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## Preliminary Plan of Subdivision Walker Mill Warehouse

## 4-25005

REQUEST	STAFF RECOMMENDATION
One parcel for 79,990 square feet of industrial development	With the conditions recommended herein: <ul style="list-style-type: none"><li>• Approval of Preliminary Plan of Subdivision 4-25005</li><li>• Approval of Type 1 Tree Conservation Plan TCP1-007-2025</li><li>• Approval of Variation from Section 24-121(a)(3)</li></ul>

**Location:** On the west side of Addison Road South at its intersection with Walker Mill Road

Gross Acreage: 7.99

Zone: CGO/IE

Zone Prior: C-O/I-1

Reviewed per prior Zoning Ordinance: Section 24-1900

Gross Floor Area: 79,900 sq.ft.

Lots: 0

Parcels: 1

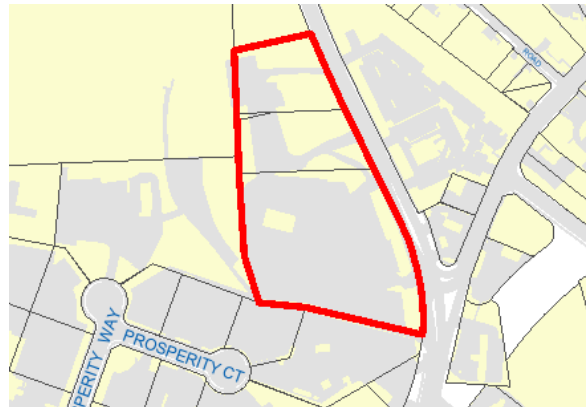
Planning Area: 75A, 75B

Council District: 07

Municipality: Capitol Heights

**Applicant/Address:**  
Walker Mill Development Group LLC  
5101 Wisconsin Avenue NW  
Washington D.C. 20016

**Staff Reviewer:** Ellen Shadle  
Phone Number: 301-952-4976  
Email: [ellen.shadle@ppd.mncppc.org](mailto:ellen.shadle@ppd.mncppc.org)



Planning Board Date:	06/26/2025
Planning Board Action Limit:	09/11/2025
Mandatory Action Timeframe:	140-day
Staff Report Date:	06/18/2025
Date Accepted:	03/24/2025
Informational Mailing:	02/27/2025
Acceptance Mailing:	03/20/2025
Sign Posting Deadline:	05/26/2025

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/](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 for Subdivision 4-25005  
Type 1 Tree Conservation Plan TCP1-007-2025  
Variation from Section 24-121(a)(3)  
Walker Mill Warehouse

**OVERVIEW**

The subject property is 7.99 acres, is located on the west side of Addison Road South, at its intersection with Walker Mill Road, and is within Tax Map 73, Grids C4, and D4. The property consists of Parcels 289, 290, 325, and Lot 3. Parcels 289 and 325 are recorded by deed in the Prince George's County Land Records in Book 39526, page 75. Parcel 290 is recorded by deed in the same Land Records in Book 38343, page 605. Lot 3 is recorded in Plat Book WWW 29, Plat No. 79, titled Baldwin Heights subdivision, approved in 1957. Existing Parcel 290 is located within the municipal limits of the Town of Capitol Heights. The site is further subject to the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (master plan).

The subject property is split-zoned. Parcel 290 is zoned Industrial, Employment (IE) while Parcel 289, Parcel 325, and Lot 3 are zoned Commercial, General and Office (CGO). However, this preliminary plan of subdivision (PPS) application was submitted for review in accordance with the Prince George's County Zoning Ordinance and 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.

The subject PPS qualifies for review under the prior Zoning Ordinance and prior Subdivision Regulations because: (1) it was accepted for review prior to April 1, 2025, the abrogation date of Section 24-1900 *et seq.* of the current Subdivision Regulations; and (2) the applicant has met the requirements of Section 24-1904 of the current Subdivision Regulations. Pursuant to Section 24-1904(a), the applicant participated in a pre-application conference for the subject PPS on February 21, 2025. In accordance with Section 24-1904(b), the applicant provided a statement of justification (SOJ) explaining why they were electing to use the prior regulations. In accordance with Section 24-1904(c) of the Subdivision Regulations, this PPS is supported by and subject to an approved Certificate of Adequacy, ADQ-2025-008. Therefore, this application is reviewed pursuant to the standards of the prior Subdivision Regulations, where the property lies in the Light Industrial (I-1) Commercial Office (C-O) Zones, which were effective prior to April 1, 2022.

Parcel 289, Parcel 325, and Lot 3 are currently vacant. Parcel 290 is currently used as an industrial storage yard, with a 5,998-square-foot garage. This PPS proposes to subdivide the existing parcels and lot into one parcel for 79,900 square feet of industrial development. The existing structures on the property will be razed to accommodate the proposed development,

specifically, a warehouse. Access to the proposed development is shown via two driveway locations from Addison Road South. It is accompanied by a request for a Variation from Section 24-121(a)(3) of the prior Subdivision Regulations, for access from a roadway of arterial or higher classification, which is discussed further in the Transportation finding of this technical staff report.

Staff recommend **APPROVAL** of the PPS and the TCP1, with conditions, and **APPROVAL** of the Variation from Section 24-121(a)(3), based on the findings contained in this technical staff report.

## SETTING

The site is located within Planning Areas 75A and 75B. The subject property is bound on the north by undeveloped land in the IE (formerly I-1) Zone. To the east, the property is bound by Addison Road South, with the Walker Mill Shopping Center located beyond in the CGO Zone (formerly the Commercial Shopping Center Zone). To the south are industrial storage yards in the IE (formerly I-1) Zone. To the west is an industrial storage yard in the IE (formerly I-1) Zone and property in the Agricultural-Residential (formerly Residential-Agricultural) Zone developed with radio and cell towers.

## 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	CGO/IE	C-O/I-1
Use(s)	Industrial	Industrial
Acreage	7.99	7.99
Parcels	3	1
Lots	1	0
Dwelling Units	0	0
Gross Floor Area	5,998 sq. ft.	79,900 sq. ft.
Subtitle 25 Variance	No	No
Variation	No	Yes - Section 24-121(a)(3)

The subject PPS (4-25005) was accepted for review on March 24, 2025. Pursuant to Section 24-119(d)(2) of the prior Subdivision Regulations, the PPS was referred to the Subdivision and Development Review Committee (SDRC) and comments were provided to the applicant at the April 11, 2025 meeting. Pursuant to Section 24-113(b) of the prior Subdivision Regulations, the requested variation from Section 24-121(a)(3) of the prior Subdivision Regulations was also received on March 24, 2025, and comments were also provided to the applicant at the SDRC meeting on April 11, 2025. Revised plans and documents were received on May 12, 2025, which were used for the analysis contained herein.

2. **Previous Approvals**—Parcel 290 previously received approval of PPS 4-05132, to allow for construction of a consolidated storage facility. This PPS was approved on March 23, 2006 (PGCPB Resolution No. 06-02). A detailed site plan (DSP-05097) was also

approved for Parcel 290 on July 26, 2007, for the proposed consolidated storage facility (PGCPB Resolution No. 07-158). The project, however, never proceeded to final plat and both approvals have now expired. A Certified Nonconforming Use CNU-47077-2020 was approved for Parcel 290, for an outdoor advertising sign, in 2021.

Lot 3, recorded in Plat Book WWW 29, Plat No. 79 titled Baldwin Heights, is subject to a prior PPS 12-2259 approved on February 27, 1957. No records are available for this prior PPS.

No prior development approvals were found for Parcels 289 and 325.

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**

Plan 2035 places this subject property in the Established Communities Growth Policy Area. Established Communities 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 (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met" (page 20). The industrial development proposed with this PPS application is consistent with the recommendations for context-sensitive infill development.

#### **Master Plan**

According to Plan 2035, all planning documents which were duly adopted and approved prior to the date of adoption of Plan 2035 remain in full force and effect, except for the designation of tiers, corridors, and centers, until those plans are revised or superseded. Pursuant to Section 24-121(a)(5) of the prior Subdivision Regulations, a PPS must conform to the area master plan, unless events have occurred to render the relevant recommendations no longer appropriate, or the Prince George's County District Council has not imposed the recommended zoning.

The 2010 *Approved Subregion 4 Master Plan* recommends mixed-use residential land use for the subject property. The applicant proposes an industrial warehouse use, which is not in conformance with this recommendation. However, the proposed industrial warehouse use is permitted in the prior I-1 and C-O Zones in which the subject property is located. Accordingly, staff find that, pursuant to Section 24-121(a)(5) of the prior Subdivision Regulations, the District Council has not imposed the recommended zoning on the property. Accordingly, the master plan's recommendation for the mixed-use residential land use is no longer applicable. Notwithstanding, the remaining relevant recommendations of the master plan still apply to this application.

This property is located within Living Area D and Zone 2 of the master plan (page 90). To support the vision and objectives of the master plan, the following recommended policies and strategies have been outlined.

### **The Land Use Plan Summary — Policies and Strategies**

**Policy 3: Heighten the image and attraction of the industrialized areas of Subregion 4 to attract a higher quality of light industrial, research and development, and business park uses, offering expanded employment opportunities for residents of Prince George’s County and the region. (page 60)**

The proposed project will redevelop underutilized properties and offer local employment opportunities.

### **Transportation**

**Policy 1: Develop bicycle-friendly roadways to improve connectivity throughout Zone 2. (page 102)**

#### ***Strategies: Short-Term***

- **Addison Road: Implement bike lanes from Walker Mill to Central Avenue.**

**Policy 2: Improve pedestrian connectivity throughout Zone 2 by installing sidewalks (page 103)**

#### ***Strategies: Short-Term***

- **Walker Mill Road at Addison Road: Install pedestrian amenities including crosswalks, countdown signal, and ADA-compliant ramps at the intersection.**

#### ***Strategies: Mid-Term***

- **Walker Mill Road: Install sidewalks on Walker Mill Road at the intersection with Addison Road.**

The conceptual site plans depicted on the stormwater management (SWM) concept plan and the Type 1 tree conservation plan (TCP1) reflect a bike lane and a sidewalk along Addison Road South, and crosswalks with Americans with Disabilities (ADA)-compliant ramps throughout the site.

### **Tree Canopy and Green Space**

**Policy 1: Preserve, restore, and enhance the existing tree canopy. (page 210)**

The TCP1 shows the northern portion of the properties as being a woodland preservation and afforestation area. Conformance to the Tree Canopy Coverage Ordinance will be addressed at the time of permit review.

### **Sectional Map Amendment/Zoning**

The sectional map amendment associated with the master plan retained the subject properties in the prior I-1 and C-O Zones. On November 29, 2021, the District Council approved Prince George’s County Council Resolution CR-136-2021, the Countywide Map Amendment, which reclassified the subject property from the I-1 and C-O Zones to the

IE and CGO Zones, effective April 1, 2022. However, this PPS was reviewed pursuant to the prior zoning.

4. **Stormwater Management**—In accordance with Section 24-120(a)(8) of the prior Subdivision Regulations, an application for a major subdivision must include an approved SWM concept plan, or indication that an application for such approval has been filed with the appropriate agency or municipality having approval authority. An unapproved SWM Concept Plan (SIT-00221-2025) was submitted with this PPS application. The plan shows the use of five micro-bioretenention facilities, one bioretention facility, and one dry pond to meet the SWM requirements for the site.

Per Section 24-121(a)(15), “The Planning Board shall not approve a preliminary plan of subdivision until evidence is submitted that a stormwater management concept plan has been approved by the Department of Permitting, Inspections, and Enforcement or the municipality having approval authority, unless the Planning Board finds that such approval will not affect the subdivision.” Subsequent approval of the SWM concept plan will not affect the subdivision, as the subdivision is for a single parcel. No further information pertaining to SWM is required at this time.

Staff find that development of the site, in conformance with the SWM concept plan, once approved by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE), and any subsequent revisions, will ensure that no on-site or downstream flooding occurs. 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**

- **Addison Road South (A-33)**

The subject property has frontage on Addison Road South along the eastern bounds of the site, which is identified as an arterial roadway. Both the MPOT and master plan recommend a 120-foot-wide right-of-way (ROW) for Addison Road South. The PPS accurately delineates the ROW and identifies areas of proposed dedication totaling 0.456 acre to meet the master plan requirements. The areas of dedication shall be shown on the final plat, consistent with the approved PPS.

- **Walker Mill Road (A-35)**

Both the MPOT and master plan recommend a 120-foot-wide ROW for Walker Mill Road, which is identified as an arterial roadway. The site has very minimal frontage

along Walker Mill Road. The PPS accurately delineates the ROW and identifies areas of proposed dedication to meet the master plan requirements. The areas of dedication shall be shown on the final plat, consistent with the approved PPS.

## **Master Plan Pedestrian and Bike Facilities**

- **Addison Road: Bicycle Lane**

Both the MPOT and master plan recommend a bicycle lane along Addison Road South. The PPS reflects a proposed bicycle lane along the entire property frontage and meets the recommendation of the MPOT and the master plan.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling. (MPOT, pages 9–10). These are provided below in **bold** text with staff analysis following in plain text:

### **Complete Streets**

**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 PPS includes a 5-foot-wide sidewalk along the frontage of Addison Road South, with associated crosswalks and ADA-compliant ramps, and provides direct pedestrian connectivity to the proposed building. There is an existing bus stop that will remain, in addition to a proposed bicycle lane along the entire frontage of Addison Road South.

**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.**

A bicycle lane is proposed along the entire frontage of Addison Road South.

In addition, the master plan recommends the following goals: (page 233)

- **Provide sidewalks, neighborhood trail connections, and bicycle-friendly roadways to accommodate nonmotorized transportation (bicycling and walking) as the preferred mode for some short trips, particularly to transit stops and stations, schools, and within neighborhoods and centers.**
- **Identify priority sidewalk corridors to parks, schools, Metro stations, and other centers where sidewalk construction is necessary to meet existing pedestrian needs.**



The PPS includes a 5-foot-wide sidewalk along the frontage of Addison Road South with associated crosswalks and ADA-compliant ramps and provides direct pedestrian connectivity to the proposed building. There is an existing bus stop that will remain, in addition to a proposed bicycle lane along the entire frontage of Addison Road.

### **Access and Circulation**

Two access points are proposed along the property frontage of Addison Road; a northern right-in/right out access, and a southern full-movement access at the intersection of Addison Road South and Walker Mill Road. Although the access points currently exist, they will be upgraded to meet current County standards. The intersection of Addison Road and Walker Mill Road has been identified as a Capital Improvement Program (CIP), which will reconfigure the intersection to four legs, of which the access point to the site will be the east leg. Staff find access to the site sufficient.

### **Variation Request**

A variation request for the subject site's direct vehicular access onto Addison Road has been submitted and reviewed as part of the PPS application. Section 24-121(a)(3) of the prior Subdivision Regulations requires that lots proposed on land adjacent to an existing or proposed roadway of arterial or higher classification be designed to front on either an interior street or service roadway.

The criteria listed below are contained in Section 24-113 of the prior Subdivision Regulations and must be met for a variation to be approved. The criteria are listed in **bold** text, and staff findings regarding each criterion are given in plain text.

### **Section 24-113. - Variations**

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**

Section 24-121(a)(3) requires that: “[w]hen lots are proposed on land adjacent to an existing or planned roadway of arterial or higher classification, they shall be designed to front on either an interior street or a service road.” The purpose of this requirement is to avoid having direct access from development to roadways classified as arterial or higher so as not to impede traffic. The proposed subdivision is for a single parcel, which fronts on two arterials – Walker Mill Road and Addison Road South. The parcel will have two points of access from Addison Road South. Staff find that the purposes of the Subdivision Regulations will be served to a greater extent by the applicant’s alternative proposal. Specifically, per Section 24-104(a)(4), one purpose of the prior Subdivision Regulations is to: “provide the most beneficial relationship between the subdivision of land and the

circulation of traffic, having particular regard for the avoidance of congestion on the streets and highways and the pedestrian movements appropriate to the various uses of land and buildings, and to provide for the efficient and appropriate locations and widths of streets.” The applicant’s proposal serves this purpose better than a service drive or internal street would, as the proposed two direct access points from Addison Road South will be limited so as not to impede traffic on Addison Road South. Specifically, the northern access will be right-in/right-out only. The southern access will be signalized via the CIP improvement at the intersection of Addison Road and Walker Mill Road described in the “Access and Circulation” finding above.

Staff also find that strict compliance with 24-121(a)(3) would create practical difficulties for the applicant. The applicant proposes a single parcel that abuts only arterial roads. Compliance with 24-121(a)(3) would require the applicant to construct internal street(s) or a service road that would serve only the single parcel proposed. There is no existing network of streets or service roads to which the applicant could tie in. In this manner, strict compliance with 24-121(a)(3) would be inefficient and would create practical difficulties for the applicant.

**(1) The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;**

The variation request is for a single parcel fronting on Addison Road South and Walker Mill Road with two direct access points onto Addison Road South, which is classified as an arterial road with a ROW width of 120 feet. Walker Mill Road is also classified as an arterial road. The northern access along Addison Road will function as a right-in/right-out, while the southern access is part of the Addison Road CIP signal improvement. Because the applicant proposes to limit the movements to a traffic signal and right-in / right-out for the second access, granting this variation will not be detrimental to the public safety, health, or welfare, or injurious to other property, as the access points only serve the subject site.

Reducing the access points from two to one would not be less detrimental to the public safety, health, or welfare. The applicant provided an analysis for a single point of access at the signalized intersection as part of the traffic analysis. The results showed that the site would meet the adequacy requirements with a single point of access. However, based on the nature of the development and to limit vehicle conflicts, a second access point would serve the intended use of the site. The northern access operates as a right-in/right-out based on the current design of Addison Road, which will have a median in this area, thereby reducing any additional conflicts if there were northbound, left-turning vehicles. Secondary access can also provide separation of passenger vehicles and truck traffic.

In addition, the applicant submitted truck turning plans for the intended vehicle classification utilizing the site, as well as a fire truck turning plan. The fire truck plan shows that an emergency vehicle could access and exit the site without requiring any additional maneuvers on site. Secondary access would be desirable, considering it would improve emergency

vehicular circulation on site and staff support the granting of this variation for two access points.

- (2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The property is located where the limits of two arterial roadways intersect. This signalized intersection creates a unique situation, in that it will be improved as part of a fully funded CIP project that includes direct signalized access to the subject property. The secondary access is located approximately 600 feet north of the signal and is incorporated in the design of other CIP improvements along the front of Addison Road. Both access points working in conjunction with the CIP project are unique to this property. No potential exists for establishment of an additional public ROW that could be used to serve the subject property.

- (3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and**

No other applicable laws, ordinances, or regulations are known which would be violated with the approval of this variation, and approval of a variation does not preclude final design and permitting approvals that may be required by the DPIE and the Prince George's County Department of Public Works and Transportation (DPW&T). Therefore, this criterion is met.

- (4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;**

A particular hardship would result if the applicant were required to subdivide the subject property such that it fronts on an internal street or service road. The subject property fronts only on arterial roads. The applicant is proposing a single parcel. To comply with Section 24-121(a)(3), the applicant would have to create an additional internal ROW leading to the proposed development. As noted, the purpose of Section 24-121(a)(3) is to avoid direct access from development to an arterial. However, any service road or internal street created in compliance with Section 24-121(a)(3) would merely provide direct access from the proposed development to the street in a more inefficient manner. Specifically, such an internal street or service road would only serve the proposed development and would not tie into any existing system of streets or service roads on adjacent properties. Requiring the applicant to create such a road within the site constitutes a particular hardship to the applicant.

- (5) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling**

**units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The site is not in any of the above-listed zones. Therefore, this criterion is not applicable.

Based on the preceding findings, staff find the purposes of prior Subtitle 24 are served to a greater extent by the alternative proposal set forth, and recommend approval of the Variation from Section 24-121(a)(3), to allow the two proposed direct access points to the site from Addison Road South, as shown on the PPS.

Based on the findings presented above, multimodal transportation facilities will exist to serve the proposed subdivision, as required under prior Subtitle 24 of the Prince George's County Code, and will conform to the MPOT and master plan, with the recommended conditions provided 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 the following overall goals:

**Schools**

- **Provide residents with public schools that are conveniently located, of adequate size, feature state-of-the-art technology and quality instructional opportunities, and serve as active centers for their communities.** (page 264)

**Public Safety** (page 267)

- **Locate police and fire and rescue facilities and services that meet the size and location needs of the community to minimize response time.**
- **Provide fire and rescue facilities that meet the needs of the community based upon established county standards and able to accommodate modern vehicles and equipment.**

The proposed development will not impede achievement of the above-referenced goals. The analysis provided with this technical staff report and approved ADQ-2025-008, illustrates that, pursuant to adopted tests and standards, public safety facilities and water and sewer services are adequate to serve the proposed development. There are no master-planned 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 PPS or final plat approval. The 2018 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System. Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid PPS approved for public water and sewer. In addition, the property is within Tier 1 of the Sustainable Growth Act, which includes those properties served by public sewerage systems. Accordingly, the subject property is in the appropriate service area for PPS approval.

8. **Public Utilities 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 public ROWs. The site abuts Addison Road South to the east and Walker Mill Road to the southeast. The required PUE is reflected on the PPS, along both road frontages, in conformance to this section.

9. **Historic**—The master plan contains goals and policies related to historic preservation (pages 287–296). 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 archeological survey is not recommended. No Prince George’s County historic sites or resources are on or adjacent to the subject property.
10. **Environmental**—The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-041-05	N/A	Staff	Approved	6/30/2005	N/A
4-05132	N/A	Planning Board	Approved	3/23/2006	06-72
DSP-05097	N/A	Planning Board	Approved	7/26/2007	07-158
E-017-08	N/A	Staff	Approved	4/29/2008	N/A
NRI-025-2025	N/A	Staff	Approved	3/21/2025	N/A
4-25005	TCP1-007-2025	Planning Board	Pending	Pending	Pending

#### **Applicable Environmental Regulations**

This project is subject to the 2024 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the environmental regulations contained in prior Subtitles 24 and 27 because

the property is over 1.0 acre in size and proposes woodland clearing. This project must also conform to the 2018 Environmental Technical Manual.

### **Site Description**

A review of the available information and verification on the approved natural resources inventory (NRI) plan indicates that streams and wetlands are not located on the property. Steep slopes occur on the property. Potential forest interior dwelling species (FIDS) habitat is mapped on-site to the north of existing Lot 3. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species on or in the vicinity of this property. The site has frontage on Addison Road South and Walker Mill Road, which are not designated as scenic or historic roadways.

### **Prince George's Plan 2035**

The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by Plan 2035, and within the Established Communities of the General Plan Growth Policy Map.

### **Environmental Conformance with Applicable Plans**

#### **Master Plan Conformance**

In accordance with Section 24-121(a)(5) of the prior Subdivision Regulations, the PPS shall conform to any applicable master plans. In the master plan, the Environmental Infrastructure section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project. The text in **bold** is the text from the master plan, and the plain text provides comments on plan conformance.

#### **Green Infrastructure — Wildlife Habitat (page 200)**

**Policy 1: Protect, preserve, and enhance the green infrastructure network in Subregion 4.**

According to the approved NRI-025-2025, the site contains no regulated environmental features (REF) within or adjacent to the subject property. Lot 3 and the western edge of Parcel 290 are within the green infrastructure network as evaluation areas. The remainder of the site is outside the green infrastructure network. The evaluation area is found on Lot 3 and is shown on the TCP1 as existing woodlands being saved. Native afforestation plantings are proposed in the open areas on Lot 3 to enhance the green infrastructure network.

**Policy 2: Minimize the impacts of development on the green infrastructure network and SCA's.**

The property is not within a special conservation area. Development is focused in the most developable area of the site, within the existing clear area adjacent to the roads. The existing woodlands on existing Lot 3 are proposed to be preserved and enhanced by afforestation plantings. There are no impacts proposed to REF.

**Water Quality and Stormwater Management — Tributary Action Items**  
(page 205)

**Policy 1:       Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.**

The applicant proposes micro-bioretenion devices, a bioretention facility, and a dry pond to handle SWM for the entire project. The SWM design is required to be reviewed and approved by DPIE to address surface water runoff issues, in accordance with Subtitle 32, Water Quality Resources and Grading Code of the County Code. This requires that the environmental site design (ESD) be implemented to the maximum extent practicable. This stormwater concept is still in review with DPIE.

**Policy 2:       Improve the base information needed for the county to undertake and support stream restoration and mitigation projects.**

The site has an approved NRI that details the existing conditions of the site. The subject property has no on-site or adjacent stream systems. No stream restoration or mitigation is proposed as part of this application.

**Policy 3:       Require on-site management of stormwater through the use of environmentally sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment projects.**

The applicant proposes micro-bioretenion devices, a bioretention facility, and a dry pond to handle SWM for the entire project. The SWM design is required to be reviewed and approved by DPIE to address surface water runoff issues, in accordance with Subtitle 32, Water Quality Resources and Grading Code of the County Code. This requires ESD to the maximum extent practicable. This stormwater concept is still in review with DPIE.

**Policy 4:       Assure that adequate stream buffers are maintained and enhanced and utilize design measures to protect water quality.**

No streams, regulated or otherwise, are located on-site or within 100 feet of the site.

**Noise Intrusion** (page 206)

**Policy:       Reduce adverse noise impacts so that the State of Maryland's noise standards are met.**

The project proposes to construct a warehouse with associated infrastructure. Noise generated by the site will be subject to noise ordinances of the County Code that will be enforced by DPIE.

#### **Green Buildings/Sustainability** (page 208)

**Policy 1:      Implement environmental sensitive building techniques that reduce overall energy consumption.**

The development applications for the subject property, which require architectural approval, should incorporate green building techniques and the use of environmentally sensitive building techniques, to reduce overall energy consumption. The use of green building techniques and energy conservation techniques is encouraged to be implemented to the greatest extent possible.

#### **Tree Canopy and Green Space** (page 210)

**Policy 1:      Preserve, restore, and enhance the existing tree canopy.**

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires the site to provide tree canopy coverage. Compliance with the Tree Canopy Coverage Ordinance must be addressed at the time of permit site plan review and demonstrated on the landscape plan.

**Policy 2:      Improve the county's capacity to support increases in the tree canopy.**

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, mandates an increase to the tree canopy countywide and will be addressed with the permit site plan review.

#### **Conformance with the Green Infrastructure Plan (GI 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.**  
(page 49)

#### ***Strategies***

**1.1      Ensure that areas of connectivity and ecological functions are maintained, restored 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.**

The majority of this site is not within the green infrastructure network, with the only evaluation areas located along the western edge of existing Parcel 290 and to the north of existing Lot 3. No regulated areas of the GI Plan are located on-site. The applicant proposes development outside of the GI Plan evaluation area, and while the woodland conservation is not utilized as an amenity in the site design, the applicant proposes to meet the entire woodland conservation requirement on-site.

- 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.**

The majority of this site was previously cleared, with woodland located on existing Lot 3 to the north. Woodland conservation is proposed in this area to enhance the green infrastructure network and contribute to the protection of the wildlife corridor on the adjacent properties.

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

SWM is proposed in the previously cleared area of the site. No REF are on-site or in vicinity of the site. No impacts to REF are proposed. SWM will be reviewed by DPIE.

- 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.**

The majority of this site was previously cleared and is located in a primarily industrially developed area. Woodland preservation requirements are proposed to be met on-site.

- 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.**

The majority of this site is outside of the network gap, with the only evaluation areas located along the western edge of existing Parcel 290 and on existing Lot 3 to the north. No regulated areas of the GI Plan are located on or adjacent to the site. The property is within the Anacostia River region of the Middle Potomac watershed and is not within a Tier II catchment area. Woodland preservation and afforestation will be provided within the evaluation area on-site, on existing Lot 3. Sensitive species habitat was not identified on this site, and it is not in a special conservation area.

**Policy 2: Support implementation of the 2017 GI Plan throughout the planning process. (page 50)**

### ***Strategies***

- 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.**

While not a network gap, the majority of Lot 3 is in the evaluation area. This area is proposed for afforestation to further support the evaluation area of the GI Plan.

- 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.**

There is no REF on-site, and no impacts to REF are proposed.

- 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 to minimize the impacts on the green infrastructure network on-site by limiting proposed impacts to the edges of the evaluation area. The majority of the site is outside the network gap. TCP1-007-2025 was provided with this application and demonstrates that the woodland conservation requirement will be met fully on-site through woodland preservation and afforestation to enhance the green infrastructure network.

**Policy 3:       Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan. (page 51)**

***Strategies***

**3.3       Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.**

- a.       Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced or new roads are constructed.**

No fragmentation of REF by transportation systems is proposed with this PPS.

- b.       Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer, they must be designed to minimize clearing and grading and to use low impact surfaces.**

No master-planned trail systems are proposed with this PPS.

**Policy 4:       Provide the necessary tools for implementation of the 2017 GI Plan. (page 52)**

***Strategies***

**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 preservation and afforestation shall be placed in a woodland and wildlife habitat conservation easement prior to approval of the subsequent permit site plan and associated Type 2 tree conservation plan (TCP2). The development is not within a special conservation area and does not contain rare, threatened, or endangered species on or in the vicinity of this property.

**Policy 5:       Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands. (page 53)**

***Strategies***

- 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.**

SWM facilities for this application are not proposed to be placed within any REF.

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

No REF is on or adjacent to the site. The project does not have SWM concept plan approval from DPIE, but the plan is currently in review by DPIE. The TCP1 shows the use of micro-bioretenction, bioretention, and dry pond facilities to meet ESD to the maximum extent practicable.

- Policy 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage. (page 54)**

***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.**

The woodland conservation requirements for this development are proposed to be met fully on-site.

- 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 2018 Environmental Technical Manual (ETM) and the 2010 *Prince George's County Landscape Manual* (Landscape Manual), which can count toward the tree canopy coverage (TCC) requirement for the development. TCC requirements will be evaluated at the time of the permit site plan review.

- 7.4 Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.**

Woodland exists on-site on the northern portions of the property. This application proposes to meet the full woodland conservation requirements on-site with on-site preservation and afforestation. The ETM provides guidance on soil testing and soil amendments

within the “Planting Specification Notes” section of the “Standard Type 2 Tree Conservation Plan Notes”.

### ***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.**

New forest edge is being created with this PPS; however, that is due to the proposed afforestation plantings, which will further protect the existing woodland on-site.

- 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.**

This site does contain potential FIDS habitat on the northern portion of existing Lot 3, but is not in a sensitive species review area. All woodland conservation is located on Lot 3 to protect the potential FIDS habitat. All woodland preservation will be protected through a woodland and wildlife habitat conservation easement in accordance with Section 25-122(d) of the WCO.

- 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.**

Clearing of woodland is proposed with the subject PPS; however, the total woodland conservation requirement is proposed to be met fully on-site. Woodland conservation is designed to minimize fragmentation and reinforce new forest edges. Proposed woodland conservation is located on existing Lot 3, around the specimen trees. This site does contain potential FIDS habitat on existing Lot 3, but is not in a sensitive species review area. Green space is encouraged to serve multiple eco-services.

## **CONFORMANCE WITH ENVIRONMENTAL REGULATIONS**

### **Natural Resource Inventory/Environmental Features**

Section 24-120(a)(22) of the prior Subdivision Regulations requires an approved NRI plan with PPS applications. NRI-025-2025 was submitted with the PPS. The site does not contain REF but does contain steep slopes and specimen trees. The TCP1 shows the correct information in conformance with the NRI.

### **Woodland Conservation**

The site is subject to the WCO because the property is over 1.0 acre in size and does not have a prior TCP. This application is also subject to conformance to the environmental regulations of the ETM. TCP1-007-2025 was submitted with the subject application and requires minor revisions to be found in conformance with the WCO.

In accordance with Section 25-119(c)(5)(A) of the WCO, notices were mailed to the parties listed in Subsection 27-125.01(a)(2) of the prior Zoning Ordinance at least 20 days before the TCP approval. According to the affidavit provided by the applicant's representative, notice letters were mailed on March 20, 2025, and the affidavit is dated March 20, 2025. Staff have not received any public comment about this application as a result of the notification mailing.

The site contains a total of 0.80 acre of woodlands and no wooded floodplain. The site has a woodland conservation threshold of 15 percent, or 1.20 acres. The project is not within the boundaries of a transit-oriented center as identified in Plan 2035. The TCP1 proposes to clear 0.12 acre of woodland, resulting in a total woodland conservation requirement of 1.32 acres.

The woodland conservation requirement is proposed to be met fully on-site with 0.68 acre of on-site preservation and 0.64 acre of afforestation. Technical revisions are required to the TCP1, prior to certification of the PPS, as provided in the Recommendations section of this technical staff report.

### **Specimen Trees**

Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the [Environmental] Technical Manual."

No specimen trees are proposed to be removed with this PPS. The TCP1 development proposes impacts to the off-site specimen tree identified as Specimen Tree ST-1. A specimen tree maintenance plan for all specimen trees impacted, but proposed for retention, shall be provided on the TCP2 plan.

### **Regulated Environmental Features (REF)/Primary Management Area (PMA)**

REF are required to be preserved and/or restored to the fullest extent possible under Section 24-130(a) of the Environmental Standards of the prior Subdivision Regulations. The on-site REF include streams, 100-year floodplain, associated buffers, and steep slopes as defined in the prior Subdivision Regulations. There are no REF on the subject site.

### **Soils**

In accordance with Section 24-131 of the prior Subdivision Regulations, this PPS was reviewed for unsafe land restrictions. The predominant soils found to occur according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include the Udorthents-Urban land complex, Beltsville-Urban land complex, Westphalia and Dodon soils, and Sassafras-Urban land complex. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay do not occur

on this property. This information is provided for the applicant's benefit. It should be noted that the Sassafras-Urban land complex is incorrectly identified as the Westphalia and Dodon soils on the NRI. Prior to certification of the PPS, the NRI shall be revised to correct this discrepancy.

### **Erosion and Sediment Control**

Development of the subject property shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the County Code.

The County requires the approval of an erosion and sediment control plan. The subsequent TCP2 must reflect the ultimate limits of disturbance, not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures.

- 11. Urban Design**—The subject PPS proposes to consolidate three parcels and one lot into a single parcel for the construction of a 79,900-square-foot warehouse. The existing 5,998-square-foot building will be razed. Based on the submitted TCP1, the warehouse appears to be located in the portion of the property in the prior I-1 Zone and a surface parking area will be located in the prior C-O Zone. The use of vehicle parking, in accordance with Part 11 of the prior Zoning Ordinance, is permitted in the C-O Zone.

A DSP is not required for this development in accordance with Sections 27-453 and 27-469 of the prior Zoning Ordinance. The uses proposed for this property in the I-1 and C-O Zones are permitted per Sections 27-461 and 27-473 of the prior Zoning Ordinance. Under the prior Zoning Ordinance, conformance to the following regulations, but not limited to, should be demonstrated:

- Section 27-453. – C-O Zone (Commercial Office);
- Section 27-461. – Uses Permitted;
- Section 27-462. – Regulations;
- Section 27-469. – I-1 Zone (Light Industrial);
- Section 27-473. – Uses Permitted;
- Section 27-474. – Regulations;
- Part 11. – Off-Street Parking and Loading; and
- Part 12. – Signs

The proposed development is subject to the requirements of the Landscape Manual. The site is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6 Buffering Development from Streets; Section 4.7 Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Conformance with the applicable landscaping requirements will be determined at the time of permit review.

Section 4.7, Buffering Incompatible Uses, requires that developments adjacent to other properties provide a bufferyard consisting of a building setback, a landscape yard, and a specified number of plant units per 100 linear feet. According to Table 4.7-1 of the Landscape Manual, the proposed development is classified as a high-impact use. The adjacent properties to the south and west are classified as medium-impact uses. Based on Table 4.7-2 of the Landscape Manual, this combination necessitates a Type B bufferyard, which requires a minimum 30-foot building setback, a 20-foot-wide landscape yard, and 80 plant units per 100 linear feet. All of these requirements must be met within the subject property, and will be further evaluated at the time of permit review.

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. The Tree Canopy Coverage Ordinance is not subject to the current Zoning Ordinance grandfathering provisions and does not contain any grandfathering provision for prior zoning, except for specified legacy zones or developments that had a previously approved landscape plan demonstrating conformance to TCC. Therefore, this application will be reviewed for conformance with the TCC requirement for the property's current zoning (IE and CGO Zones), and the subject development is required to provide a minimum of 15 percent of the net tract area to be covered by tree canopy. Compliance with this requirement will be evaluated at the time of permit review.

12. **Citizen feedback**—At the time of the writing of this technical staff report, the Prince George's County Planning Department has not received any inquiries regarding the subject PPS from the community.

## RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised as follows:
  - a. Revise the label for the proposed parcel to read "Parcel 1" instead of "Parcel X".
  - b. Revise General Note 12 to remove building setbacks.
  - c. Add a note indicating the Prince George's County Planning Board's approval of a Variation from Section 24-121(a)(3) of the prior Prince George's County Subdivision Regulations, approving two access driveways to Addison Road South.
2. Development of this site shall be in conformance with Stormwater Management Concept Plan SIT-00221-2025-00, once approved, and any subsequent revisions, in accordance with Section 24-130 of the prior Prince George's County Subdivision Regulations.
3. The final plat of subdivision shall include the following, prior to its approval:



- a. The granting of a 10-foot-wide public utility easement along the abutting public rights-of-way, in accordance with Section 24-122(a) of the prior Prince George's County Subdivision Regulations, and the approved preliminary plan of subdivision.
  - b. Right-of-way dedication along Addison Road South and Walker Mill Road totaling 0.456 acre, in accordance with Section 24-123(a)(1) and Section 24-123(a)(5) of the prior Prince George's County Subdivision Regulations, and the approved preliminary plan of subdivision.
  - c. A note indicating the Prince George's County Planning Board's approval of a Variation from Section 24-121(a)(3) of the prior Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-25005, approving two access driveways to Addison Road South.
4. Prior to the signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
- a. Revise Environmental Planning Section approval block to indicate the TCP1 number with the Arabic numeral 1 (TCP1-007-2025).
  - b. Relocate the label for the 10-foot-wide public utility easement, so it is not within the preservation area.
  - c. Amend the qualified professional certification to the version in the 2018 Environmental Technical Manual for tree conservation plan submissions.
  - d. Add the TCP1 number, TCP1-007-2025, to the woodland conservation worksheet.
  - e. Revise Note 12 to the following: "Land proposed for right-of-way dedication for Addison Road South to be dedicated to Prince George's County Department of Public Works & Transportation (DPW&T) is 0.05-acre of woodland clearing on the northeast of proposed Parcel X."
  - f. Development of this subdivision shall be in conformance with approved TCP1-007-2025 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 (TCP1-007-2025 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 2024 Woodland and Wildlife Habitat Conservation Ordinance (2024 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, Prince George's County Planning Department."
  - g. Revise the label for the proposed parcel to read "Parcel 1" instead of "Parcel X".

5. Prior to the issuance of the first grading permit for this subdivision, and in conformance with Section 25-119(a)(2) or (3) 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."

6. The natural resources inventory (NRI) plan shall be revised to correct the soils table information prior to signature approval of the preliminary plan of subdivision.
7. A specimen tree maintenance plan shall be included with the Type 2 tree conservation plan in conformance with Section 25-122(d)(2)(B) of the Prince George's County Code, for any tree with critical root zone impacts. The specimen tree maintenance plan shall include specimen tree protection measures, such as root pruning, to protect both on- and off-site specimen trees.
8. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Subregion 4 Master Plan*, the following facilities shall be provided, and the details, location, and extent of the following facilities shall be shown on the permit site plan:
  - a. A standard bicycle lane along the property frontage of Addison Road South unless updated by the operating agency, in accordance with the applicable Code section providing authorization during permitting, with written correspondence.
  - b. A minimum 5-foot-wide Americans with Disabilities Act-compliant sidewalk along the frontage of Addison Road South, unless updated by the operating agency, in accordance with the applicable Code section providing authorization during permitting, with written correspondence.
  - c. Americans with Disabilities Act-compliant curb ramps and continental-style crosswalks along the property frontage of Addison Road.

**STAFF RECOMMEND:**

- Approval of Preliminary Plan of Subdivision 4-25005
- Approval of Type 1 Tree Conservation Plan TCP1-007-2025
- Approval of a Variation from Section 24-121(a)(3)