



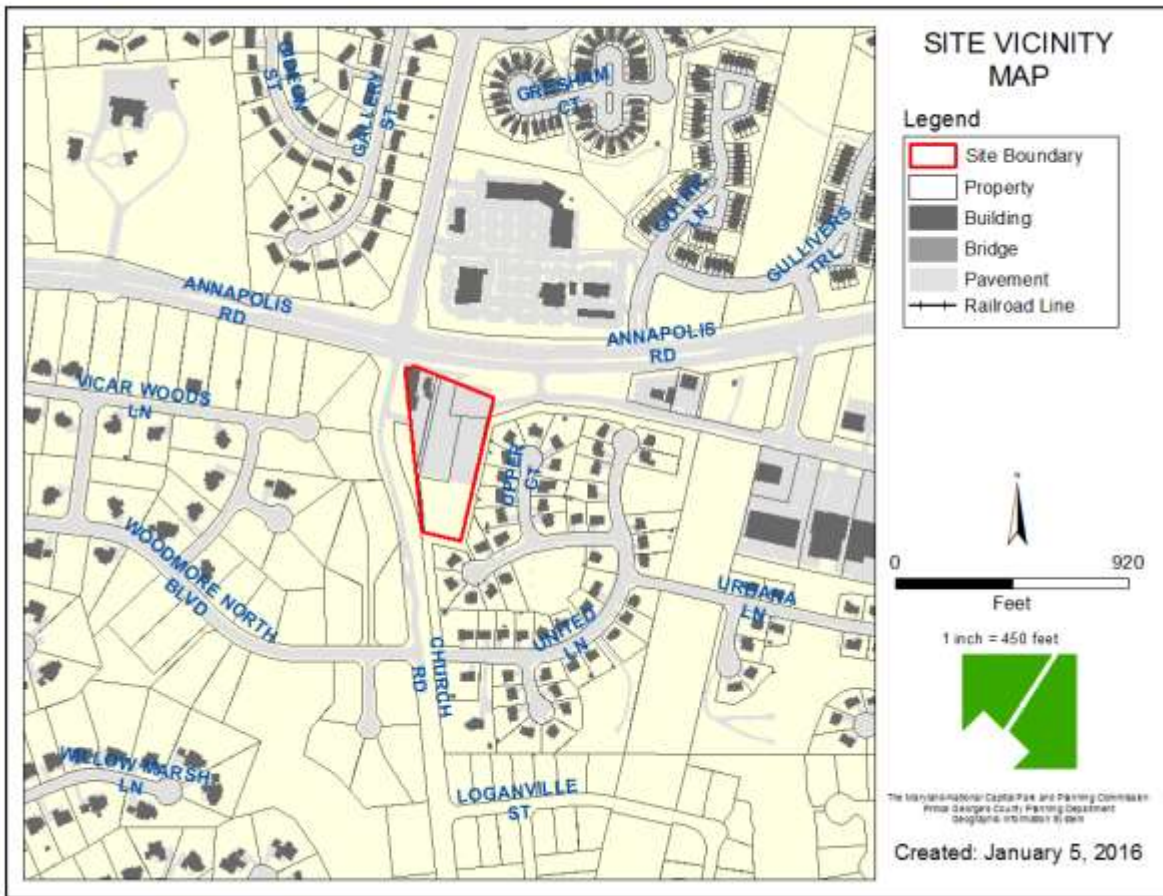
*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

## Preliminary Plan of Subdivision 4-15024

Application	General Data	
<b>Project Name:</b> TLBT Bowie, Melvin's Motors  <b>Location:</b> The southeast corner of Annapolis Road (MD 450) and Church Road.  <b>Applicant/Address:</b> TLBT, LLC 3500 South Clark Street Arlington, VA 22202  <b>Property Owner:</b> Joan D. Melvin 330 Rodeo Drive Davidsonville, MD 21035	Planning Board Hearing Date:	03/24/16
	Staff Report Date:	03/15/16
	Date Accepted:	01/14/16
	Planning Board Action Limit:	03/24/16
	Mandatory Action Timeframe:	70 days
	Plan Acreage:	4.107 acres
	Zone:	C-S-C
	Dwelling Units:	0
	Lots:	0
	Parcels:	1
	Planning Area:	71A
	Council District:	06
	Election District	07
	Municipality:	N/A
	200-Scale Base Map:	208NE12

Purpose of Application	Notice Dates	
One parcel for the construction of 36,170-square-feet of gross floor area (GFA) for commercial use.	Informational Mailing	11/05/15
	Acceptance Mailing:	01/11/16
	Sign Posting Deadline:	02/23/16

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Suzanne Nickle <b>Phone Number:</b> 301-780-2465 <b>E-mail:</b> Suzanne.Nickle@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-15024  
TLBT Bowie, Melvin's Motors, Parcel 1  
Type 1 Tree Conservation Plan TCP1-002-16

OVERVIEW

The subject property is located on the southeast quadrant of the intersection of Annapolis Road (MD 450) and Church Road, and is known as the commercial establishment of Melvin Motors. This auto repair use has been in operation at this location since 1946. The preliminary plan of subdivision (PPS) includes acreage parcels 2, 87, 91, 96, and 133. The parcels were not subject of a previously approved PPS or record plat. The property has frontage on MD 450 to the north, Church Road to the west, and Frontage Road to the east. Frontage Road is a service road that runs parallel along the south side of MD 450. The three rights-of-way are owned and maintained by the State Highway Administration (SHA). Vehicular access to the site is proposed to the west to Church Road and to the east to Frontage Road. Direct access onto MD 450 is not proposed and is recommended for denial which will be reflected on the final plat. No additional right-of-way (ROW) dedication is required or recommended with this application.

The gross acreage of this site is 4.107 and it is located in the C-S-C (Commercial Shopping Center) Zone. The applicant is proposing one parcel for the construction of a 36,170-square-foot commercial use. If the PPS application is approval, the applicant intends to file permits for the construction of a grocery store, a permitted use in the C-S-C Zone and does not require the review and approval of a detailed site plan. The development is subject to the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* at time of permit review.

The property is located abutting the eastern edge of the municipal boundary of the City of Bowie. Based on discussion with the applicant and the City of Bowie, subsequent to this PPS approval, the property will be annexed into the City of Bowie. The City of Bowie has reviewed the application and provided comments, as discussed further.

SETTING

The property is zoned C-S-C (Commercial Shopping Center) and is located on the southeast quadrant of the intersection of Annapolis Road (MD 450) and Church Road. To the north, the site is abutting the ROW of MD 450. The property to the north of the site, across MD 450, is zoned L-A-C (Local Activity Center) and is developed as a shopping center. To the east and south are R-R (Rural Residential) zoned properties and are developed with single-family detached residential. To the west the site is abutting the ROW of Church Road. The properties west of the site, across Church Road, are zoned R-E (Residential

Estate) and are developed with single-family detached dwellings.

## FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	C-S-C	C-S-C
Use(s)	Commercial 6,239 GFA	Commercial 36,170 GFA
Acreage	4.107 acres	4.107 acres
Lots	0	0
Outlots	0	0
Parcels	5	1
Dwelling Units:	0	0
Public Safety Mitigation Fee	No	No
Variance(s)	No	No
Variation(s)	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on January 29, 2016.

2. **Community Planning**—The proposed development is consistent with Plan Prince George's 2035 Approved General Plan policies for an Established Community, and is consistent with the 2006 Bowie and Vicinity Master Plan's policies for commercial development. The *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) describes Established Communities as areas appropriate for context-sensitive infill and low- to medium-density development and recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of existing residents are met. The subject site does not fall within any aviation policy areas or the Joint Base Andrews Land Use Control Impact area. The 2006 *Approved Master Plan for Bowie and Vicinity and the Sectional Map Amendment for Planning Areas 71A, 71B, 74A and 74B* rezoned this property to the C-S-C Zone.
3. **Stormwater Management**—The site is currently located outside of the City of Bowie; therefore, the approval of the stormwater management plan is under the authority for review and approval of the Department of Permitting, Inspection and Enforcement (DPIE) Site/Road Plan Review Division. Although a stormwater management concept plan approved by the City of Bowie was submitted with this application, it does not fulfill the submittal requirement for review with this Preliminary Plan of Subdivision pursuant to Section 24-120(a)(8) of the Subdivision Regulations which requires the following:

**An approved stormwater management concept plan or indication that an application for such approval has been filed with the appropriate agency or the municipality having approval authority;**

The applicant has filed a conceptual stormwater management plan (SWM Plan No. 7140-2016-00) with DPIE which is currently under review. Stormwater is proposed to be managed by micro-bioretenention facilities, bio-swales and permeable pavements. DPIE will review for conformance

to the SWM concept plan approval at the time of grading permit to ensure that development does not result in any on-site or downstream flooding. Development must be in conformance with that approved plan or subsequent approvals.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the PPS consists of nonresidential development and is therefore exempt from the Mandatory Dedication of Parkland.
5. **Trails**—The subject application proposes a 36,170 square-foot grocery store on the site of the former Melvin Motors business. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment* (area master plan SMA). Because the site is not within a designated Center or Corridor, it is not subject to Section 24-124.01 or the “Transportation Review Guidelines – Part 2, 2013.”

Three master plan trails are in the vicinity of the subject site. Both the MPOT and the area master plan recommend a shared use path along MD 450, on-road bicycle facilities along Church Road, and sidepath/bike lanes along Old MD 450. The trail along MD 450 has been constructed from Bowie to Seabrook by SHA through a recent capital improvement project along the north side of the road, including the vicinity of the subject site. For the portion of MD 450 west of Bowie, pedestrian access has been provided via the master plan trail along the north side of the road. No sidewalk access was provided along the south side via the SHA capital improvement project which widened the road.

The MPOT includes the following text in bold regarding the Church Road improvements:

**Church Road Bikeway: This bikeway will be accommodated with six-foot-wide asphalt shoulders with side path construction at major intersections (MPOT, page 21).**

Where Church Road has been reconstructed through the Fairwood Development to the south, wide asphalt shoulders have been provided with some sidepath construction at intersections, as referenced in the MPOT. In the vicinity of the subject site south of MD 450, it appears that a half-road section has been constructed, with the road complete along the west side, but only one lane on the east side. The master plan trail has been implemented as an eight-foot wide sidewalk identified as a Shared Use Sidepath in the master plan.

The MPOT includes the following text in bold in Table 2: Trail and Bikeway Recommendations regarding the Old MD 450 improvements:

**Old Maryland 450 Shared-Use Side path and Designated Bike Lanes: Develop trails and/or wide sidewalks and designated bike lanes along old MD 450 from Bowie to the West Bowie Village if practical and feasible. This will provide for safe and convenient pedestrian and bicycle access to the West Bowie Village from Bowie Main Street. These facilities will also connect to the recently completed trail along the former MD 450 right-of-way east of MD 197 (MPOT, page 21).**

The area master plan also provides the following detail regarding the recommended facilities along Old MD 450:

**Develop trails and/or wide sidewalks and designated bike lanes along old MD 450 from Bowie Main Street to West Bowie Village. This will provide safe and convenient pedestrian and bicycle access to West Bowie Village from Bowie Main Street (area master plan, page 52).**

It is recommended that sidewalk access be provided through the subject site from the property's eastern boundary to Church Road. This would require the provision of sidewalks along the Frontage Road and a sidewalk/designated walkway through the parking lot to the building entrance. The location proffered by the applicant and shown on the latest plan set (submitted January 27, 2016) is appropriate and makes the desired east-west connection through the subject site.

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) includes several policies related to pedestrian access and the provision of sidewalks. The Complete Streets Section includes the following policies regarding sidewalk construction and the accommodation of pedestrians and provision of complete streets:

**Policy 1:**

**Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**

**Policy 2:**

**All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

Both MD 450 and Church Road were constructed without sidewalks along the frontage of the subject site. In both instances, a master plan trail (or sidepath) is provided along the opposite side of the road. A sidewalk is proposed along the site's frontage of Church Road north of Frontage Road within the public ROW. Sidewalk access is provided from the public right-of-way to the walkway in front of the building. These sidewalks will connect the subject site and future grocery store with the shopping center to the north and the existing master plan trails. Staff supports the sidewalks as shown by the applicant and agreed to by the City of Bowie. Staff recommends that one additional crosswalk be provided at the Church Road and MD 450 intersection to better link the proffered to the existing sidewalks north of MD 450, unless modified by SHA.

**West Bowie Village**

The area master plan also recommends that West Bowie Village be transformed into a more pedestrian-friendly, neighborhood-oriented center. This plan includes the following strategies related to the West Bowie Village:

**Goals:**

- **Create a pedestrian-oriented neighborhood in a village setting.**

**Strategies:**

1. **Create a pedestrian-friendly community environment enhanced by a mix of residential, commercial, recreational, employment, and institutional uses, closely integrated with open space.**

- a. **Create a consistent build-to line along old MD 450 and future internal streets to frame the street and provide a pedestrian-friendly environment.**
- b. **Provide streetscape amenities such as wide sidewalks, accent materials, pedestrian-scaled lighting fixtures, street furnishings (benches, trash receptacles, bike racks), and attractive landscaping to encourage pedestrianism.**

The Maryland State Highway Administration (SHA) has confirmed the need for sidewalk construction along this PPS road frontages. These sidewalks will support pedestrian accessibility in the vicinity of the subject site, and maybe required at the time of access permit review by SHA.

- 6. **Transportation**—The site is being redeveloped and currently is improved with an auto sales use. The applicant is proposing to demolish the existing structures and replace them with a 36,170-square-foot food and beverage or grocery store. There are no underlying transportation conditions for the site, which has never been the subject of an approved PPS or record plat.

A traffic study, dated April 2015, was submitted by the applicant, reviewed, and referred for agency review. The traffic counts in the study were taken in March 2015. A traffic study was required since the proposed use generates more than 50 peak-hour trips.

#### **Traffic Analysis**

The findings and recommendations outlined below are based upon a review of materials and analyses conducted by the staff of the Transportation Planning Section consistent with the “Transportation Review Guidelines, Part 1, 2012” (*Guidelines*). The subject property is located within Transportation Service Area (TSA) 2, as defined in *Plan Prince George’s 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any service area subject to meeting the geographical criteria in the “Guidelines.”

**Un-signalized intersections:** The procedure for un-signalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this is deemed to be an unacceptable operating condition at un-signalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersections, when analyzed with existing traffic using a counts taken in March 2015 and existing lane configurations, operate as follows:

<b>EXISTING TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 450 & Bell Station Road at Fairwood Parkway	1,229	1,174	C	C
MD 450 & Hillmeade Road	1,148	1,276	B	C
MD 450 & Highbridge Road at Church Road	1,237	1,170	C	C
MD 450 & Old Annapolis Road	512	736	A	A
MD 450 & Grenville Lane	970	1,015	A	B
MD 450 & MD 197	1,089	1,308	B	D

The critical intersections identified above are not programmed for improvements with 100 percent construction funding within the next six years in the current Maryland Department of Transportation “Consolidated Transportation Program” or the Prince George’s County “Capital Improvement Program.” There were no background developments in the vicinity of the site. Regional traffic growth was estimated at 1.0 percent per year for six years and added to through traffic movements. Approved background developments were also taken into accounts and added to existing traffic. These included a dozen developments including Fairwood (residential), Trinity Church of Bowie, Bell Station (retail), and the Dixon Property (residential) to mention the larger ones.

The following critical intersections identified above, when analyzed with background traffic and existing lane configurations, operate as follows:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 450 & Bell Station Road at Fairwood Parkway	1,354	1,299	D	C
MD 450 & Hillmeade Road	1,210	1,350	C	D
MD 450 & Highbridge Road at Church Road	1,301	1,230	D	C
MD 450 & Old Annapolis Road	546	795	A	A
MD 450 & Grenville Lane	1,018	1,077	B	B
MD 450 & MD 197	1,162	1,421	C	D

All of the intersection operate under acceptable levels of service under background conditions. The traffic study indicates that the 36,170 square foot retail grocery store would generate 123 (76 in, 47 out) AM peak-hour vehicle trips and 235 (120 in, 115 out) PM peak-hour vehicle trips, taking into account a PM pass-by trip rate of 36 percent. Total new trips were added to the intersections, which included some pass-by trips in the PM peak hour.



The intersections under study, when analyzed with any programmed improvements and total future traffic operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 450 & Bell Station Road at Fairwood Parkway	1,362	1,312	D	D
MD 450 & Hillmeade Road	1,227	1,383	C	D
MD 450 & Highbridge Road at Church Road	1,332	1,293	D	C
MD 450 & Old Annapolis Road	554	854	A	A
MD 450 & Grenville Lane	1,022	1,101	B	B
MD 450 & MD 197	1,170	1,431	C	D

It was found that all critical intersections operate acceptably under total traffic in both peak hours as currently constructed.

#### Site Access Evaluation

On-site access will be provided from two existing driveways that are to remain. Access is provided from both Frontage Road and Church Road. Parking and on-site circulation is adequate. No changes in access are being proposed.

#### SHA and DPW&T Comments

The county provided comments and agreed with the findings in the traffic study. Comments have been received from SHA and are consistent with the staff recommendation.

#### Master Plan Roads

Annapolis Road (MD 450) and Church Road are master plan roadways listed in the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment*. Annapolis Road is listed as an arterial roadway with 120 to 150 feet of right-of-way, Church Road is a collector roadway with 90 feet of right-of-way. No further dedication is required.

Based on the proceeding findings adequate transportation facilities will exist if the application is approved in accordance with Section 24-124 of the Subdivision Regulations.

7. **Schools**—The PPS has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002) and concluded that the subdivision will not have any impact on public schools because it is a nonresidential land use.
8. **Fire and Rescue**—The PPS was reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(e)(1)(E) of the Subdivision Regulations. Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.” The proposed project is served by Bowie Fire/EMS Station 839, a first due response station (a maximum of seven (7) minutes travel time), is located at 15454 Annapolis Road.

9. **Police Facilities**—The PPS is within the service area of Police District II, Beltsville. There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department and the July 1, 2014 (U.S. Census Bureau) County population estimate is 904,430. Using the 141 square feet per 1,000 residents, it calculates to 127,524 square feet of space for police. The current amount of space 267,660 square feet is within the guideline. The Police Chief has reported that the Police Department has adequate equipment to meet the standards stated in County Council Bill CB-56-2005. Pursuant to County Council Resolution CR-69-2006, the Prince George’s County Council and the County Executive temporarily suspended the provisions of Section 24-122.01(e)(1)(A) and (B) regarding sworn police personnel staffing levels.

10. **Water and Sewer Categories**—The 2008 *Water and Sewer Plan* Designates the included properties in water and sewer Category 3 inside the sewer envelope and within Tier 1 under the Sustainable Growth Act, and will therefore be served by public systems.

The PPS indicates that a septic system exists on the subject site. Prior to the Department of the Environment signature of approval on the final plat, the proposed parcel must show evidence of having filed for or obtained permits to connect to public sewer. The septic system in use shall be abandoned in favor of connection to the public sewer.

11. **Use Conversion**—The total gross floor area (GFA) included in this PPS is 36,170 square feet in the C-S-C Zone. If a substantial revision to the mix of uses on the subject property is proposed including a residential land use that affects Subtitle 24 adequacy findings as set forth in the resolution of approval, that revision of the mix of uses shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.

12. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The PPS correctly delineates a ten-foot-wide public utility easement along the public rights-of-way as required, which will be reflected on the final plat prior to approval.

13. **Historic**—The buildings on the subject property located at 13401 (PG: 71A-39) and 13405 (PG:-71A-40) Annapolis Road were recorded on Maryland Historic Trust Determination of Eligibility forms in 1999. Neither structure was found to meet the National Register criteria. Additional documentation of the structures is not necessary. 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 low. Phase I archeological survey is not recommended on the subject property. This proposal will not impact any historic sites, historic resources, historic districts or known archeological sites.

14. **Environmental**—The Environmental Planning Section (EPS) has reviewed the Preliminary Plan of Subdivision, 4-15024, and Type 1 Tree Conservation Plan, TCP1-002-165 stamped as received on February 17, 2016. The Environmental Planning Section has previously reviewed the site for a Natural Resource Inventory plan (NRI-078-2015), which was issued on June 22, 2015 and expires on June 22, 2020.

**Proposed Activity**

The current application is a PPS for the creation of a new parcel and TCP1 for the demolition of the existing 6,869-square-foot buildings and the construction of a new retail establishment (grocery store) totaling 36,170 square feet of gross floor area.

**Grandfathering**

The project is subject to the requirements of Subtitles 24, 25 and 27 that became effective September 1, 2010 because this is a new PPS.

**Site Description**

According to the approved Natural Resources Inventory (NRI-078-2015), one area of existing woodlands exists along the southern boundary of the site on Parcel 91 and Parcel 96 covering 0.27 acres. A review of the available information indicates that streams, wetlands and 100-year floodplain are not found to occur on the property. However, areas of steep slopes exist onsite. This site is located in two watersheds. The northwestern corner of the site is within the Horsepen Branch, which is considered part of a stronghold watershed. The rest of the site is within the Collington Branch, which is not part of a stronghold watershed. Both of these watersheds drain into the Patuxent River Basin. This site is not within a Sensitive Species Protection Review Area based on a review of the SSPRA GIS layer prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources. Annapolis Road is generally regulated for noise and has a historic road designation. This road is considered arterial and historic. No scenic roadways share frontage with this property. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site does not include any regulated areas, evaluation areas, or network gaps.

Due to the historic designation of MD 450 additional landscaping may be required at the time of permit review, in accordance with the 2010 *Prince George's County Landscape Manual*.

**Plan Prince George's 2035 Approved General Plan (2014)**

Prior to submittal of the current application a new General Plan was adopted by the District Council. The site is now located within the Established Communities Area of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035).

**Conformance with the Water Resources Functional Master Plan**

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection and preservation of drinking water, stormwater, and wastewater systems within the county, on a county wide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, County Ordinances for stormwater management, 100-year floodplain, woodland conservation, and programs implemented by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), Prince George's County Department of Health, Prince George's County Department of Environmental Resources (DoE), Prince George's Soil Conservation District, Maryland-National Park and Planning Commission (M-NCPPC) and Washington Suburban and Sanitary Commission (WSSC) are also deemed to be consistent with this functional master plan.

## **Environmental Issues Addressed in the Bowie and Vicinity – 2006 Approved Master Plan and Sectional map Amendment**

The subject property is located in 2006 *Approved Master Plan for Bowie and Vicinity and the Sectional Map Amendment*. There are seven policies of this plan that relate to the Environmental Infrastructure on the subject property.

### **Policy 1: Protect, preserve and enhance the identified green infrastructure network within the master plan area.**

#### **Strategies:**

- 1. Use the designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development review process.**

Conformance with the 2005 *Approved Countywide Green Infrastructure Plan* is discussed later in this finding.

- 2. Protect primary corridors (Patuxent River and Collington Branch) during the development review process to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements. Protect secondary corridors (Horespen Branch, Northeast Branch, Black Branch, Mill branch, and District Branch) to restore and enhance environmental features and habitat.**

Although the existing woodlands onsite are within the Collington Branch watershed and are being proposed for removal, they are isolated and not part of the primary corridor directly associated with the Collington Branch stream itself.

- 3. Carefully evaluate land development proposals in the vicinity of identified SCAs (the Beltsville Agricultural Research Center to the north, along with the Patuxent Research Refuge; Belt Woods in the western portion of the master plan area; and the Patuxent River) to ensure that the SCAs are not impacted and connections are either maintained or restored.**

This site is not located in the vicinity of any identified SCAs (Special Conservation Areas).

- 4. Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance or restore essential features and special habitat areas.**

No public ownership is proposed for this site.

### **Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.**

**Strategies:**

- 1. Implement the strategies contained in the Western Branch Watershed Restoration Action Strategy (WRAS).**
- 2. Add identified mitigation strategies from the Western Branch WRAS to the countywide database of mitigation sites.**
- 3. Encourage the location of necessary off-site mitigation for wetlands, streams, and woodland within sites identified in the Western Branch WRAS and within sensitive areas that are not currently wooded.**

This site is not located in the Western Branch Watershed Restoration Action Strategy area.

- 4. Ensure the use of low-impact development techniques to the extent possible during the development process.**
- 5. During the development review process evaluate streams that are to receive stormwater discharge for water quality and stream stability. Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.**

The Stormwater Management Summary on the Stormwater Management Concept plan states that the proposed methods of treatment are micro-bioretenion facility, bio-swale, and permeable pavement with enhanced filter which are all low-impact development techniques. No streams are associated with this property.

- 6. Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.**

It is encouraged that only drought tolerant, native species consistent with those that are naturally occurring within the vicinity of this site be used for landscaping.

- 7. Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.**

The Type 1 tree conservation plan (TCP1) does not show the proposed individual parking areas; however, parking will be required for the proposed building. Parking should be limited where possible to maximize on-site permeable surface.

- 8. Reduce the area of impervious surfaces during redevelopment projects.**

This site is a redevelopment project that proposes a significant increase in impervious surfaces onsite. The site area is 4.107 acres in size and according to the stormwater concept plan submitted approved by the City of Bowie, it currently contains approximately 47.7 percent impervious area within the proposed Limits of Disturbance (LOD) is 1.96 acres. According to the concept plan, the proposed project will result in 64.2 percent (2.65 acres) of impervious areas in the LOD. The proposed development is focused in the most developable area of the site, and no regulated environmental features will be impacted. Because the site is not within the municipal boundary of the City of Bowie, concept approval from the Department of Permitting, Inspections and

Enforcement (DPIE) is required. As of the writing of this TSR, the Stormwater Management Concept (7140-2016-00) is in review with DPIE as discussed in the stormwater management findings of this report.

**Policy 3: Protect and enhance tree cover within the master plan area.**

**Strategies**

1. **Encourage the planting of trees in developed areas and established communities to increase the overall tree cover.**

This is a proposed redevelopment site located within Environmental Strategy Area 2 (ESA 2). Street trees will be provided in accordance with Department of Public Works and Transportation standards, and landscaping materials will be required in accordance with the 2010 *Prince George's County Landscape Manual*.

2. **Provide a minimum of ten percent tree cover on all development projects. This can be met through the provision of preserved areas or landscape trees.**
3. **Establish street trees in planting strips designed to promote long-term growth and increase tree cover.**
4. **Establish tree planting adjacent to and within areas of impervious surfaces. Ensure an even distribution of tree planting to provide shade to the maximum amount of impervious areas possible.**

The site is subject to the Prince George's County Tree Canopy Coverage Ordinance (TCC) which requires the site to provide a minimum 10 percent tree cover or more on the site. The applicant has indicated on a proposed landscape plan that the canopy coverage will exceed this requirement by providing 15 percent tree cover in the form of landscaping. Conformance to the TCC will be reviewed at the time of building permit.

**Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.**

**Strategies:**

1. **Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.**
2. **Encourage the use of alternative energy sources such as solar, wind, and hydrogen power. Provide public examples of uses of alternative energy sources.**

The use of green building techniques and energy conservation techniques is encouraged.

**Policy 5: Reduce light pollution and intrusion into rural and environmentally sensitive areas.**

**Strategies:**

1. **Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations and car lots so that light intrusion on adjacent properties is minimized. Limit the total amount of light output from these uses.**
2. **Require the use of full cut-off optic light fixtures should be used for all proposed uses.**
3. **Discourage the use of streetlights and entrance lighting except where warranted by safety concerns.**

The minimization of light intrusion from this site onto adjacent residential properties from the proposed parking lot and proposed building are of particular concern. No lighting plan was submitted with this application. The use of alternative lighting technologies and the limiting of total light output should be demonstrated prior to the first building permit. Full cut-off optic light fixtures should be used, and is recommended.

**Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.**

**Strategies:**

1. **Evaluate development proposals using Phase I noise studies and noise models.**
2. **Provide for adequate setbacks for projects located adjacent to existing and proposed noise generators.**
3. **Provide for the use of approved attenuation measures when noise issues are identified.**

The proposed food and beverage store use is located adjacent to Annapolis Road, which is designated as a master planned arterial road. A Phase I Noise Study is not necessary because the proposed use is nonresidential.

**Policy 7: Protect wellhead areas of public wells.**

**Strategies:**

1. **Retain land uses that currently exist within the wellhead areas of existing public wells.**
2. **Continue monitoring water quality.**
3. **Consider the development of alternative public water provision strategies such as public water connections, to eventually eliminate public wells.**

This site is not located within a wellhead protection area.

**Conformance with the 2005 Approved Countywide Green Infrastructure Plan**

The 2005 *Approved Countywide Green Infrastructure Plan* indicates that none of the property is within or near the designated network.

**Environmental Review**

As revisions are made to the plans submitted the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

**Natural Resource Inventory**

A signed Natural Resources Inventory (NRI-078-15), which included a detailed forest stand delineation (FSD), was submitted with the application. The site does not contain any regulated environmental features. The FSD report describes one forest stand (Forest Stand A) totaling 0.27 acres dominated by black cherry, black locust and the invasive callery pear. One specimen tree, a 33" pin oak, was identified on the NRI; however, it is not on the subject property. No additional information required with regard to the NRI.

**Woodland Conservation**

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area exceeds 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. The submitted application includes a TCP1 (TCP1-002-16) that is subject to the current regulations because it is a part of a new PPS.

This 4.107-acre property contains a total of 0.27 acres of woodland. The woodland conservation threshold is 0.62 acres based on the zoning. The development proposes to clear all woodlands onsite. The cumulative woodland conservation requirement is 0.89 acres. The TCP1 proposes to meet the entirety of this requirement with fee-in-lieu for a total of \$34,891.56. No additional information required with regard to the TCP1.

**Primary Management Area**

No impacts to the PMA are shown with this application, as the site is entirely outside of the PMA. No additional information required with regard to the PMA.

**Noise – Roadways**

As previously stated, although the site is located adjacent to Annapolis Road, which is designated as a master planned arterial road that does generate enough traffic to produce noise above the state standard, a Phase I Noise Study is not necessary as the proposed use is not regulated for noise.

**Soils**

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Collington-Wist complex (2-5% slopes), Collington-Wist complex (5-10% slopes), Collington-Wist-Urban land complex (0-5% slopes), and Collington-Wist-Urban land complex (5-15% slopes). According to available information neither Marlboro clay nor soils containing Christiana complexes are found on this property.

This information is provided for the applicant's benefit. No further action is needed as it relates to this PPS. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit review process

15. **City of Bowie**—The PPS was referred to the City of Bowie for comment. The property abuts the municipal boundary to the east and the applicant has entered in to an annexation agreement with the City of Bowie which will be completed subsequent to the approval of this PPS for annexation into the municipal boundary. By letter dated January 26, 2016 (Robinson to Hewlett), the Bowie City Council voted unanimously to recommend approval of this PPS subject to one condition



limiting the trip cap to 123 AM peak-hour trips and 235 PM peak-hour trips, which is incorporated into the Recommendation section of this report based on the required transportation adequacy analysis.

## RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to make the following technical corrections:
  - a. Correct General Note 15 to reflect a proposed gross floor area of 36,170 square feet.
  - b. Submit a copy of the approved stormwater management concept plan and approval letter 7140-2016 by DPIE.
  - c. Add the stormwater concept plan number assigned by DPIE, 7140-2016, to General Note 16.
  - d. Label “Denial of Access” along the site’s frontage on MD 450.
2. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-002-16). The following note shall be placed on the Final Plat of Subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-002-16), or as modified by the Type 2 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 and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”
3. Total development shall be limited to uses that would generate no more than 123 AM and 235 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
4. Development of this site shall be in conformance with Stormwater Management Concept Plan 7140-2016 and any subsequent revisions.
5. At time of building permit, the applicant shall demonstrate the use of full cut-off light fixtures on this site to reduce light intrusion.
6. The final plat shall note a denial of access along the site’s frontage on MD 450.
7. At the time of final plat, the applicant and the applicant’s heirs, successors and/or assignees shall grant a ten-foot-wide public utility easement (PUE) along all public rights-of-way.

8. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment*, at time of building permit, the plans shall include the following, unless modified by SHA:
  - a. Provide a standard sidewalk along the subject site's frontage of MD 450, Church Road and Frontage Road.
  - b. Provide a crosswalk across MD 450 connecting the sidewalk along the east side of Church Road with the sidewalk along the eastside of Highbridge Road.
9. Prior to the approval of building permits by M-NCPPC, the plans shall mark and label the location of a bicycle rack(s) that accommodate a minimum of five bicycles at a location convenient to the building entrance, and include a detail of the type of rack.
10. Prior to the approval of building permits by M-NCPPC, the plans shall identify the use of full cut-off optic light fixtures.
11. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.
12. Prior to the Department of the Environment signature of approval on the final plat, the proposed parcel must show evidence of having filed for or obtained permits to connect to public sewer. The septic system in use shall be abandoned in favor of connection to the public sewer.

**STAFF RECOMMENDS:**

- Approval of PPS 4-15024.
- Approval of Type 1 Tree Conservation Plan TCP1-002-16.