The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Preliminary Plan of Subdivision 4-24006
Ourisman Genesis of Bowie

REQUEST	STAFF RECOMMENDATION
Two parcels for 26,302 square feet of commercial development.	With the conditions recommended herein: • Approval of Preliminary Plan of Subdivision 4-24006 • Approval of Type 1 Tree Conservation Plan TCP1-016-2025

Location: In the median of US 301 (Robert Crain Highway) approximately 900 feet south of its intersection with Mount Oak Road.

Gross Acreage:	3.52
Zone:	CS
Prior Zone:	C-M
Reviewed per prior Subdivision Regulations:	Section 24-1900
Gross Floor Area:	26,302 sq. ft.
Dwelling Units:	N/A
Lots:	0
Parcels:	2
Planning Area:	71B
Council District:	04
Municipality:	City of Bowie

Applicant/Address:
Whitro Bowie #1, LLC
15301 Frederick Road
Derwood, MD 20855

Staff Reviewer: Jason Bartlett
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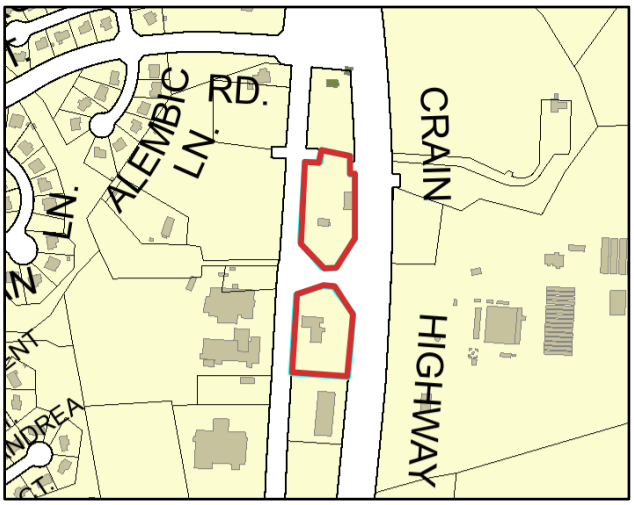

Planning Board Date:	09/18/2025
Planning Board Action Limit:	09/18/2025
Mandatory Action Timeframe:	140 days
Staff Report Date:	09/11/2025
Date Accepted:	03/31/2025
Informational Mailing:	02/01/2024
Acceptance Mailing:	03/26/2025
Sign Posting Deadline:	08/19/2025

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-24006
Type 1 Tree Conservation Plan TCP1-016-2025
Ourisman Genesis of Bowie

OVERVIEW

The subject site is located in the median of US 301 (Robert Crain Highway) approximately 900 feet south of its intersection with Mount Oak Road within Tax Map 63, Grid E2. The property consists of two parcels known as Parcel 33 and Parcel 116, totaling 3.53 acres and is recorded in the Land Records of Prince George's County in Book Number 37712, page 599. The property is further subject to the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan).

The property lies in the Commercial, Service (CS) Zone. However, this application has been submitted and reviewed under the applicable provisions of the Prince George's County Zoning Ordinance and Prince George's County Subdivision Regulations effective prior to April 1, 2022 (the prior Zoning Ordinance and the prior Subdivision Regulations), pursuant to Section 24-1900 *et seq.* of the current Subdivision Regulations. Under the prior Zoning Ordinance, the site was in the Commercial Miscellaneous (C-M) Zone, which was effective prior to April 1, 2022.

The subject preliminary plan of subdivision (PPS) qualifies for review under the prior Zoning Ordinance and prior Subdivision Regulations because it was accepted for review prior to April 1, 2025 and it meets the requirements of Section 24-1904 of the current Subdivision Regulations. In accordance with Section 24-1904(a), a pre-application conference was held on January 29, 2024. In accordance with Section 24-1904(b), the applicant provided a statement of justification (SOJ) explaining why they were requesting to use the prior regulations. In accordance with Section 24-1904(c), this PPS is supported by and subject to an approved Certificate of Adequacy, ADQ-2024-006.

The property is currently improved with two existing car dealerships, infrastructure, and parking on both parcels, which are proposed to be razed for the construction of 26,302 square feet of commercial use. Specifically, the commercial use is proposed to conceptually consist of a 15,752-square-foot car dealership on Parcel 33 (proposed Parcel 1) and a 10,550-square-foot service building on Parcel 116 (proposed Parcel 2). In accordance with Section 24-107(c)(7)(C) of the prior Subdivision Regulations, a new PPS, Certificate of Adequacy, and final plat are required for the subdivision of this property.

Staff recommend **APPROVAL** of the PPS and Type 1 tree conservation plan (TCP1), with conditions, based on the findings contained in this technical staff report.

SETTING

The site is located within Planning Area 71B. The subject property abuts US 301 to the east and west. The entire property, and properties to the north and south, lie within the US 301 master-planned right-of-way (ROW). Beyond US 301 to the west lies land in the CS Zone (former C-M Zone) developed with two car dealerships. Beyond US 301 to the east lies land in the Agriculture and Preservation Zone and Agricultural-Residential Zone (former Residential-Agricultural Zone) developed with a landscape nursery. To the north of the subject site lies land in the Residential Estate (RE) Zone (former Residential-Estate (R-E) Zone) developed with an abandoned farmhouse, with undeveloped land in the US 301 ROW beyond. To the south of the subject site lies land in the CS Zone (formerly C-M Zone) developed with a commercial strip mall, with vacant land in the RE Zone (former R-E Zone) beyond.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	EVALUATED
Zones	CS	C-M
Use(s)	Commercial	Commercial
Acreage	3.52	3.52
Lots	0	0
Parcels	2	2
Outlots	0	0
Dwelling Units	0	0
Gross Floor Area	3,221 sq. ft.	26,302 sq. ft.
Variance	No	No
Variation	No	No

The subject PPS (4-24006) was accepted for review on March 31, 2025. Pursuant to Section 24-119(d)(2) of the prior Subdivision Regulations, this PPS was reviewed by the Subdivision and Development Review Committee, which held a meeting on April 28, 2025, at which comments were provided to the applicant. Revised plans were received on July 25, 2025 and August 8, 2025, which were used for the analysis contained herein.

2. Previous Approvals—The property subject to this PPS is not the subject of any previous development approvals.

3. Community Planning—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the master plan are evaluated as follows:

Plan 2035

The subject property is located in the Established Communities Growth Policy Area of Plan 2035. The vision for Established Communities is that they are most appropriate for context-sensitive infill and low- to medium-density development (page 20; also refer to Map 1. Prince George's County Growth Policy Map, page 18). Plan 2035 recommends

maintaining and enhancing existing public services, facilities, and infrastructure in these areas to ensure that the needs of existing residents are met. (page 20)

Master Plan
The master plan recommends commercial land use on the subject property (page 50). Commercial land use is described as "retail and business areas, including employment uses such as offices and services. These areas provide a range of services at the neighborhood, community, and regional levels. New commercial developments have access to multimodal transportation options and are intended to remain predominantly or entirely commercial." (page 49). The construction of automotive dealerships on this site aligns with the master plan's vision by redeveloping the property for commercial use, consistent with the designated future land use.

Pursuant to Section 24-121(a)(5) of the prior Subdivision Regulations, the PPS is required to conform to the relevant goals, policies, and strategies of the master plan. As discussed in the paragraph above, the PPS conforms to the land use recommendations of the master plan. Conformance to other relevant goals, policies, and strategies of the master plan are separately provided with the related findings made throughout this technical staff report.

4. **Stormwater Management**—In accordance with Section 24-120(8) of the prior Subdivision Regulations, either an approved SWM concept plan or indication that an application has been filed with the appropriate agency or the municipality is required prior to the approval of a PPS. An unapproved revision to City of Bowie Stormwater Management (SWM) Concept Plan No. 02-1124-204NE14 was submitted showing the development proposal will reduce the existing impervious area within the limits of disturbance by 0.68 acre. The draft concept plan submitted with this application (proof of email receipt from City of Bowie, dated July 31, 2025) proposes underground stormwater storage for quantity control and outfalls to meet the current requirements of environmental site design to the maximum extent practicable.

   Staff find that development of the site, in conformance with the SWM concept plan, if approved, and any subsequent approved revisions, will ensure that no on-site or downstream flooding occurs. Approval of the SWM concept plan will be required prior to the approval of permits. Therefore, this PPS satisfies the requirements of Section 24-130 of the prior Subdivision Regulations.

5. **Parks and Recreation**—In accordance with Section 24-134(a) of the prior Subdivision Regulations, the subject PPS is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.

6. **Transportation**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), master plan, and prior Subdivision Regulations to provide the appropriate transportation recommendations.

   MPOT and Master Plan Conformance

   Master Plan Right-of-Way
   The subject property is wholly within the master-planned ROW for the US 301 (F-10/A-61) alignment. Per the recommendations of the MPOT and master plan, the planned roadway

was considered for reservation due to the location of the alignment over the subject property which, if dedicated, would render the property wholly undevelopable.

Reservation Analysis
In accordance with Section 24-139 of the Subdivision Regulations, and Section 9(C) of the Transportation Review Guidelines, the Prince George's County Planning Board, when reviewing a PPS, shall refer to the General Plan, master plans, or amendments and parts thereof to determine the need for reserving, for public use, any of the land included in the PPS. Reservations may be required for highways, transit, or ROW. If a reservation appears desirable, the Planning Board refers to the impacted public agencies for acquisition and consideration as well as to the County Executive, County Council, and any municipality within which the property is located, for their comments. The public agency's recommendation, if affirmative, includes a map showing the boundaries and area of the parcel to be reserved, and an estimated time required to complete the acquisition. Upon receipt of an informative report from the public agency, the Planning Board shall establish the reservation, with or without modifications, concurrently with the approval of the PPS.

In a letter dated May 28, 2025, The Maryland-National Capital Park and Planning Commission (M-NCPPC) staff requested comments from the Maryland Department of Transportation State Highway Administration (SHA), the Prince George's County Department of Public Works and Transportation (DPW&T), and the Prince George's County Department of Permitting, Inspection and Enforcement (DPIE) to determine if reservation for the planned F-10 or A-61 was desirable. In addition, staff contacted the Prince George's County Executive's office, the Prince George's County District Council, and the municipality (City of Bowie) to solicit their comments. At the time of the writing of this technical staff report, staff has not yet received a response from the District Council, the County Executive's office, DPW&T, the City of Bowie, or DPIE. However, any such response will be included in the record of this case if received prior to adoption of the Resolution memorializing the Planning Board's decision. As the operating agency, SHA has declined to place the property in reservation. In a written statement dated June 24, 2025 (Moravec to Hunt) SHA states that US 301 (F-10) is not listed in the FY 2025–2030 Maryland Department of Transportation (MDOT) Consolidated Transportation Plan (CTP) for Prince George's County and SHA is not able to recommend this property be placed in reservation.

Pursuant to Section 24-139, the public agency neither provided an affirmative response to the request for reservation, nor have an estimated time to complete an acquisition; therefore, the property will not be placed in reservation.

Further, Section 27-259(a)(2)(B) of the prior Zoning Ordinance states that building permits may be issued for any structure within the ROW if:

> **(B) Land which was subdivided after the adoption of a Functional Master Plan of Transportation, Area Master Plan, or the General Plan, but was not reserved or required to be dedicated for a street or rapid transit route or facility shown on the Plan.**

Based on the findings presented above and pursuant to Section 24-139 of the prior Subdivision Regulations and Section 27-259, staff find that the ROW for US 301 (F-10) will not be placed in reservation. Further, the applicant may obtain building permits within

those areas of the site without County Council authorization. The property is viewed as unencumbered from the master plan ROW for development purposes.

Master Plan Pedestrian and Bicycle Facilities

- **Crain Highway: Shared use path**

  Bicycle and pedestrian facilities are discussed in more detail below

Master Plan Recommendations, Policies, and Goals

2009 *Approved Countywide Master Plan of Transportation* (MPOT)

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.**

The site should provide sidewalks along both sides of the crossover road between proposed Parcels 1 and 2. On-road bicycle facilities are installed along US 301. In addition, the applicant should provide an Americans with Disabilities Act (ADA)-compliant crosswalk across the vehicular access point. Internal sidewalk access and bicycle parking will be evaluated in more detail at the time of permit.

Policy 4: **Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.**

Bicycle lanes are intended to be separated and parallel to the ROW for US 301. Unprotected bicycle lanes are installed along portions of US 301 and the outside shoulders contain lane markings where bicycles may use the shoulders in both northbound and southbound directions. Therefore, on-road bicycle facilities exist and meet the intent of this policy.

Master Plan

TM 2.2: **Design all streets in the Established Communities of Bowie Mitchellville and Vicinity to allow operation at LOS D.** (page 113)

The approved ADQ determined the site meets the adequacy requirements with the proffered improvements at the intersection of Queen Anne Bridge Road and US 301. This policy has been met.

TM 3.2: **Construct the pedestrian and bicycle facilities identified in Appendix D. Recommended Master Plan Transportation Facilities.** (page 113)

Appendix D recommends:

A-61: Robert Crain Highway (Parallel Route) from MD 214 to Mount Oak Road, should include 120' ROW with 4 lanes, bicycle lanes in both directions, a landscaping buffer in both directions, and 8-foot-wide sidewalks. (page 247)

F-10: US 301/MD 3 (Robert Crain Highway) from Mitchellville Road to MD 450 (Annapolis Road), should include a 200' ROW with a minimum 12-foot-wide shared-use path (both directions). (page 249)

F-10 is a master-planned road that has been removed as a project from the MDOT SHA CTP, and was not recommended to be placed in reservation. As a result, the applicant will not dedicate or construct any portion of F-10. Similarly, the A-61 roadway is intended to be an arterial service road, running parallel with the future F-10 roadway. A-61 roadway alignment is envisioned in the path of current southbound US 301, and also is not funded in the CTP. Further, the A-61 ROW is not located on the subject site and is not reflected on the PPS for this property. Finally, the 10-foot-wide shared use path referenced is specifically intended to abut the future F-10 roadway as a side path.

TM 3.8: Consistent with the AASHTO Guide for the Development of Bicycle Facilities, provide a minimum of four short-term bicycle parking spaces at all nonresidential properties; provide a minimum of four long-term bicycle parking spaces at all nonresidential properties larger than 50,000 feet of gross floor area (page 114)

Staff recommend bicycle parking be provided near the entrance to buildings.

TM 7.1: Construct the pedestrian and bicycle recommendations in Appendix D. Recommended Master Plan Transportation Facilities, which include facilities along roadways as well as shared-use paths independent from the roadway and reflect coordinated and reconciled recommendations outlined in the City of Bowie Trails Master Plan, the M-NCPPC Department of Parks and Recreation (DPR) Strategic Trails Plan, and the MPOT. (page 118)

TM 26: Ensure access to all properties in the US 301 corridor during and after its upgrade to a limited-access freeway (F-10). See also Policy TM 28. Amend the 2009 Approved Countywide Master Plan of Transportation to reflect the following strategies. (page 136)

TM 26.1: Construct a four-lane arterial road (A-61) west of, and parallel to F-10 from Mount Oak Road south toward Upper Marlboro to

replace Robert Crain Highway and to provide access to properties that currently access or front the west side or median of US 301 (Robert Crain Highway). (page 136)

TM 26.2: **Provide shared-use paths along A-61 as well as US 301 (F-10). Where US 301 (F-10) and A-61 abut, a single shared-use path can be provided between the roadways.** (page 136)

TM 26.3: **A-61 should be a north-south route parallel to US 301 (F-10) and provide access to adjacent communities and to US 301 (F-10).** (page 136)

TM 27.1: **Construct minimum 12-foot-wide shared-use paths in both directions with wide landscaping buffers to separate the shared-use path from motor vehicle traffic by at least 15 feet along US 301 (Robert Crain Highway) from Melford Boulevard to Leeland Road. As US 301 transitions into a controlled-access freeway (F-10), this shared-use path should be a parallel and separate facility.** (page 136)

TM 27.2: **Construct bicycle lanes with a landscaping buffer and eight-foot sidewalks on both sides of A-61.** (page 136)

TM 27.5: **Construct shared-use paths along both sides of US 301 and A-61.** (page 136)

TM 28: **Support enhanced regional mobility and the movement of goods.** (page 137)

TM 28.1: **Construct a limited-access freeway (F-10) to carry US 301/MD 3 traffic from Charles County to Anne Arundel County. This freeway should be constructed generally within and to the east of the current northbound right-of-way of US 301.** (page 137)

Regarding TM 7, 26, 27, and 28, these policies relate to the construction and recommendations for F-10 and A-61. As described in TM 26.1 and TM 28.1, the alignment of A-61/F-10 would ultimately replace the current lane configuration. A-61 roadway is intended to be an arterial service road running parallel with the future F-10 roadway. A-61 roadway alignment is envisioned in the path of current southbound US 301.

Policies TM 7.1, TM 26.2, TM 27.1, TM 27.2, and TM 27.5 describe the bicycle and pedestrian facilities associated with the construction of this facility. These are largely based around providing a shared-use path along A-61 and F-10, as well as bicycle lanes and sidewalks along A-61. These bicycle and pedestrian facility recommendations have 8-foot-wide landscape buffer requirements in order to provide separated facilities along the roadway.

Staff are not aware of any design plans for the new alignment of A-61/F-10. Shared-use paths, bicycle lanes, and sidewalks are all intended to be separated and

parallel to these ultimate facilities. The facilities described in TM 7.1, TM 26.2, TM 27.1, TM 27.2, and TM 27.5 can only be realized when the F-10/A-61 project is funded, designed, and constructed by SHA. As described above, this property is not recommended to be placed in reservation and there is no timeline for construction of A-61/F-10.

TM 28.2: **The right-of-way for F-10 should lie east of the right-of-way for A-61; any property acquired as part of this freeway right-of-way should be generally to the east of the current US 301 northbound right-of-way and should minimize property impacts to the current median of US 301 (Robert Crain Highway).** (page 137)

Additional ROW is recommended by the MPOT and master plan to achieve the alignment recommended. However, the ROW is not recommended for reservation as detailed above.

TM 28.5: **Do not approve any development project along the US 301 corridor without the dedication, reservation, or other acquisition of the rights-of-way necessary to construct A-61 and F-10. Any construction in the right-of-way of A-61 or F-10 will fail to preserve the integrity of this master plan and cannot be permitted, pursuant to Section 27-3617(c)(4) of the 2018 Zoning Ordinance.** (page 137)

Section 27-6317(c)(4) of the Zoning Ordinance allows building permits within a proposed ROW only if the integrity of the MPOT and master plan is preserved. However, the current application is filed under the prior Zoning Ordinance and prior Subdivision Regulations, and corresponds to Section 24-259, Authorization of Permit Within Proposed Right-of-Way, of the prior Zoning Ordinance. Accordingly, Section 27-6317(c)(4) of the Zoning Ordinance is inapplicable.

Pursuant to Section 24-139 of the prior Subdivision Regulations, SHA did not provide an affirmative response to the request for reservation, nor did the agency have an estimated time to complete an acquisition or design; therefore, the property will not be placed in reservation. Section 27-259(a)(2)(B) of the prior Zoning Ordinance states that building permits may be issued for any structure within the ROW if:

> **(B) Land which was subdivided after the adoption of a Functional Master Plan of Transportation, Area Master Plan, or the General Plan, but was not reserved or required to be dedicated for a street or rapid transit route or facility shown on the Plan.**

Based on the findings presented above and pursuant to Sections 24-139 and 27-259, staff find that the ROW for US 301

(F-10) will not be placed in reservation. Further, the applicant may obtain building permits within those areas of the site without County Council authorization. The property is viewed as unencumbered from the master plan ROW for development purposes. In addition to the foregoing, staff note that the subject property is already developed and the applicant is proposing to redevelop the site.

Access and Circulation

The site plan proposes an access point to each parcel along the median crossover along US 301. The results of the traffic impact analysis, as provided with ADQ-2024-006, indicate that all studied intersections operate within the acceptable levels of service or will be mitigated with this project. However, SHA requested a signal warrant study be included in the traffic impact analysis, which found that the southbound US 301 and median crossover intersection meets the warrants for signalization. Therefore, the ultimate requirement to add signalization is at the discretion of SHA and will be reviewed further at the time of permit application. Staff, therefore, recommend the signal warrant study be submitted at the time of permit application, along with correspondence from SHA, indicating if a signal is required and the timing for construction.

The site should provide and show on the site plan, sidewalks along both sides of the crossover road between proposed Parcels 1 and 2 and ADA–compliant crosswalks across the vehicular access points, to be further evaluated at the time of permit.

Based on the findings presented above, staff conclude that the multimodal transportation facilities will exist to serve the proposed subdivision as required under prior Subtitle 24 and will conform to the master plan and MPOT with conditions recommended in this technical staff report.

7. **Public Facilities**—This PPS was reviewed for conformance to the master plan, in accordance with Section 24-121(a)(5). The master plan contains Section VII, Public Facilities, which establishes the following goals for public facilities in the planning area (page 129):

- **Ensure public schools withing Bowie-Mitchellville and Vicinity operate at 100 percent or less utilization.**
- **Ensure adequate public water and sanitary sewer services to areas designated for such services.**
- **Provide adequate water supply for fire suppression in the Rural and Agricultural Area.**

The proposed development will not impede achievement of the above-referenced goals. This PPS is subject to ADQ-2024-006, which established that, pursuant to adopted tests and standards, public safety facilities are adequate to serve the proposed development. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries recommended on the subject property.

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades, renovations to existing facilities, and construction of new facilities; however, none of its recommendations affect the subject site.

Section 24-122.01(b)(1) of the prior Subdivision Regulations states that "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval." The 2018 *Water and Sewer Plan* placed Parcel 33 in the water and sewer Category 3, and Parcel 116 in Category 4. Category 3 ("Community System") includes developed land on public water and sewer, and underdeveloped properties with a valid preliminary plan approved for public water and sewer. Category 3 is sufficient for PPS approval. Category 4 ("Community System Adequate for Development Planning") includes properties inside the sewer envelope eligible for public water and sewer for which the subdivision process is required. Redesignation from Category 4 to Category 3 may be requested through the administrative amendment process and is required prior to approval of the final plat for Parcel 116, proposed Parcel 2. However, Category 4 is sufficient for PPS approval.

8. **Public Utility Easement**—In accordance with Section 24-122(a) of the prior Subdivision Regulations, when utility easements are required by a public company, the subdivider shall 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 standard requirement for public utility easements (PUEs) is a minimum of 10 feet wide along all public ROWs. The site is within the median of, and bound to the east and west by, US 301. A crossover road also exists between the north and south bound lanes of US 301, which separates proposed Parcels 1 and 2. The required 10-foot-wide PUE has been provided along both sides of US 301 and along both sides of the crossover road connecting the north and southbound lanes of US 301. The PPS further provides a PUE along the southern boundary of proposed Parcel 1, which is not required and may be removed prior to certification of the PPS, if the applicant chooses.

9. **Historic**—The master plan contains goals and policies related to historic preservation (pages 158–165). However, these are not specific to the subject site or applicable to the proposed development. 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. A Phase I archeology survey is not recommended. The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.

10. **Environmental**—The following applications and associated plans were previously reviewed for the subject site:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
NRI-066-2024	N/A	Staff	Approved	7/29/2024	N/A
NRI-023-2024	N/A	Staff	Approved	4/17/2024	N/A
4-24006	TCP1-016-2025	Planning Board	Pending	Pending	Pending

Applicable Environmental Regulations
The project is subject to Division 2 of Subtitle 25, the 2024 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because this is for a new PPS and is not subject to a previously approved tree conservation plan (TCP). This project is also subject to the environmental regulations contained in prior Subtitles 24 and 27.

Environmental Site Description
The majority of the 3.52-acre site is currently developed with three buildings and shared parking across the two existing and proposed parcels. Approximately one third of the northern parcel (Parcel 116, proposed Parcel 2) is wooded, and the remainder of the parcel contains development. The southern parcel (Parcel 33, Proposed Parcel 1) only contains a small outcropping of woodland in the southeastern corner of the property. The remainder of the parcel contains development.

Prince George's Plan 2035
The site is located within Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and within the Established Communities of the General Plan Growth Policy of Plan 2035. The project is not within the boundaries of a transit-oriented center as identified in Plan 2035.

Environmental Conformance with Applicable Plans

Master Plan
The master plan includes goals, policies, and strategies in the Natural Environment section (pages 139–150). The following policies have been determined to be applicable to the current project and are provided below in **bold** text, with staff analysis on conformance following in plain text:

Policy NE 1: Ensure that areas of connectivity and ecological function are maintained, restored, or established during development or redevelopment.

Strategies:

NE 1.1: Use the green infrastructure network as a guide to decision making, and as an amenity in the site design and development review processes.

Using Strategy NE 1.1., the applicant is proposing the redevelopment of a site that is largely developed. The regulated area of the network is proposed to be mostly retained except for incursions by stormwater outfalls required for the site's SWM system to discharge safely off-site, as required by County and State codes. The evaluation area is proposed to be reforested with 0.10 acre of reforestation.

Policy NE 2: Preserve, in perpetuity, Nontidal Wetlands of Special State Concern (NTWSSC) within Bowie-Mitchellville and Vicinity (see Map 42. Nontidal Wetlands of Special State Concern [NTWSSC] - 2017).

The site does not contain nontidal wetlands of special state concern.

Policy NE 3: Proactively address stormwater management in areas where current facilities are inadequate.

An unapproved revision to City of Bowie SWM Concept Plan No. 02-1124-204NE14 was submitted and shows the use of micro-bioretention facilities for SWM on the site. The development proposal will reduce the existing impervious area within the limits of disturbance by 0.68 acre.

The applicant states in the July 25, 2025, SOJ on master plan conformance "that the on-site stormwater management facilities will include environmental site design (ESD) practices (e.g., removal of impervious area, underground storage and control structures, and micro-bioretention areas) which will treat the quantity and quality of stormwater onsite to maximum extent practicable." This shall be evaluated and determined by the City of Bowie with their review and approval of the revised SWM concept plan.

Policy NE 4: Support street tree plantings along transportation corridors and streets, reforestation programs, and retention of large tracts of woodland to the fullest extent possible to create a pleasant environment for active transportation users including bicyclists and pedestrians.

Required landscape planting along ROWs will be evaluated with the permit site plan. The majority of existing woodlands along the northern property boundary are proposed to be retained and supplemented by reforestation.

Policy NE 5: Reduce urban heat island effect, thermal heat impacts on receiving streams, and reduce stormwater runoff by increasing the percentage shade and tree canopy over impervious surfaces.

Tree canopy coverage and landscape planting requirements for heat island mitigation will be evaluated at time of permit. An unapproved City of Bowie SWM concept plan was submitted showing the use of micro-bioretention facilities for SWM on the site. In addition, the development proposal will reduce the existing impervious area by 0.68 acre within the limits of disturbance, will provide 0.10 acre of reforestation, and will be required to plant a minimum of 15 percent of the net tract area in tree canopy cover per the County Code.

Policy NE 6: Support local actions that mitigate the impact of climate change.

This policy is not applicable to this review since it pertains to the implementation of climate actions plans.

Policy NE 7: Continue to expand active transportation opportunities to reduce automobile dependency and carbon emissions.

As stated in the applicant's SOJ dated July 25, 2025, regarding electric vehicle (EV) charging stations:

"State required EV vehicle sales mandates, indoor and outdoor electric vehicle charging stations will be included in the development proposed with this PPS application. The charging stations will be used to maintain the batteries of the EV vehicles for sale, charge EV vehicles of patrons, and will also be used for EV vehicles being serviced for maintenance. Final determination on the EV charging facilities will be discussed at time of permit."

The proposed development is automotive by nature, and an allowed use in this zone. The site itself is located within the median of a highway and is automotive dependent. However, the applicant is planning to sell EVs and provide EV charging stations, which will support this policy.

Policy NE 8: Continue to support street tree plantings, reforestation programs, and retention of large tracts of woodland to increase forest and tree canopy.

This policy is specific to the Bowie State University MARC Campus Center and does not apply to this application.

Policy NE 9: Proactively address stormwater management in areas where current facilities are inadequate.

This policy is specific to the Bowie State University MARC Campus Center and does not apply to this application.

Policy NE 10: Integrate Primary Management Areas (PMA) into a walkable, mixed-use environment.

This policy is specific to the Bowie State University MARC Campus Center and does not apply to this application.

Green Infrastructure Plan

The Green Infrastructure Plan (GI Plan) was approved with the adoption of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017), on March 7, 2017. According to the GI Plan, this site contains regulated and evaluation areas.

The following policies and strategies are applicable to the subject application. The text in **bold** is the text from the GI Plan and the plain text provides staff findings on plan conformance:

POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan Prince George's 2035.

1.1 Ensure that areas of connectivity and ecological functions are maintained, re-stored, and/or established by:

a. Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.

b. Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.

c. Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.

d. Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these.

According to PGAtlas, most of this property is outside of the green infrastructure network, with the exception of approximately 0.39 acre of designated regulated areas of the network with existing woodlands associated with 100-year floodplain and a stream tributary along the northern edge of the site. A designated evaluation area extends to the south of this regulated area, covering approximately 0.13 acre. The property is within the Middle Patuxent River watershed and is not within a Tier II catchment area. The site contains a tributary to the Mill Branch, a stream system within the regulated area of the green infrastructure network. The current plan proposes to impact the stream buffer for a stormwater outfall, woodland preservation in the undisturbed areas of the PMA, and reforestation within the regulated and evaluation areas of the site. Woodland conservation is proposed on-site with preservation of existing woodland and reforestation where clearing is necessary for grading adjacent to the on-site stream system. These measures will buffer the regulated environmental areas and protect downstream habitats.

Protection of the headwaters of the stream corridors is necessary to protect the water quality of the watershed. Appropriate stream buffers have been preserved to contribute to this protection.

An unapproved revision to the SWM Concept Plan No. 02-1124-204NE14 is in review with the City of Bowie, and sediment and erosion control measures will be reviewed by the Prince George's County's Soil Conservation District.

1.2 Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored, and protected.

a. Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.

This site is not located in a special conservation area as defined by the GI Plan. According to the Natural Resources Inventory, no sensitive species habitat was identified on this property.

POLICY 2: Support implementation of the 2017 GI Plan throughout the planning process.

2.4 Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.

The PPS is not identified as a network gap.

2.5 Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.

2.6 Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.

The PPS proposes minimal impacts to the green infrastructure network on-site by limiting impacts to woodland clearing for stormwater purposes and proposing reforestation in regulated and evaluation areas, with the impacts to the regulated areas for a necessary stormwater outfall, stormwater pipe, and associated grading. Mitigation is not required for the impact to regulated environmental features (REF). The TCP1 provided with this application shows that the required woodland conservation requirement will be met through on-site woodland preservation, reforestation, and off-site credits. Any forest mitigation banks used to satisfy off-site woodland conservation requirements for this project must conform to Subtitle 25 of the Prince George's County Code and Sections 5-1601

through 5-1613 of the Natural Resources Article of the Maryland Code (the Maryland Forest Conservation Act), as amended. In accordance with Section 25-122, Methods for Meeting the Woodland and Wildlife Conservation Requirements, if off-site woodland conservation is approved to meet the requirements, then the following locations shall be considered in the order listed in Section 25-122(a)(3) of County Code: within the same eight-digit sub-watershed, within the same watershed, within the same river basin within Prince George's County. Applicants shall demonstrate due diligence to the Planning Director in seeking out opportunities for off-site woodland conservation locations following these priorities. All woodland conservation is required to be met within Prince George's County.

POLICY 4: Provide the necessary tools for implementation of the 2017 GI Plan.

4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.

On-site woodland conservation shall be placed in woodland and wildlife habitat conservation easements in accordance with Section 25-122(d) of the WCO prior to approval of the subsequent Type 2 tree conservation plan (TCP2).

POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.

5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.

The proposal has not received SWM concept approval from the City of Bowie's Department of Public Works. The draft concept plan submitted with this application (proof of email receipt from the City of Bowie, dated July 31, 2025) shows underground for stormwater quantity control storage and outfalls to meet the current requirements of environmental site design to the maximum extent practicable. The development proposes one stormwater outfall in the REF.

Revisions to the SWM concept may be required by the City of Bowie prior to approval.

5.9 Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.

The TCP1 proposes woodland preservation in the stream buffer excepting the area for the stormwater outfall. Additional woodland preservation and afforestation is proposed which will expand the riparian stream buffer to improve water quality.

POLICY 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.

General Strategies for Increasing Forest and Tree Canopy Coverage

7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.

Woodland exists on-site in in the stream system and the wooded floodplain along the northern edge of the site. This application proposes on-site woodland preservation, reforestation, and off-site credits. The applicant submitted an SOJ dated August 6, 2025, stating that they are unable to meet the thresholds on-site as the majority of the site is already developed, and they are proposing to save the existing woodlands to the fullest extent practical, with the exception for required grading needed to install a stormwater outfall and associated piping. Proposed woodland conservation is located around the PMA, with additional afforestation. This site does not contain potential forest interior dwelling species.

Retention of existing woodlands and planting of native species on-site is required by both the 2018 Environmental Technical Manual (ETM), and the 2010 *Prince George's County Landscape Manual* (Landscape Manual), and can count toward the tree canopy coverage (TCC) requirement for the development. TCC requirements will be evaluated at time of permit review. The use of fee-in-lieu as a method to meet the woodland conservation requirement is not proposed or recommended with this application.

7.2 Protect, restore, and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.

Retention of existing woodlands and planting of native species on-site is required by both the ETM, and the Landscape Manual. The use of native plants for the proposed afforestation will be reviewed with the TCP2, and the use of native plants on the landscape plan will be evaluated at time of permit review.

Forest Canopy Strategies

7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.

Majority of the site is already developed, and the applicant proposes to save the existing woodlands to the fullest extent practical, with the exception for required grading needed to install a stormwater outfall and associated piping. Proposed woodland conservation is located around the PMA, with additional afforestation. The invasive species growth will be addressed with the TCP2.

7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.

Majority of the site is already developed, and the applicant proposes to save the existing woodlands to the fullest extent practical with the exception for required grading needed to install a stormwater outfall and associated piping. Proposed woodland conservation is located around the PMA, with additional afforestation. The property does not include FIDS habitat and is not in a sensitive species review area.

7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.

Conformance with Environmental Regulations

Natural Resources Inventory/Existing Conditions
Section 24-120(a)(22) of the County Code requires an approved NRI plan with PPS applications. NRI-066-2024 and NRI-023-2024 were submitted with the review package, and were approved on July 29, 2024, and April 17, 2024, respectively. A total of two specimen trees, as defined in Section 25-118 of County Code, were identified on-site and within the immediate vicinity of the site's boundary.

The northern edge of the site contains REF consisting of a stream and stream buffer. PMA consisting of these REF as well as 100-year year floodplain and adjacent steep slopes is also mapped on-site. The forest stand delineation indicates that there is one on-site forest stand, which has a high rating for preservation and restoration.

TCP1-016-2025 shows the required information in conformance with the NRIs. No revisions are required for conformance to the NRIs.

Woodland Conservation
TCP1-016-2025 was submitted with this PPS application. The overall site contains a total of 0.39 acre of net tract woodlands and 0.20 acre of woodlands in 100-year floodplain. The PPS consists of one zone, the prior C-M Zone, which has a minimum woodland conservation

threshold and afforestation threshold of 15 percent (0.50 acre). The project proposes 0.08 acres of woodland clearing on the net tract, and 0.01 acre of woodland clearing within the 100-year floodplain. This results in a woodland conservation requirement of 0.59 acre. The woodland conservation worksheet on the TCP1 shows the application proposes to meet the woodland conservation requirements with a combination of 0.21 acre of on-site woodland preservation, 0.11 acre of on-site afforestation/reforestation, and 0.27 acre of off-site woodland bank credits, for a total of 0.59 acre. Majority of the site is developed, and the applicant is proposing to save the existing woodlands to the fullest extent practical with the exception for required grading needed to install a stormwater outfall and associated piping. Proposed woodland conservation is located around the PMA, with additional afforestation. The woodland conservation threshold has been met on-site to the maximum extent practicable.

In accordance with Section 25-119(c)(5)(B) of the WCO, notices were mailed to the parties listed in Subsection 27-125.01(a) of the Zoning Ordinance at least 20 days before the TCP approval. According to the affidavit provided by the applicant, notice letters were mailed on March 26, 2025. Staff has not received any public comment about this application as the result of the mailing.

Technical revisions to the TCP1 are required and included in the recommended conditions of this technical staff report.

Specimen Trees
Specimen trees are required to be protected under Section 25-122(b)(1)(G) of the WCO. The two existing specimen trees on-site are proposed to be preserved within a woodland preservation area.

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 County Code. Lines 46 through 50 of the worksheet on the TCP1 indicate that the site contains 0.59 acre of regulated stream buffer that is almost entirely wooded. Only 0.01 acre of the buffer is non-wooded. The worksheet proposes to forest this area. The TCP1, as well as the applicant's SOJ dated August 6, 2025, entitled "Letter of Justification - CB-046-2025 Compliance", indicate that clearing is proposed within the stream buffer and is not proposed to be replaced. Pursuant to Section 25-121(c)(1)(C)(i), after meeting the requirements in this section, all remaining unforested riparian buffers on-site shall be afforested and reforested unless the applicant demonstrates that planting in the riparian buffer would be in conflict with allowable uses as established for the riparian buffer in Subtitle 32 and the ETM. This clearing area is for installation for stormwater piping, and an outfall which is required to safely convey stormwater off-site. Both Subtitle 32 and the ETM allow stormwater piping and outfalls within the riparian buffer. As discussed below, staff find that the proposed stormwater piping and outfall is a permissible impact within the riparian buffer per the ETM. Accordingly, requiring afforestation of the riparian buffer in the location of the storm drain and outfall would be in conflict with both the allowances of Subtitle 32 and the ETM.

Regulated Environmental Features
The site contains REF including streams, stream buffers, and steep slopes, comprising the primary management area (PMA). Section 24-130(b)(5) of the Subdivision Regulations states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay

Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to REF should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property; or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines; road crossings for required street connections; and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to REF.

SWM outfalls may also be considered necessary if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code. Impacts to REF must first be avoided and then minimized.

A letter of justification (LOJ) and exhibit for REF impacts were submitted with this application, updated on July 24, 2025. The LOJ proposes one impact to REF requested with this PPS, and a brief description of the impact. Staff recommend approval of Impact 1.

Impact 1 Stormdrain and Outfall
Impact 1 proposes 1,263 square feet (0.04 acre) of PMA impacts including stream buffer, associated steep slopes, and 100-year floodplain for a stormdrain outfall, piping, and associated grading. This impact is supported as the outfall is necessary to convey stormwater safely off-site. Majority of the site is already developed with existing parking lots. The northern portion of the two-part site slopes to the REF, approximately 20 feet of vertical change in a small horizontal span. The impact is limited to only what is needed for outfall construction. There were no reasonable alternatives to this location, as the outfall pipe needs to be discharged at a lower elevation to avoid any potential stream erosion. Although, at the time of this application, the revised SWM concept plan has not been approved by the City of Bowie, the previously approved SWM Concept Plan (02-1124-204NE14) signed on November 19, 2024, shows similar impacts to the PMA as shown with the proposed revised SWM concept.

PMA Impact Summary
This site contains 0.20-acre total of PMA consisting of steep slopes, 100-year floodplain, stream, and stream buffers. One impact is proposed to the PMA with this application totaling 1,263 square feet (0.04 acre) or twenty percent of the total PMA. Impact 1 is supported as proposed.

Soils
In accordance with Section 24-131 of the prior subdivision regulations, this application was reviewed for unsafe land restrictions. The predominant soils found to occur on-site, according to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Annapolis-Urban land complex (0–5 percent slopes), and Annapolis fine sandy loam (2–15 percent slopes).

According to available information, no unsafe soils containing Christiana complexes or Marlboro clay exist on-site. At the time of SDRC, staff expressed concern regarding the stability of the proposed retaining wall on Parcel 116, as the height of the wall was not included on the TCP1. The height of the wall is included on the revised SWM concept plan, and since it is only 6 feet in height, a global stability analysis is not required, and no additional geotechnical information is required at this time.

11. **Urban Design**—This PPS meets the planning and design requirements of Section 24-121 of the prior Subdivision Regulations, and the applicable provisions of the prior Zoning Ordinance at this stage. A detailed site plan (DSP) is not required for this development in accordance with Section 27-281 of the prior Zoning Ordinance.

The general uses proposed for this property in the C-M Zone are permitted by Section 27-461 of the prior Zoning Ordinance. Conformance to the prior Zoning Ordinance is required, but not limited to, the following regulations, which shall be demonstrated at the time of permit:

- 27-446 – General Purposes of Commercial Zones
- 27-447 - Fences and Walls
- 27-448 - Corner Lot Obstructions
- 27-459 – C-M Zone (Commercial Miscellaneous)
- 27-461 – Uses Permitted
- 27-462 - Regulations (in all commercial zones)
- Part 11. - Off Street Parking and Loading
- Part 12. - Signs

The proposed development is further subject to the requirements of the 2010 *Prince George's County Landscape Manual*. Conformance with the following will be evaluated at the time of permit review:

- Section 4.2, Requirements for Landscape Strips Along Streets
- Section 4.3, Parking Lot Requirements
- Section 4.4, Screening Requirements

- Section 4.7, Buffering Incompatible Uses
- Section 4.9, Sustainable Landscaping Requirements

12. **Municipality—**The subject property lies within the municipal limits of the City of Bowie (the City). This PPS was referred to the City on March 31, 2025, and again on July 25, 2025 and August 8, 2025, as revised plans and information were received. In a letter dated August 11, 2025 (Antonetti to Barnes), the applicant provided written documentation from the City recommending approval of the PPS to the Planning Board.

13. **Community feedback**—At the time of the writing of this technical staff report, the Prince George's County Planning Department had not received any correspondence from the community for this subject application.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:

    a. On all sheets, identify the property lines of the parcels with a bold line to clearly distinguish them.

    b. For each property line along a street, clearly label the required 10-foot-wide public utility easements.

    c. Show the existing buildings and their labeling in lighter weight font.

    d. Provide all missing perimeter bearings and distances.

    e. Correct all overlapping text (e.g., the label for US 301).

    f. Add prior zoning data to General Notes 11, 15, and 16.

    g. Revise the approval date of the stormwater management concept plan in General Note 22 to November 19, 2024.

    h. Break down the existing water and sewer categories in General Note 23 per parcel. Identify existing Parcel 22 as being in water and sewer category S-3 and W-3 and existing Parcel 116 as being in water and sewer category S-4 and W-4.

2. Development of this site shall be in conformance with Stormwater Management Concept Plan No. 02-1124-204NE14, approved by the City of Bowie on November 19, 2024, and any subsequent revisions, in accordance with Section 24-130 of the prior Prince George's County Subdivision Regulations.

3. Prior to approval, the final plat of subdivision shall include:

   a. The granting of a 10-foot-wide public utility easement along the abutting public rights-of-way, in accordance Section 24-122(a) of the prior Prince George's County Subdivision Regulations and the approved preliminary plan of subdivision.

   b. A plat note stating that direct vehicular access to US 301, excluding the exiting service road crossing from the northbound to southbound lanes, is prohibited.

4. At time of final plat, and in conformance with Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

   "Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

5. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-016-2025), in conformance with Section 25-121 of the Prince George's County Code. 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 (TCP1-016-2025 or most recent revision), 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 (WCO). 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 (M-NCPPC), Prince George's County Planning Department."

6. Prior to issuance of permits for this subdivision, and in conformance with Section 25-119(a)(2) of the Prince George's County Code, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

   "This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

7. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, the following facilities shall be provided, and the details, location, and extent of the facilities shall be shown on the permit site plan:

a. A minimum of two inverted U-style or similar style bicycle racks at a location no more than 50 feet from the entrance to the buildings.

b. Crosswalks and associated Americans with Disabilities Act-compliant curb ramps at the site access, unless modified by the permitting agency, in accordance with any Maryland Department of Transportation State Highway Administration adopted standards, or in accordance with a waiver to said standards approved pursuant to the provisions currently codified in Section 23-105(g)(1) of the Prince George's County Code, with written correspondence.

8. At the time of permit application, the applicant shall submit an acceptable traffic signal warrant study, along with correspondence from Maryland Department of Transportation State Highway Administration indicating if a signal is required and the timing for its construction.

STAFF RECOMMEND:

- Approval of Preliminary Plan of Subdivision 4-24006
- Approval of Type 1 Tree Conservation Plan TCP1-016-2025