spaces of which 79 are provided to include 4 ADA, 17 compact, 58 standard parking spaces, and 5 bicycle racks to accommodate 10 bicycles. The submitted plans show sidewalk

connections within the subject site from the parking areas to the primary entrance into the building. Parking spaces are arranged along the drive aisles on the east, north, and west sides of the building for easy access, and to avoid conflicts with pedestrian connectivity. The majority of the provided parking is located to the rear and sides of the primary structure on the site, however there are 17 spaces (approximately 21 percent of the provided parking) between the building and US 301. Four of these spaces are handicap-accessible and are appropriately located close to the primary entrance. Vehicle sales uses also typically locate vehicles that are for sale near the front of the site. The Planning Board finds that the parking lot for this development is generally located to the sides and rear of the primary structure, while being located as near as possible to the use they serve. Handicap-accessible parking spaces are provided and easily visible for patron use. The perimeter parking lot landscaping minimizes the visual impact of cars from US 301.

**(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:**

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

Two loading spaces are included in this DSP, which has been discussed in Finding 6 above. The loading spaces are located internal to the subject site, and to the north of the building, set back a minimum of 200 feet from US 301 and public view, and are further screened in accordance with Section 4.3 of the Landscape Manual. The loading spaces are located away from the on-site pedestrian circulation and outside of the drive aisles. Accordingly, they are visually unobtrusive and have minimal conflicts with vehicles and pedestrians.

**(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
- (ii) Entrance drives should provide adequate space for queuing;**

- (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
- (iv) Parking areas should be designed to discourage their use as through-access drives;**
- (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
- (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
- (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
- (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

The location of the driveway entrance from US 301 is to be collocated with the adjacent property to the south, which is also developed with a vehicle sales and service dealership. Consolidating these entrance drives provides a more efficient and safe accessway to these two dealerships than would multiple driveway entrances fronting an arterial roadway. The entrance drive provides adequate space for queuing, such that no cars will back up onto public right-of-way. Circulation through the site allows for free flowing traffic without encouraging higher speeds, and discouraging any through-traffic. On-site directional signage is provided. Given the site's frontage on US 301, which is classified as an arterial roadway adjacent to the property, this site and the surrounding areas are not conducive to pedestrian activity along the right-of-way. However, pedestrian access is provided internally from the customer parking areas to the primary entrance for the facility and is safely separated from



vehicular circulation lanes. Barrier-free pathways to accommodate the handicapped are provided. The submitted circulation plans show both vehicular and pedestrian circulation to be safe, efficient, and convenient.

**(3) Lighting.**

**(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:**

- (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
- (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
- (iii) The pattern of light pooling should be directed on-site;**
- (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;**
- (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
- (vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

Lighting for this DSP has been discussed in Finding 6 above, demonstrating adequate illumination for users and for the site in the evening. The lighting adequately illuminates on-site entryways and will enhance user safety. Light pooling is directed on-site. The fixtures used throughout are similar in function, made from durable materials that are compatible with the scale and architecture of the site. These fixtures will provide a consistent quality of light for the development.

**(4) Views.**

**(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

The varied landscaping included along the property's border, facing US 301, creates a scenic view for both drivers passing by and for pedestrians within the site.

**(5) Green Area.**

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**
- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
  - (ii) Green area should link major site destinations such as buildings and parking areas;**
  - (iii) Green area should be well-defined and appropriately scaled to meet its intended use;**
  - (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
  - (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
  - (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
  - (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

Approximately 61.21 percent of the site is provided as green area, and these areas are well-defined and appropriately scaled to support the subject development. Specifically, the required green area is provided along the perimeter of the property and acts as a significant buffer on the north and west sides of the property. This works to effectively screen the approved use from the surrounding properties and the street.

Accordingly, the Planning Board finds that the included on-site green area is designed to complement other site activity areas and is appropriate in size, shape, location, and design to fulfill its intended use.

- (B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

Regulated environmental features (REF) are required to be preserved and/or restored, to the fullest extent possible, under Section 24-130(b)(5) of the prior Subdivision Regulations. The on-site REF includes streams, stream buffers, wetlands, wetland buffers, 100-year floodplain, and steep slopes.

In conformance with Section 24-130(b)(5), the REF on the subject property have been preserved and/or restored, to the fullest extent possible, based on the limits of disturbance shown on the Type 2 tree conservation plan (TCP2). No additional primary management area (PMA) impacts were requested with this application.

**(6) Site and streetscape amenities.**

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**
- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
  - (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
  - (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
  - (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**
  - (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**

- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

Light fixtures and bike racks are adjacent to pedestrian and vehicular paths and finished to complement the establishment's color scheme and align with the overall building design. These amenities will be functional for the site's use and constructed of durable, low maintenance materials. Landscaping and curbs protect the site amenities from vehicular intrusion. No kiosks, planters, fountains, public art, or similar amenities are included in this DSP. The site is not intended as a public gathering space, nor will it function as a path between destinations, as such amenities such as kiosks, planters, fountains, and public art are not necessarily appropriate for this site. The included amenities are clearly visible and do not obstruct pedestrian circulation and will accommodate all users, as they are appropriately scaled for user comfort.

**(7) Grading.**

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:**
  - (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**
  - (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
  - (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**
  - (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**

- (v) Drainage devices should be located and designed so as to minimize the view from public areas.**

The subject property has a moderate slope with existing steep slopes along the site's US 301 frontage. Grading will be implemented along the north and west sides of the parking area to assist with site drainage toward the existing floodplain areas. The subject DSP also includes retaining walls along three sides of the development, to enhance stability for providing a flat area within the site while preserving existing grades off-site. Accordingly, the Planning Board finds that the grading will minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites.

**(8) Service Areas.**

- (A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:**
  - (i) Service areas should be located away from primary roads, when possible;**
  - (ii) Service areas should be located conveniently to all buildings served;**
  - (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
  - (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

The submitted plans show that the location of the dumpster and loading spaces are accessible, but unobtrusive due to their locations near the west portion of the development, away from US 301. These locations are also convenient to the building which they will serve. While both are screened with landscaping, the dumpster is also enclosed with materials compatible with the primary structure.

**(9) Public Spaces.**

- (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:**

- (i) **Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
- (ii) **The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
- (iii) **Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
- (iv) **Public spaces should be readily accessible to potential users; and**
- (v) **Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

This DSP is for a single building and nonresidential use and is not considered a large scale or mixed-use development. As such, this section is not applicable.

**(10) Architecture.**

- (A) **When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.**
- (B) **The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) **These guidelines may be modified in accordance with Section 27-277.**

A detailed discussion regarding architecture has been addressed in Finding 6 above.

**(11) Townhouses and three-family dwellings.**

This requirement is not applicable to this DSP because it does not include any townhouses or three-story units.

8. **Preliminary Plan of Subdivision 4-04047:** PPS 4-04047 was approved by the Planning Board on September 9, 2004 (PGCPB Resolution No. 04-177), for one lot in support of a 29,800-square-foot automotive dealership in the C-M Zone, subject to 13 conditions. The conditions relevant to the subject DSP are listed below, in **bold** text. The Planning Board's analysis of the PPS conditions follows each one, in plain text:

1. **Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/32/04). The following note shall be placed on the Final Plat of Subdivision:**

**"This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/32/04), or modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."**

TCP2-089-05-01 was submitted with this application and is in compliance with Type I Tree Conservation Plan TCPI-32-04.

4. **The applicant shall provide sufficient and uninterrupted access to Parcels 103 and 164, either along the existing ingress/egress easement or through some other means mutually agreeable to all parties.**

At the time of PPS 4-04047, Parcels 103 and 164 were under private ownership and used for residential purposes adjacent to the subject site. Both Parcels 103 and 164 are deed parcels and have since been purchased by the applicant, Rowhit Bowie LLC. The site plan shows asphalt paving that will provide sufficient and uninterrupted access to Parcels 103 and 164, within a 20-foot-wide ingress/egress easement (Liber 2296 Folio 329), in conjunction with the shared vehicular access easement, as conditioned herein.

8. **Prior to the issuance of building permits, the applicant shall obtain detailed site plan approval by the Planning Board. The detailed site plan shall address buffering (including light and noise intrusion), landscaping areas, and techniques to further minimize PMA impacts and the visual relationship between the proposed development and adjoining residentially developed properties.**

This DSP application is submitted in accordance with the above condition. The submitted DSP set includes a landscape plan, lighting plan, and a revised TCP2 that fully addresses buffering (including light and noise intrusion), landscaping, access, techniques to further minimize PMA impacts, and the visual relationships between the development and adjoining residentially developed properties. These issues are addressed through consolidation of the development to the southeast portion of the site, situated far from the adjacent residential areas and PMA.

9. **Development of this subdivision shall be in compliance with the approved stormwater management concept plan (8254-2004-01) or any approved revision thereto.**

Jurisdiction of stormwater management (SWM) regulations has transferred from the County to the City of Bowie, since the approval of the PPS. SWM Concept Plan No. 8245-2004-01 was replaced with the City of Bowie approved SWM Concept Plan No. 02-1223-204NE14. This application is in compliance with the City of Bowie's approved SWM concept plan.

10. **The applicant shall provide for any necessary turn lanes and frontage improvements along US 301 as required by SHA. These may include turn lanes for deceleration and acceleration of vehicles and channelization (lane divider) at the site entrance to prevent weaving.**

The submitted DSP includes a transportation impact analysis which addresses the necessary turn lanes and frontage improvements along US 301. Per correspondence from the Maryland State Highway Administration (SHA), it is desired to retain the current 12-foot-wide shoulder, with the addition of curb and gutter and tapering, to accommodate the right turning movement into the site. A condition is included herein requiring the applicant to identify and provide details for the curb/gutter and tapering desired by SHA.

12. **Total development within the subject property shall be limited to 29,800 square feet of automobile dealership facilities, or equivalent development that generates no more than 52 AM and 62 PM new peak-hour trips, taking into account estimated pass-by trips. Any development other than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

A trip generation analysis submitted by the applicant indicates that the development will not exceed the established trip cap established by PPS 4-04047. The Planning Board finds this submittal to be accurate and in conformance with the above condition.

9. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The submitted landscape plan demonstrates conformance to these requirements, with the exceptions detailed below.

Section 4.3(c)(2)(D) provides regulations for interior parking lot landscaping planting space area. Specifically, a minimum of 160 square feet of contiguous, pervious land area shall be provided for each tree, and planting islands that are parallel to parking spaces on both sides shall be a minimum of 9 feet wide. The submitted landscape plans indicate that these regulations are not met. The Planning Board finds that minor adjustments to the plans will yield conformance with these requirements, and a condition is included herein requiring those adjustments.



A technical correction is required for the schedule provided for Section 4.7, Bufferyard 1. The adjacent use is labeled as “service commercial,” but instead needs to be identified as single-family development. This correction is conditioned herein.

10. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to Subtitle 25, Division 2, the Woodland and Wildlife Habitat Conservation Ordinance (WCO), and the 2018 *Environmental Technical Manual* (ETM). Type II Tree Conservation Plan TCPII-089-05 was approved for the site on April 28, 2006. The worksheet on the prior TCPII showed that the site contained 2.94 acres of woodland in the net tract, and 1.86 acres of woodlands in the floodplain. Of this, 1.91 acres of net tract woodlands and 0.11 acre of woodlands in the floodplain were approved to be cleared. The woodland requirement for the TCPII was 1.17 acres, which was to be met by 1.03 acres of on-site preservation, and 0.14 acre to be met by fee-in-lieu. The site was cleared based on this prior TCPII, but without a permit from the County. To address the clearing that has occurred on-site, the current TCP2 worksheet calculations shall be based on the site woodlands as existing in June 2022.

TCP2-089-05-01 was submitted with this application showing that this 6.294-acre site contains 2.76 acres of floodplain for a net tract area of 3.53 acres. The TCP2 shows that the site contains 3.80 acres of woodlands in the net tract, and 2.75 acres in the floodplain, as of June 2022. The amount of woodlands shown is larger than the gross tract. Prior to signature approval, the worksheet will need to be corrected to reflect the amount of woodlands on-site in June 2022. Based on the acreage provided, the site woodland conservation threshold is 0.53 acre. The applicant plans to clear 1.82 acres of woodlands in the net tract and 0.14 acre in the floodplain. The TCP2 shows the woodland conservation requirement of 2.49 acres being met with 0.99 acre of preservation, 0.03 acre of on-site reforestation, and 1.47 acres of off-site woodland conservation credits. The Planning Board finds that the development meets the 15 percent woodland conservation threshold on-site.

11. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that include more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. The Tree Canopy Coverage Ordinance is not subject to the current Zoning Ordinance grandfathering provisions and does not contain any grandfathering provision for prior zoning, except for specified legacy zones or developments that had a previously approved and valid landscape plan demonstrating conformance to the Tree Canopy Coverage Ordinance. Therefore, this application was reviewed for conformance with the tree canopy coverage (TCC) requirement for the current property zone, which is Commercial, Service (CS) Zone.

Per Section 25-128(b) of the Tree Canopy Coverage Ordinance, the minimum TCC required in the CS Zone is 15 percent of the net tract area, or 23,065 square feet. The DSP meets this requirement by providing approximately 51,074 square feet of TCC within the net tract area. Technical corrections are needed to accurately reflect conformance to these requirements on the TCC schedule, as conditioned herein.

12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:

- a. **Historic Preservation and Archeological Review**—In a memorandum dated April 15, 2025 (Stabler, Smith, and Chisholm to Myerholtz), the following comments were noted:

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is high. The subject property had farm structures on it until the 1990s. A stream runs through the west side of the parcel that is a tributary of Mill Branch. Many indigenous archaeological sites have been identified within a mile of the subject property.

The 2010 *Approved Historic Sites and Districts Plan* contains goals and policies that are relevant to the subject property. A goal (page 59) and related policy in planning for archeology is to:

- **Incorporate archeological resource protection into the local land use and comprehensive planning processes through site identification and preservation.**
- **Policy 1: Ensure that archeological resources are considered and protected through all phases of the development process.**

To address the strategies above, the Planning Board finds that monitoring for archeological resources, during any grading and ground disturbance on the property, shall be conducted with this development.

- b. **Community Planning**—In a memorandum dated April 18, 2025 (Lester to Myerholtz), it was noted that the subject DSP does conform with the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* recommended land use for the subject property.
- c. **Transportation Planning**—In a memorandum dated October 17, 2025 (Wilson to Myerholtz), an analysis of the DSP was noted, with regards to relevant prior conditions of approval and Zoning Ordinance compliance, which have been incorporated into the findings and conditions of this resolution.
- d. **Environmental Planning**—In a memorandum dated October 17, 2025 (Rea to Myerholtz), the following information was noted:

**Natural Resources Inventory/Environmental Features**

In conformance with Section 24-120(a)(22) of the prior Subdivision Regulations, an approved Natural Resources Inventory Plan (NRI-081-2024) was submitted with the

application. The site contains streams, wetlands, 100-year floodplain, and severe slopes. No additional information is required for conformance to the NRI.

### **Riparian Stream Buffer**

The site contains a riparian stream buffer that is required to be fully wooded in accordance with Section 25-121(c)(1)(C) of the WCO; however, this site qualifies for exceptions to this requirement based on criteria outlined in the code. The TCP2 and statement of justification (SOJ) indicate that clearing is included within the stream and stream buffer for a sewer connection which was previously approved and unavoidable. This impact is discussed in the PMA impact section herein. The Planning Board finds that compliance with the exceptions is demonstrated with the application, as submitted.

### **Specimen Trees**

Tree conservation plans are required to meet all the requirements of Subtitle 25, Division 2 of the Prince George's County Code, including the preservation of specimen trees in Section 25-122(b)(1)(G) of the WCO. Every effort should be made to preserve the trees in place, considering the different species' ability to withstand construction disturbance (refer to the Construction Tolerance Chart in the ETM for guidance on each species' ability to tolerate root zone disturbances).

If, after careful consideration has been given to the preservation of the specimen trees, there remains a need to remove any of the specimen trees, a variance from Section 25-122(b)(1)(G) is required. Applicants can request a variance from the provisions of Division 2 of Subtitle 25 (the WCO) provided all of the required findings in Section 25-119(d) of the WCO can be met. An application for a variance must be accompanied by an SOJ stating the reasons for the request and how the request meets each of the required findings.

### **Review of Subtitle 25 Variance Request**

The site contains 11 specimen trees. A Subtitle 25 variance application and an SOJ in support of the variance were received on September 15, 2025, and resubmitted on October 17, 2025. The request is for the removal of two specimen trees, identified on the TCP2 as ST-1377 and ST-1380. The trees are in poor and fair condition as indicated on the approved NRI. The TCP2 shows the location of the trees for removal in the area of the parking lot and access road.

It should be noted that specimen tree ST-1377 was previously approved for removal with TCPII-89-05. Also, the area where ST-1380 is located is shown as developed on TCPI-32-04; however, at the time of that application, the tree had likely not achieved specimen tree status and therefore, was not identified on the plan.

### **Analysis of Section 25-122(b)(1)(G) WCO Variance Request**

Section 25-119(d)(3) of the WCO contains six findings (text in **bold** below) to be made before a variance from the WCO can be granted. The submitted SOJ seeks to address the required findings for two specimen trees (ST-1377 and ST-1380) included for removal. Considerations for the Planning Board findings include construction tolerance, distance

from development impacts to the trees, and condition of the trees. An evaluation of this variance request, with respect to the required findings, is provided below. The Planning Board approves removal of the two specimen trees requested by the applicant, based on these findings.

**(A) Special conditions peculiar to the property have caused unwarranted hardship;**

This specimen tree removal variance request was evaluated using the Woodland and Wildlife Habitat Conservation Priorities as outlined in Section 25-121(b)(1) of the WCO. The specimen trees requested for removal will allow for the protection of the woodlands with the highest priorities, as listed in Section 25-121(b)(1), to the maximum extent practicable and allow for the development of this site to occur in the lower priority areas of the site. Requiring the applicant to retain these two specimen trees on the site by designing the development to avoid impacts to the critical root zone would further limit the area of the site available for the orderly development that is consistent with the zoning and the recommendations of the master plans, to the extent that it would cause the applicant an unwarranted hardship.

The applicant states in the variance request that special conditions peculiar to the property have caused unwarranted hardship. In relation to other properties in the area, special conditions peculiar to the property would cause an unwarranted hardship if the applicant were required to retain the two specimen trees identified as specimen trees ST-1377 and ST-1380. To retain a significant amount of PMA on the property, development has been consolidated to the southern portion of the site, toward the area where the subject specimen trees are located. Those special conditions relate to the specimen trees themselves, such as their size, condition, species, and on-site location.

This site sits on the west side of US 301. There is developed land to the south and the southwest of the site. Along the northern and northwest portion of the property, there is a stream and 100-year floodplain. The site has obtained prior PPS and DSP approvals for the same development area as this DSP. A conservation and floodplain easement have already been recorded protecting these regulated areas. The development requires SWM, grading, safe circulation, utilities, and landscaping on-site, in conformance with other sections of the County Code.

The applicant has designed the site in such a way that the proposal is in the developable areas outside of the PMA except for areas previously approved by the PPS for development.

The SOJ indicates that specimen trees ST-1377 and ST-1380 are included for removal because they are located within the footprint of the approved buildings and access road to the adjoining property. The two specimen trees requested for

removal are scattered throughout the site, are not located within the PMA, and are approved to be removed to successfully construct the development, as envisioned with the PPS.

Requiring the applicant to retain the two specimen trees on the site would further limit the area of the site available for development, to the extent that it causes an applicant unwarranted hardship. Alternatives to save these trees would compromise other requirements of the zones, the sector plan, and the County Code given their location.

Based on the uniqueness of the property setting and the location of the trees, the Planning Board finds that the two specimen trees are located on the developable portion of the site, and in areas necessary to meet the design and infrastructure requirements.

**(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas;**

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their critical root zone, would deprive the applicant of rights commonly enjoyed by others in similar areas with comparable zoning. All variance applications for the removal of specimen trees are evaluated in accordance with the requirements of the WCO and the ETM for site-specific conditions.

Specimen trees grow to such a large size because they were left undisturbed on a site for sufficient time to grow. The development is required to provide SWM, grading, safe circulation, utilities, and landscaping on-site in conformance with other sections of the County Code. The applicant is seeking to develop this property in conformance with the applicable provisions of the Zoning Ordinance. The applicant has designed the site in a way which maximizes the buildable areas of the site, while limiting the impacts to the PMA to only those which are allowable, reasonable, and necessary. The removal of specimen trees for the installation of parking and an access road is expected with development. This application localizes the removal of specimen trees away from the REF. Other sites that contain constraints and conditions similar to these would be given the same considerations during the review of the variance application.

**(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;**

All variance applications for the removal of specimen trees are evaluated in accordance with the requirements of Subtitle 25 of the County Code and the ETM for site-specific conditions. When similar trees were encountered on other sites for comparable developments, they have been evaluated under the same criteria.

The applicant states that, given the evidence in Variance Findings (B) above, not granting the variance would prevent the project from being developed within the County standard design parameters for commercial use. The applicant has made considerable efforts to avoid additional PMA impacts. The two specimen trees included for removal are in poor and fair condition. The applicant is preserving 0.99 acre of woodland and retaining an additional 2.61 acres of woodland that is not being credited due to being in the floodplain. This is not a special privilege that would be denied to other applicants. If other properties encounter trees in similar locations on a site with REF and PMA, the same considerations would be provided during the review of the variance application.

**(D) The request is not based on conditions or circumstances which are the result of actions by the applicant;**

The request for removal of the two trees is a result of their location on the property and the limitations on site design which are not the result of actions by the applicant. SWM, road improvements, slope stability, and other requirements are established by the County. Any development on this site would be subject to meeting the current requirements of the County based on the scope of that development. The removal of the two specimen trees is requested to achieve the development for the car dealership with associated infrastructure, and woodland conservation.

**(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and,**

The variance SOJ states that this request is not from a condition on a neighboring property. The request to remove the specimen trees does not arise from a condition relating to land or building use, either permitted or nonconforming on a neighboring property. The trees have grown to this size because of favorable conditions and lack of disturbance.

**(F) Granting of the variance will not adversely affect water quality.**

The site is governed by the state and local SWM regulations, which require the post-development site to mimic pre-development conditions as “woods in good condition.”

Granting the variance for the removal of two specimen trees will not adversely affect water quality because the applicant is required to meet current SWM requirements on-site. Stormwater requirements will be evaluated by the City of Bowie and additional information regarding the included stormwater facilities can be located in the stormwater section of this memorandum. Sediment and erosion control measures for this site will be subject to the requirements of Prince

George's County Soil Conservation District. Both SWM and sediment and erosion control requirements are to be met in conformance with state and local laws to ensure that the quality of water leaving the site meets the state's standards, which are set to ensure that no degradation occurs.

### **Summary**

The required findings of Section 25-119(d) have been adequately addressed for the removal of two specimen trees identified as Specimen Trees ST-1377 and ST-1380.

Per the findings above, the Planning Board approves the requested variance to Section 25-122(b)(1)(G), for the removal of these two specimen trees for the construction of a car dealership in the prior C-M Zone. The replacement requirement for the specimen tree removal, in accordance with Section 25-119(d)(7) of the WCO will be evaluated at the time of signature approval.

- e. **Permit Review**—In a memorandum dated April 18, 2025 (Jacobs to Myerholtz), it was noted that technical corrections are needed to the plans, which have been incorporated into the conditions herein.
  - f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**— DPIE did not offer comments on this DSP.
  - g. **Price George's County Police Department**—The Police Department did not offer comments on this DSP.
  - h. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer comments on this DSP.
  - i. **Prince George's County Health Department**—In a memorandum dated March 24, 2025, recommendations on mitigating air, noise, and dust pollution during the construction phase of this project were noted.
  - j. **Washington Suburban Sanitary Commission (WSSC)**— WSSC did not offer comments on the subject DSP.
  - k. **Public Utilities**—The public utility companies did not offer comments on this DSP.
  - l. **City of Bowie**—The Bowie City Council voted to recommend approval of DSP-23026 on May 5, 2025. The City's findings and recommendations are included in the backup for this DSP.
13. **Community Feedback:** The Prince George's County Planning Department did not receive any inquiries from the community regarding the subject DSP.

14. **Planning Board Hearing**—The Planning Board held a public hearing on this application on November 20, 2025. At the hearing and in rendering its decision, the Board considered all written and oral testimony, along with all exhibits submitted according to the Planning Board’s procedures.

Prior to the hearing, the applicant provided four exhibits (Applicant Exhibits 1–4) which included the resumes of the experts available for testimony at the hearing.

15. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, as approved with the conditions below, represents a most reasonable alternative for satisfying the site design guidelines of prior Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the development for its intended use.
16. Section 27-285(b)(2) of the prior Zoning Ordinance is not applicable because there is no conceptual site plan.
17. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
18. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5). The on-site REF include streams, stream buffers, wetlands, wetland buffers, 100-year floodplain, and steep slopes.

Impacts to the PMA were previously approved with PPS 4-04047 for a SWM outfall, a sewer connection, and for construction of a portion of the parking lot. This DSP is reliant on that prior approval. No additional impacts were included with this application. In conformance with Section 24-130(b)(5), the REF on the subject property have been preserved and/or restored, to the fullest extent possible based on the limits of disturbance shown on the TCP2.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-089-05-01 and APPROVED a Variance to Section 25-122(b)(1)(G), and further APPROVED Detailed Site Plan DSP-23026 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan, the following revisions shall be made, or information should be provided:
  - a. Revise General Note 6 to correct the proposed gross floor area.
  - b. Revise the landscape plans to demonstrate conformance with Section 4.3(c)(2)(D) of the 2010 *Prince George’s County Landscape Manual*, regarding minimum tree planting area requirements.



- c. Revise the tree canopy coverage schedule to accurately reflect the net tract area, per Section 25-128 of the Prince George's County Tree Canopy Coverage Ordinance, and demonstrate conformance to the requirement.
  - d. Identify right-of-way along the property frontage of US 301 (Robert Crain Highway).
  - e. Provide a site detail for the "Ourisman" sign identified on Sheet 12, and provide a complete signage schedule.
  - f. Provide site details for the curb and gutter and tapering along US 301 (Robert Crain Highway) and identify these details on the site plan.
  - g. Revise landscape Schedule 4.7 for Bufferyard 1 to correctly identify the adjacent use.
  - h. Show and label denial of access to US 301 (Robert Crain Highway) for Lot 1, except at the location of the shared vehicular access easement.
  - i. Add a note to the coversheet indicating that any off-site improvements to Lot 3 shall require proper permits and approvals per the Prince George's County Code.
2. Prior to approval of any building permits for Lot 1, a final plat shall be approved by the Prince George's County Planning Board, in accordance with Section 24-111 of the prior Prince George's County Subdivision Regulations, to authorize the use of a private easement for vehicular access pursuant to Section 24-128(b)(9) of the prior Subdivision Regulations. The final plat shall reflect the location of the shared vehicular access easement, with liber/folio reference, and denial of access in conformance with the detailed site plan.
3. The applicant shall retain a consultant archeologist to perform monitoring while grading occurs. The archeologist shall have the authority to temporarily halt work if significant subsurface features are encountered and consult with Historic Preservation Section staff to determine appropriate mitigation measures before work resumes.
4. Prior to signature approval of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:
  - a. Add the following note under the specimen tree table:

"NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE) with DSP-23026 for the removal of two specimen trees (Section 25-122(b)(1)(G)) specifically Specimen Trees ST-1377 and ST-1380."
  - b. Provide a 2-inch by 2-inch outlined blank square on each page for an approval block (to be inserted by staff at time of approval).

- c. Provide a TCP2 approval history table, which can be found on The Maryland-National Capital Park and Planning Commission's website.
  - d. Correct the woodland conservation worksheet to reflect the correct amount of woodlands on-site, as of June 2022.
  - e. Add the specimen tree removal worksheet to the plan.
  - f. Correct the Site Statistic Table to reflect the correct amount of existing woodlands, as of June 2022.
  - g. Label the specimen trees.
  - h. Show sewer connection.
  - i. Show all proposed grades.
  - j. Label top and bottom elevation of the retaining walls.
  - k. Add the signed owner's awareness certificate.
5. Prior to issuance of any permits impacting 100-year floodplain, wetlands, wetland buffers, streams, or waters of the United States, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.


BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Okoye, with Commissioners Geraldo, Okoye, and Barnes voting in favor of the motion at its regular meeting held on Thursday, November 20, 2025, in Largo, Maryland.

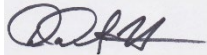
Adopted by the Prince George's County Planning Board this 11th day of December 2025.

Darryl Barnes  
Chairman

By   
Jessica Jones  
Planning Board Administrator

DB:JJ:DM:rpg

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner  
M-NCPPC Legal Department  
Date: November 25, 2025