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Preliminary Plan of Subdivision Freeway Airport

PPS-2024-021

REQUEST	STAFF RECOMMENDATION
297 lots and 17 parcels for single-family detached residential development.	With the conditions recommended herein: <ul style="list-style-type: none"> • Approval of Preliminary Plan of Subdivision PPS-2024-021 • Approval of Type 1 Tree Conservation Plan TCP1-034-2024 • Approval of a Variance to Section 25-122(b)(1)(G)

Location: In the southwest quadrant of the intersection of US 50 (John Hanson Highway) and Church Road.	
Gross Acreage:	131.50
Zone:	RSF-A/APAO 5 and 6
Gross Floor Area:	50,000 sq. ft.
Dwelling Units:	297
Lots:	297
Parcels:	17
Planning Area:	74A
Council District:	06
Municipality:	N/A
Applicant/Address: Freeway Realty, LLC 2560 Lord Baltimore Drive Baltimore, MD 21244	
Staff Reviewer: Jason Bartlett Phone Number: 301-780-2465 Email: Jason.Bartlett@ppd.mncppc.org	



Planning Board Date:	04/10/2025
Planning Board Action Limit:	05/24/2025
Mandatory Action Timeframe:	140 days
Staff Report Date:	04/03/2025
Date Accepted:	12/30/2024
Informational Mailing:	08/20/2024
Acceptance Mailing:	12/26/2024
Sign Posting Deadline:	03/11/2025

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 PPS-2024-021
Type 1 Tree Conservation Plan TCP1-034-2024
Variance to Section 25-122(b)(1)(G)
Freeway Airport

OVERVIEW

The site is located at the southwest corner of the intersection of Church Road and US 50 (John Hanson Highway). The site consists of eight parcels known as Parcels 7, 49, 50, 51, 57, 58 and 59 recorded in the Prince George's County Land Records in Book 49618 Page 146; and Parcel 60 recorded in Book 49618 Page 160. The 131.50-acre property is located in the Residential, Single-Family-Attached (RSF-A) Zone and is subject to the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan).

This application proposes to subdivide the property into 297 lots for development of 297 single-family detached residential units, 17 parcels to be conveyed to a homeowners association, and one parcel to be conveyed to an adjacent property owner. The subject site is improved with an existing airport known as the Freeway Airport, and a weather radar tower, both of which are proposed to be razed. Closure of the airport is in line with the recommendations of the 2000 *Airport Land Use Compatibility and Air Safety Study*, which identified the airport as a potential safety risk to both pilots and residents of surrounding neighborhoods.

The property is the subject of a prior preliminary plan of subdivision (PPS 4-20006), approved by the Prince George's County Planning Board on December 3, 2020 (PGCPB Resolution No. 2020-159), for 509 lots and 62 parcels for 416 residential townhouse units and 93 single-family detached units. However, the subject property was never platted in conformance with this PPS. Associated with the prior approved PPS, is an approved Detailed Site Plan, DSP-20015; an approved Alternative Compliance Plan, AC-21003; and an approved Type 1 Tree Conservation Plan, TCP1-016-2020. In addition, the site is subject to Special Exception SE-4375, which was approved for a weather transmitter and receiver tower. Should the Planning Board approve the subject application, it will supersede PPS 4-20006.

A major subdivision is required in accordance with Section 24-3402(b)(3) of the Prince George's County Subdivision Regulations. The applicant participated in a pre-application conference for the subject PPS on August 12, 2024, pursuant to Section 24-3302(b)(1) of the Subdivision Regulations, and held a properly noticed pre-application neighborhood meeting on September 23, 2024, pursuant to Section 24-3303(b)(1) of the Subdivision Regulations. The applicant prepared a written summary of the pre-application neighborhood meeting, as required by Section 24-3303(c)(3)(C) of the Subdivision Regulations. In accordance with Section 24-4503 of the

Subdivision Regulations, this PPS is supported by and subject to an approved Certificate of Adequacy, ADQ-2024-045.

The applicant filed a variance request to Section 25-122(b)(1)(G) of the 2024 Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance, to allow the removal of six specimen trees. This request is discussed further in the Environmental findings of this technical staff report.

Staff recommend **APPROVAL** of the PPS and TCP1, with conditions, and **APPROVAL** of the variance for the removal of specimen trees, based on the findings contained in this technical staff report.

SETTING

The subject site is located on Tax Map 54 in Grids B-2, B-3, B-4, C-2, C-3, and C4; and is within Planning Area 74A. The site is bound on the north by US 50, with vacant land in the Legacy Mixed-Use Community (LMXC) Zone beyond. The site is bound on the west by right-of-way for Potomac Electric Power Company power lines, with single-family detached dwellings beyond, both of which are in the Agricultural-Residential (AR) Zone. To the south and southeast are vacant land and single-family detached dwellings in the AR Zone. To the east is Church Road, with vacant land in the Reserved Open Space (ROS) Zone owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) beyond. The property and its surroundings are all in an Aviation Policy Area Overlay (APAO) Zone (5 and 6), which is required to cease effect prior to approval of any detailed site plan (DET).

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	AR/APAO 5 and 6	AR/APAO 5 and 6
Use(s)	Airport	Residential
Acreage	131.50	131.50
Parcels	8	17
Lots	0	297
Dwelling Units	0	297
Subtitle 25 Variance	No	Yes (Section 25-122(b)(1)(G))
Variation	No	No

The subject PPS was accepted for review on December 30, 2024. Pursuant to Section 24-3305(e) of the Subdivision Regulations, this case was referred to the Subdivision and Development Review Committee, which held a meeting on January 17, 2025, where comments were provided to the applicant. Revised plans were received on February 28, 2025, which were used for the analysis contained herein.

2. **Previous Approvals**—This property is the subject of a prior approved application for a special exception known as SE-4375. This special exception was approved in May 2000, for the purpose of permitting a 140-foot-tall weather radar tower near the northwest corner of the site. This tower is proposed to be razed along with the rest of the existing site improvements. As such, the special exception’s conditions of approval are not analyzed with this PPS.

This property also has a prior approved PPS, 4-20006, and a companion Type 1 Tree Conservation Plan, TCP1-016-2020. Both were approved by the Prince George’s County Planning Board on November 5, 2020, and adopted on December 3, 2020 (PGCPB Resolution No. 2020-159), for 509 lots and 62 parcels for 416 townhouse units and 93 single-family detached units. If approved, the subject PPS and companion TCP1 will supersede the prior approved PPS and TCP1. Therefore, the conditions of approval for PPS 4-20006 will no longer be in effect.

3. **Community Planning**—Pursuant to Sections 24-4101(b)(1) and 24-3402(e)(1)(D)(iv) of the Subdivision Regulations, a major PPS shall be consistent with the 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and shall conform to all applicable area master plans, sector plans, or functional master plans. Consistency with Plan 2035 and conformance with the master plan are evaluated as follows:

Plan 2035

Plan 2035 places this application in the Established Communities Growth Policy Area (Map 1. Prince George’s County Growth Policy Map, page 18). Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. The subject PPS is consistent with Plan 2035 because it proposes a low density single-family detached residential development akin to the nearby single-family detached dwelling developments to the south, southwest, and west. The proposed development, therefore, aligns with this classification in terms of land use and density.

Master Plan

The master plan recommends Residential Medium land uses on the subject property. Residential Medium is defined as areas consisting primarily of single-family dwellings, with a density between 3.5 and 8 dwelling units per acre (du/ac). While uses are not approved at the time of PPS approval, the proposed use is consistent with the master plan because the proposed development aligns with the residential redevelopment strategy outlined in Strategy LU 3.1 (page 55), which envisions the site as appropriate for single-family detached housing, following the cessation of Freeway Airport operations. In addition, the PPS meets several transportation and mobility goals in the master plan by providing sidewalks, inter-parcel shared-use paths, and promoting connectivity. Furthermore, the PPS preserves critical environmental features, including stream and wetland buffers. While density is not approved at the time of PPS, the PPS proposal does not strictly conform to the recommended density because the proposed density is approximately 2.26 du/ac, which falls below 3.5. The proposal does not exceed the maximum density and is in character with surrounding single-family detached dwelling developments.

The PPS also conforms to the following policy that helps advance the intent and purpose of the master plan. The policy is shown below in **bold**, with staff analysis on plan conformance provided in plain text.

Housing and Neighborhood

Policy HN 3: Encourage exterior home improvements that enhance the appearance and perceived safety of neighborhoods.

Strategy HN 3.3: Implement Crime Prevention Through Environmental Design (CPTED) strategies with new and redeveloped projects that include unobstructed pedestrian-friendly sidewalks, well-lit parking areas, building entrances and yards, and well-maintained landscaping and common areas (pages 154–155).

Though architecture, landscaping, and built environment are not reviewed with a PPS, the applicant is encouraged to incorporate the recommendations of the Housing and Neighborhood policies and strategies of the master plan in the final site design, at the time of DET.

Aviation

Pursuant to Section 27-4402(b)(2), Aviation Policy Area Overlay (APAO) Zones, of the Prince George's County Zoning Ordinance, this subject property is located within Aviation Policy Areas (APAs) 5 and 6 associated with the operation of Freeway Airport. The APA regulations identify permitted, prohibited, and site plan approval uses for each of the four defined APAs adjacent to the airport. The regulations also set development standards and guidelines that supplement or supersede other Zoning Ordinance regulations as long as the airport is active and licensed for public use by the Maryland Aviation Administration (MAA).

Upon cessation of the airport use of the site and termination of licensing by MAA, the associated APAs and their development criteria will no longer be applicable to the subject site, in accordance with Section 27-4402(b)(9) of the Zoning Ordinance. Cessation of the airport use of the site and termination of licensing by MAA will be a condition of approval of any DET(s).

The validity issue of the APAs must be resolved prior to approval of a DET for the proposed development, in accordance with Section 27-4402(b)(3)(c)(ii) of the Zoning Ordinance, which requires the plan to be reviewed for compliance with the APA regulations at the time of DET. It would not be possible for the DET review to find the lotting pattern of this PPS compliant with the APA regulations due to the use and density restrictions of APAs 5 and 6 given in Section 27-4402(a)(4) of the Zoning Ordinance. Cessation of the airport use of the site and termination of licensing by MAA will be a condition of approval of any final plat of subdivision as well, to avoid any requirement for compliance with the APA regulations.

- 4. Stormwater Management**—Pursuant to Section 24-4303(b) of the Subdivision Regulations, a PPS shall not be approved until evidence is submitted that a stormwater management (SWM) concept plan has been approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). Approved Site Development Concept Plan Case No. 17175-2020-01 was submitted with the current application. Staff find that it demonstrates adequate on-site control

of increased run-off. The plan may need to be revised, however, if the Planning Board approves the current layout design of the PPS and TCP1. Currently, the stormwater concept proposes the use of four submerged gravel wetlands and two bioswales. Prior to signature approval of the PPS, the applicant will be required to revise the SWM concept plan and obtain an approval letter for the approved design changes reflected on the PPS and TCP1.

With the approval of the revised SWM concept plan and letter, and any subsequent revisions approved by DPIE, staff find that development of the site will meet the purpose of the Subdivision Regulations, which is to ensure the design of a PPS will be in compliance with SWM policies, standards, and practices, and will satisfy the requirements of Sections 24-4303 and 24-4403 of the Subdivision Regulations. Staff further highly encourage the use of green building techniques and green infrastructure in the final site design of the project.

5. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of Plan 2035, the master plan, the 2022 *Land Preservation, Parks and Recreation Plan for Prince George’s County* (LPPRP), and the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, as they pertain to public parks and recreational facilities, in conformance with Section 24-4101(b) of the Subdivision Regulations.

The subject subdivision is not adjacent to existing Maryland-National Capital Park and Planning Commission (M-NCPPC)-owned parkland. However, nearby park facilities include Collingbrook Park (a 21-acre undeveloped parcel) located on the east side of Church Road, Woodmore Road Park (a 40-acre undeveloped parcel) located approximately 800 feet south of Woodmore Road, and Spring Lake Park located approximately 2.77 miles to the southeast of the subject subdivision, which contains a soccer field, a softball diamond, and a playground. Enterprise Park, improved with Enterprise Golf Course and Newton White Mansion, are also within five miles of the property.

The master plan (pages 140–148) and the LPPRP (page 296) identify the Northeast Branch Watershed as a regulated natural resource. The Prince George’s County Department of Parks and Recreation (DPR) is working with the applicant external to the regulatory processes to donate portions of the watershed area and woodlands located in the southwest section of the property to M-NCPPC. Should this donation occur, DPR staff will provide a memorandum to the Environmental Planning staff of the Prince George’s County Planning Department, permitting woodland conservation on the land conveyed to M-NCPPC. It is noted that this woodland conservation is required whether or not the property is donated.

Separate from the potential donation of land by the applicant, Section 24-4601(b)(3) of the Subdivision Regulations sets forth the amount of land required to be dedicated for park and recreation with a residential subdivision, which is based off the density of the zone. The subject property lies in the RSF-A Zone, which has an allowable density of 8.07 du/ac. Given the net tract area of this subdivision is 120.33 acres, and in accordance with Section 24-4601(b)(3)(C) of the Subdivision Regulations, 10 percent of the net tract area would be required for parkland dedication to M-NCPPC, or 12.03 acres. Per Section 24-4601(b)(4)(C)(i) of the Subdivision Regulations, the Planning Board may approve the provision of recreation facilities to meet the mandatory parkland dedication requirement if the proposed facilities will be equivalent or superior in value to the land,

improvements, or facilities that would have otherwise been provided under the requirements of Section 24-4601.

The PPS identifies locations for on-site recreation areas proposed to meet the mandatory parkland dedication requirement. The PPS identifies Parcels B1, D1, D2, H1, K1, and M1 as locations for on-site recreation facilities. Parcel M1 is the identified location for the playground facilities for ages 2–12. A pavilion is proposed for Parcel H1, and internal trails will traverse Parcels B1, D1, D2, K1, and M1. The applicant provided equipment details and cost estimates with the site plan for the internal trail network, play equipment, bike racks, and the pavilion. Staff recommend the inclusion of benches along the trail located on Parcel H1, and consideration of the inclusion of multigenerational play opportunities on Parcel M1. The on-site recreation facilities will be further evaluated at the time of DET.

Based on the preceding findings, staff find the provision of mandatory dedication of parkland should be met through the provision of on-site recreational facilities, in accordance with Section 24-4601(b)(4)(C), subject to the conditions recommended in this technical staff report.

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

Transportation Related Master Plan Conformance

Master Plan Right-of-Way

The subject site has frontage on Church Road, along the eastern bounds of the site. The master plan identifies Church Road as a collector roadway (C-300), with a minimum ultimate right-of-way width of 90 feet recommended along the subject site’s frontage. It should be noted that the right-of-way dedication proposed exceeds the recommendations of the master plan. Additional dedication is necessary to implement roadway frontage improvements, to include acceleration and deceleration lanes at the southern site access point, as well as the master-planned shared-use path along Church Road, located within the public right-of-way. The proposed dedication shown on the PPS conforms to the requirements of the master plan and will be sufficient to serve the additional traffic generated by the project.

The subject site also abuts US 50 (F-4) to the north. There is no direct vehicular access proposed to F-4, and the right-of-way provided is consistent with the master plan recommendations. No additional dedication along F-4 is recommended at this time.

Master Plan Pedestrian and Bike Facilities

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. As provided in Part 7 of the MPOT, Bikeways and Trails Map (page 1), policies relevant to this project are shown below in **bold**, with staff analysis provided in plain text:

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Sidewalks are proposed along both sides of all new road construction.

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 will include continuous sidewalks along both sides of all internal roads, a 10-foot-wide shared-use path along the frontage of Church Road, and a connection from the shared-use path to the internal sidewalk network.

The master plan contains the following goals, policies, and strategies shown below in **bold**, with staff analysis provided in plain text:

Goal 4: There is a comprehensive trail network that connects key centers and destinations and provides multimodal options for residents and visitors alike (page 106).

Policy TM 2: All streets in Bowie-Mitchellville and Vicinity should accommodate traffic at Plan 2035-recommended levels of service (LOS) (page 113).

TM 2.4 Reconstruct, or construct streets as recommended in Appendix D. Recommended Master Plan Transportation Facilities (page 113).

Appendix D: C-300, Church Road from Old Church Road to Mt. Oak Road, 90-foot minimum right-of-way with 10-foot-wide shared-use paths in both directions, 2 motor vehicle lanes, and road diet from 4 to 2 lanes with turn lanes when necessary (page 247).

The proposed dedication meets the minimum required along Church Road for an ultimate right-of-way of 90 feet or 45 feet from the centerline along the frontage. Additional dedication is provided to implement roadway frontage improvements, including acceleration and deceleration lanes at the southern site access point, and a master-planned 10-foot-wide shared-use path along Church Road. Staff find this policy has been met.

Policy TM 3: Enhance active transportation infrastructure to create greater quality of life and attract businesses and employees (page 113).

TM 3.1 Ensure all streets in Bowie-Mitchellville and Vicinity’s Centers and Established Communities have sidewalks (page 113).

The PPS shows sidewalks on both sides of the roadways and proposes inter-parcel 10-foot-wide shared-use paths throughout the development, to better connect the community and provide opportunities for recreation. These project details conform to Strategy TM 3.1.

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

The PPS meets the policies on Church Road, specifically for C-300, Church Road from Old Church Road to Mount Oak Road, which requires a minimum right-of-way and 10-foot-wide shared-use paths in both directions. The proposed design is shown on the PPS and meets the specified transportation improvements, thereby, adhering to the standards set forth in Appendix D (page 247).

Policy TM 10: Support the County’s efforts to achieve Vision Zero Prince George’s, a Countywide interdisciplinary approach to eliminate all traffic-related fatalities and serious injuries (page 127).

TM 10.1 Incorporate traffic-calming devices and facilities into roadway designs that enhance safety for all people and increase accessibility, especially in areas where people traveling by different modes are expected to interact (page 127).

Traffic-calming measures shall be incorporated into the roadway design, as required by the site development concept plan approved by DPIE, and will be further evaluated at the time of DET. Staff have identified the mid-block crossings of the on-site shared-use path as areas of conflict between pedestrians and vehicles. Staff anticipate a combination of speed humps and rectangular rapid flashing beacons at marked pedestrian crossings that were deemed appropriate by the permitting agency. All details for traffic-calming devices shall be shown on the DET, consistent with the approved site development concept plan.

TM 10.3 Provide roadway, transit, bicycle, and pedestrian facilities that equitably enhance safety across all communities as well as across each mode so that all people can achieve equal safety outcomes (page 127).

The site will include standard sidewalks on both sides of the internal roads, a 10-foot-wide shared-use path along the site’s frontage, and a 10-foot-wide shared-use path integrated into the subdivision, providing pedestrian-oriented development features consistent with

the area master plan. The recommended and proposed pedestrian and bicycle improvements will promote active transportation within the subject property. To further pedestrian-oriented development and be consistent with MPOT Policy 2, staff recommend that crosswalks be provided at all intersections within the subject site, as well as perpendicular Americans with Disabilities Act ramps.

Staff also recommend short-term bicycle parking be provided, where appropriate, at the proposed recreation areas on-site. The details and locations of short-term bicycle parking will be further evaluated at the time of DET.

Policy TM 15: Create a safer and more inviting Church Road corridor in Bowie-Mitchellville and Vicinity (page 129).

TM 15.2 Create 10-foot-wide minimum shared-use paths in both directions along Church Road from Oak Grove Road to Old Church Road (page 129).

As with Strategy TM 3.2, the PPS meets the policies on Church Road. Specifically for C-300, Church Road from Old Church Road to Mount Oak Road, which requires a minimum right-of-way of 90 feet and 10-foot-wide shared-use paths in both directions. The proposed design is shown on the PPS and meets the specified transportation improvements, thereby, adhering to the standards set forth in Appendix D (page 247).

Access and Circulation

Section 27-6200, Roadway Access, Mobility and Circulation, of the Zoning Ordinance, provides specific requirements for the review of the current application, and are as follows:

Section 27-6204. Circulation Plan or Site Plan Required

A circulation plan has been provided that meets the requirements of this section demonstrating vehicle and pedestrian circulation.

Section 27-6205. Developer Responsible for On-Site Street Improvements

On-site streets provide access and circulation to proposed lots within the subdivision, and improvement of the on-site streets will be required during the permitting process.

Section 27-6206. Vehicular Access and Circulation

The plan proposes two access points along Church Road, one full movement and a right-in/right-out configuration. Pursuant to Section 27-6206(d)(1) of the Zoning Ordinance, staff support direct vehicle access from a collector street as there is no alternative for direct vehicular access from a lower-classified roadway. The applicant proposes a 55-foot-wide parcel to be conveyed to and benefit the owner of Parcel 72, which is adjacent to the southern boundary of the site. This proposed parcel will provide access and replace an existing driveway easement to Parcel 72. Staff find the parcel acceptable and will review the details of the driveway connection at the time of DET.

The applicant submitted a connectivity exhibit demonstrating conformance to Section 27-6206(f)(1) of the Zoning Ordinance, which requires a minimum internal street connectivity index score of 1.5. Staff find that this Section has been met, as the proposed subdivision has a connectivity index score of 1.6, exceeding the minimum required.

Pursuant to Section 27-6206(k)(3) of the Zoning Ordinance, sidewalks and a 10-foot-wide shared-use path provide through-block access where a block face exceeds more than 800 feet. These connections will be further evaluated at the time of DET, and are acceptable to staff at this time. Staff recommend additional traffic-calming measures be included, as necessary, where mid-block crossings are proposed, consistent with the approved site development concept plan.

Section 27-6207. Pedestrian Access and Circulation

The proposed development provides standard sidewalks on both sides of all new road construction, a 10-foot-wide shared-use path along the site's frontage on Church Road, and a 10-foot-wide shared-use-path integrated into the subdivision. A circulation plan has been provided that demonstrates pedestrian movement on-site, which staff find to be acceptable.

Section 27-6208. Bicycle Access and Circulation

The proposed development provides standard sidewalks on both sides of all new road construction, a 10-foot-wide shared-use path along the site's frontage on Church Road, and a 10-foot-wide shared-use path integrated into the subdivision. A circulation plan has been provided that shows the location of a shared-use path on-site. Staff recommend short-term bicycle parking at the proposed recreation areas.

Pursuant to Section 27-6208(a)(1)(B) of the Zoning Ordinance, staff recommend a 10-foot-wide connection from the shared-use path along the site's frontage on Church Road to the internal shared-use path be provided. Staff requested this connection during the initial review of the application; however, the applicant has indicated safety concerns. Staff identified the south side of Rodenhauer Landing as a potential area to extend a 10-foot-wide section of shared-use path traveling westward toward Lot 37, before crossing Rodenhauer Landing at the shared-use path connection proposed between Lots 26 and 27. It's unclear based on the applicant's response whether this connection is feasible in this location given the available right-of-way and environmental features in the area.

In addition, this will require further coordination with the applicant and permitting agency to determine an appropriate location that is convenient and intuitive for both bicyclists and pedestrians. If this location is impractical or infeasible, recommendations for bikeway signage or alternative on-road bicycle facilities may be proposed. Any on-road facility will require concurrence from the permitting agency. Staff recommend that bicycle access be further evaluated, in coordination with the permitting agency, at the time of DET, to determine the feasibility of a 10-foot-wide shared-use connection to an internal bicycle network to be detailed on the DET.

Private Access Easements

There are two existing private access easements on the subject property. The first easement serves a lot known as Lot 1 of the Rodenhauser's Subdivision (Plat Book WWW 58, page 67). Though this lot has frontage on Church Road, the driveway for the existing home is on the Freeway Airport property. The existing 25-foot-wide ingress and egress easement is just south of Lot 1 and covers most of the driveway. This PPS proposes a 1,462-square-foot addition to the easement in order to ensure the driveway may remain and is fully covered by the easement for future access.

The second existing access easement serves Parcel 72, which abuts the Freeway Airport property at its southwest boundary. This existing access easement starts at the driveway described above for Lot 1 and follows a meandering path south through the Freeway Airport property to Parcel 72's eastern edge. This PPS proposes to create a separate parcel, Parcel C3, that is 55 feet wide and extends from the proposed public right-of-way of Bluford Loop Road to the boundary of Parcel 72. The public right-of-way of Bluford Loop Road will be established at the time of final plat and the existing access easement should be expunged with the conveyance of Parcel C3 to the owner of Parcel 72. This will ensure access to this parcel from a public street and provide ample width for any proposed future road construction on Parcel C3, should the owner of Parcel 72 decide to develop the property, which would require access to a public right-of-way. In addition, the PPS proposes that the homeowners association (HOA) that will be established for this subdivision will maintain an access easement over Parcel C3 to allow them access to HOA Parcels C4, C5, D2 and D3, which abut Parcel C3 on either side.

Beyond the two existing easements discussed (one to remain and be expanded to serve Lot 1 and one to be extinguished in lieu of Parcel C3 to serve Parcel 72) and the proposed 55-foot-wide HOA access easement over Parcel C3, there are no proposed access easements with this PPS. However, consideration should be given to how continued access to Parcel 72 will be maintained after the property is plated and the conveyance and easement expungement has occurred. It is recommended that a phasing plan be provided at the time of DET application that addresses continuous access to Parcel 72 during construction and which provides any temporary access easements required to achieve this. These temporary access easements should also be shown on the record plats for any parcels they cross. It is also noted that Lot 1 of the Rodenhauser Subdivision has frontage on Church Road, so if it is necessary in the future to provide Lot 1 direct access from a public road, instead of through the subject subdivision via an easement, its access point could be moved. Parcel 72, however, has no road frontage. Therefore, the easement leading to it is considered necessary to ensure continued access to the property. Should either adjoining property be subject to a future PPS, it will be evaluated at that time to ensure the access provided to it is adequate for the proposed development, in conformance with Division 4 of the Subdivision Regulations.

7. **Public Facilities**—This PPS was reviewed for conformance to the master plan, in accordance with Section 24-4104(b)(1) of the Subdivision Regulations. Section XIII of the master plan, Public Facilities, establishes the following goals (page 176) and policies (pages 178–181) relevant to the review of this PPS:

Public Facility Goals

1. **All students have quality educational instruction in modern facilities.**
2. **High-quality, well-maintained public facilities catalyze economic development and revitalization, stimulate employment growth, strengthen neighborhoods, and improve quality of life.**
3. **Fire and emergency medical services (EMS) respond areawide in established response times.**

Public Facility Policies

- PF 1** **Ensure public schools within Bowie-Mitchellville and Vicinity operate at 100 percent or less utilization** (page 178).
- PF 4** **Ensure adequate public water and sanitary sewer service to areas designated for such services, and only those areas so designated** (page 179).
- PF 8** **Ensure the Established Communities are well-covered by fire and emergency medical services** (page 181).

The proposed development will not impede achievement of any of the above-referenced goals or policies. This PPS is subject to an approved Certificate of Adequacy, ADQ-2024-045, which established that pursuant to adopted tests and standards, public safety facilities are adequate to serve the proposed development, with required mitigation. In addition, in direct response to the above-referenced policy for schools, cluster capacity for elementary, middle, and high schools remains below 100 percent, with the projected enrollment from the project included. The master plan does not propose any police, fire and emergency medical service facilities, schools, parks, or libraries on the subject property.

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

The subject property is located in Sustainable Growth Tier II and is served by public water and sewer, as required by Section 24-4404 of the Subdivision Regulations. Pursuant to Section 24-4405 of the Subdivision Regulations, the 2018 Water and Sewer Plan placed this property in water and sewer Category 4, "Community System Adequate for Development Planning." Category 4 includes properties inside the envelope eligible for public water and sewer for which the subdivision process is required. An administrative amendment will be required to change the water and sewer category to "3" prior to approval of the final plat. However, Category 4 is sufficient for PPS approval.

8. **Public Utility Easement**—Section 24-4401 of the Subdivision Regulations requires that 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 given in Section 24-4205 of the Subdivision Regulations. PUEs must be located outside of the sidewalk and must be contiguous to the right-of-way. The subject site has frontage along the existing public rights-of-way of US 50 (along its northern boundary) and Church Road (C-300) (along its eastern boundary). This PPS provides the required 10-foot-wide PUE along the frontage of both these roads, abutting the existing and proposed ultimate right-of-way lines. In addition, new public streets are proposed internally to the development, which demonstrate the required PUEs will be provided along both sides of all public streets.

9. **Historic**—The master plan includes goals and policies related to historic preservation (pages 156–165). However, these are not specific to the subject site or applicable to the proposed development.

The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. A Phase I archeological survey was recommended by Historic Preservation staff, on areas of the site not previously disturbed by construction of the existing airport. In February 2020, the applicant's archeological consultant initiated the fieldwork with a pedestrian survey to identify any surface features or modern disturbance. Areas with a high probability of containing archeological resources were identified for shovel testing. Four areas within the larger 130-acre parcel were identified as high probability areas for containing prehistoric or historic resources. These areas were designated the "Northern," "Northeastern," "Eastern," and "Western" Test Areas.

A total of 196 shovel test pits (STPs) were excavated within approximately 10.2 acres of the entire 130-acre parcel. One prehistoric quartz biface, designated as the Flyover Isolate, was recovered from the STP survey. This quartz fragment had no diagnostic features to assist in designating a timeframe for its production or use. Given the limited information that the recovered isolated fragment could provide, and the lack of any other cultural material in the vicinity, an archeological site was not defined. No cultural material was recovered from any of the other STPs excavated across the property. Therefore, no further work was recommended on the Freeway Airport property. Staff concur that no additional archeological investigations are warranted.

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
SE-4375	Exempt per E-091-99	Zoning Hearing Examiner	Approved	6/22/2000	00-74
NRI-029-2020	N/A	Staff	Approved	4/27/2020	N/A
NRI-029-2020-01	N/A	Staff	Approved	9/24/2020	N/A
4-20006	TCP1-016-2020	Planning Board	Approved	11/5/2020	2020-159
DSP-20015	TCP2-005-2021	Planning Board	Approved	5/6/2021	2021-62
PPS-2024-021	TCP1-034-2024	Planning Board	Pending	Pending	Pending

Applicable Woodland Conservation Ordinance

The project is subject to the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the environmental regulations contained in Subtitles 24, 25, and 27 because the application is for a new PPS that was accepted for review after July 1, 2024.

Environmental Site Description

A review of available information, and as shown on the approved natural resources inventory (NRI), indicates that 100-year floodplain, wetlands, streams, and steep slopes are found to occur on the property. The site does not contain any Wetlands of Special State Concern. The site is in the Northeast Branch watershed of the Western Branch, which drains to the Patuxent River, as identified by the Maryland Department of Natural Resources (DNR). The Western Branch is identified by DNR as a Stronghold watershed. According to available information from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened and endangered species are not found to occur on-site. The site fronts on Church Road, an MPOT designated collector roadway and a scenic and historic road, and fronts on US 50, an MPOT designated freeway (F-4). US 50 will be regulated for noise with respect to residential uses.

Environmental Conformance with Applicable Plans

In accordance with Section 24-4101(b), the policies from the environmental section of the applicable master plans must be analyzed with all preliminary plans of subdivision. The required analysis is provided below.

Plan 2035

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

Master Plan

The master plan includes applicable goals, policies, and strategies for the natural environment (Section IX). The following policies and strategies shown in **bold** are applicable to the current project regarding natural resources preservation, protection, and restoration. Staff analysis related to plan conformance is provided in plain text.

Natural Environment Section

Green Infrastructure

Policy NE 1: Ensure that areas of connectivity and ecological functions are maintained, restored, or established during development or redevelopment (page 142).

The PPS is reviewed for conformance with the Countywide Green Infrastructure Plan (GI Plan) of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* in the findings below, to ensure this policy is met.

Policy NE 2: Preserve, in perpetuity, Nontidal Wetlands of Special State Concern (NTWSSC) within Bowie-Mitchellville and Vicinity (page 142). See Map 41. Nontidal Wetlands of Special State Concern (NTWSSC-2017).

There are no Nontidal Wetlands of Special State Concern within the vicinity of this property, as mapped on Map 41 of the master plan.

Stormwater Management

Policy NE 3: Proactively address stormwater management in areas where current facilities are inadequate (page 145).

In accordance with this master plan policy, Section 24-4303, and Section 27-6806 of the Zoning Ordinance, the proposed development will be subject to current stormwater management (SWM) requirements. This project has an approved SWM Concept Plan (SDCP No. 17175-2020-01) that will need to be revised to reflect the current layout proposed with this PPS and reviewed by DPIE. A final SWM design plan in conformance with County and State laws will be required prior to approval of the subsequent DET.

Forest Cover/Tree Canopy Coverage

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 (page 145).

In accordance with this master plan policy, Section 24-4304 of the Subdivision Regulations, Section 27-6803 of the Zoning Ordinance, and Subtitle 25 Division 3, development of this site will be subject to the WCO requirements, including the tree canopy coverage (TCC) requirement of the Prince George's County Code. Additional information regarding TCC will be evaluated with the Type 2 tree conservation plan (TCP2) accompanying the DET. Per Section 24-4304, and Subtitle 25, Division 2 of the County Code, the TCP1 submitted with the PPS shows existing woodlands being preserved and afforestation/reforestation occurring on-site. Street tree planting requirements will be reviewed by the Prince George's County Department of Public Works and Transportation (DPW&T).

Impervious Surfaces

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 (page 147).

In accordance with this master plan policy, and Sections 24-4303 and 27-6806 of the County Code, development of the site will be subject to the current SWM regulations, which require that environmental site design be implemented to the maximum extent practicable. In accordance with this master plan policy, Section 24-4304, Section 27-6803, and Subtitle 25 Division 3 of the County Code, development of this site will be subject to the current WCO requirements, including

the TCC requirement. Street tree planting requirements will be reviewed by DPW&T.

Climate Change

Policy NE6: Support local actions that mitigate the impact of climate change (page 149).

In accordance with this master plan policy, Section 24-4304, Section 27-6803, and Subtitle 25 of the County Code, development of this site is subject to the WCO and TCC requirements. The presence of woodland and tree canopy, particularly over asphalt and other developed surfaces, are proven elements to lessen climate impacts of development and the associated heat island effect, which are known contributors to climate change.

Conformance with the Green Infrastructure Plan

The GI Plan was approved on March 17, 2017, with the adoption of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Prince George's County Council Resolution CR-11-2017). According to the GI Plan, this site does contain regulated and evaluation areas.

The following policies and strategies are applicable to the subject PPS. The text in **bold** is the text from the master plan and the plain text provides comments 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.

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.**
 - 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.

This project contains mapped evaluation and regulated areas of the GI Plan and contains regulated environmental features (REF). This site does not contain fish or wildlife habitats. The on-site REF are located along the streams running throughout the site. The on-site REF are proposed for 11 impacts for demolition of existing structures, roadway crossings, stormwater outfalls, sewer installation, and access easements. In accordance with this master plan strategy, Section 24-4300 of the Subdivision Regulations, Section 27-6800 of the Zoning Ordinance, and Section 25-121(b) of the County Code, the remaining on-site REF and woodlands will be preserved in a conservation easement. Preserving the existing woodlands will help maintain connections to the off-site ecosystems.

In accordance with this master plan policy, and Sections 24-4303 and 27-6806 of the County Code, the SWM will be reviewed by DPIE, and per Section 24-4303(d)(7) of the Subdivision Regulations and Section 27-6805 of the Zoning Ordinance, the 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.

Sensitive species habitat was not identified on this site and the property is not in a special conservation area.

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

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.

The application area does not contain network gap areas. In accordance with this master plan policy and strategy, and Sections 24-4300, 27-6800, and 25-121(b) of the County Code, woodland preservation and afforestation/reforestation are proposed which will improve the green infrastructure network.

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

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.**

In accordance with this master plan policy, and Sections 24-4300, 27-6800, and 25-121(b) of the County Code, the proposed on-site preservation and reforestation area will be placed in a woodland and wildlife habitat conservation easement with the TCP2 review. This reforestation planting area will be located within newly graded areas to expand the on-site woodland and to reforest the stream buffers. The areas of REF, except for the areas of impact, will be placed in a conservation easement with the approval of the final plats for this property. The property does not contain special conservation areas.

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

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.**

In accordance with this master plan policy, and Sections 24-4303 and 27-6806 of the County Code, State regulations require that developments treat stormwater on the subject property and outfall the water safely to a wetland or stream system without creating erosion. The proposed stormwater structures and their outfalls are located outside the boundaries of the REF, except for four locations, where outfall structures impact the REF. The proposed outfall structures are located on-site within the stream system and will be reviewed by DPIE and the Prince George's County's Soil Conservation District.

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

In accordance with this master plan policy and Section 25-121(c)(1)(c) of the County Code, the areas along the streams that are not already forested will be planted to the

maximum extent practicable. More information regarding this can be found in the Woodland Conservation section of this finding.

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 along the stream system and primarily the southern portion of the site, including wooded floodplain. In accordance with this master plan policy, and Sections 24-4300, 27-6800, and 25-121(b) of the County Code, the woodland conservation requirement will be fully met on-site through woodland preservation and afforestation/reforestation. The use of off-site banking and fee-in-lieu is not requested.

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 2018 *Prince George's County Landscape Manual* (Landscape Manual), with both counting toward the TCC requirement for the development. In accordance with this master plan policy, Sections 24-4304 and 27-6803, and Subtitle 25, Division 3, the location and specifications of the plantings for TCC requirements will be evaluated at the time of DET 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.

The planting of shade trees along the existing woodland edge is encouraged, and will be further evaluated with the DET.

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 not contain the potential for forest interior dwelling species habitat and is not in a sensitive species project review area.

Tree Canopy Strategies

- 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.**

Green space is encouraged to serve multiple ecological functions; the lotting pattern proposed with the PPS demonstrates that the REF are preserved, providing green and open spaces on-site.

Natural Resources Inventory/Environmental Features

Section 27-6802 of the Zoning Ordinance requires an approved NRI plan with PPS applications. An approved NRI-029-2020-01 was submitted with the application. The site contains 100-year floodplain, wetlands, streams, and steep slopes that comprise the primary management area (PMA).

The TCP1 and the PPS show all required information correctly in conformance with the NRI. No additional information is required regarding the NRI.

Woodland Conservation

This property is subject to the provisions of the WCO because the PPS application, which will supersede the prior approved PPS (4-20006), was accepted after June 30, 2024; the previously approved TCP1 will be superseded by the subject TCP1. This project is also subject to the ETM. The TCP1-034-2024 was submitted with this application.

Based on the TCP1, this 131.50-acre site contains 11.17 acres of floodplain for a net tract area of 120.33 acres. The site contains a total of 21.62 acres of net tract woodlands and 8.59 acres of wooded floodplain. The woodland conservation threshold of 20 percent of the site's net tract area is 24.07 acres. The plan shows a proposal to clear 12.38 acres of net tract woodlands and 0.13 acre of wooded floodplain. The resulting woodland conservation requirement is 34.13 acres, and this is proposed to be met entirely on-site with 9.33 acres of woodland preservation, 9.55 acres of adjusted stream buffer afforestation, and 25.92 acres of on-site afforestation/reforestation. As proposed, the development meets the 20 percent woodland conservation threshold on-site.

The site contains a riparian stream buffer that is required to be fully wooded in accordance with Section 25-121(c)(1)(C). Lines 46 through 52 of the worksheet, on the TCP1, indicate that the site contains 26.38 acres of riparian stream buffer, of which 11.45 acres is unforested. A statement of justification (SOJ) dated February 28, 2025, regarding the planting requirement of the stream buffer, was submitted with this application. The SOJ requests an adjustment to this requirement. The applicant states that 1.90 acres of the 11.45 acres of the unforested riparian stream buffer are unable to be planted due to the positioning of necessary proposed infrastructure elements (such as SWM outfalls, utility lines and crossings, and roadway crossings) that are part of the development. A summary of these unforested riparian stream buffer areas is provided below.

Unforested Riparian Stream Buffer (RSB) Summary Table

Area	Development	Unforested RSB
1	Road (Rodenhauser Landing), Utility (SD Culvert, Maintenance Access Driveway)	0.45
2	Stormwater Management Facility (SGW #1 SWM Easement and SD Outfall)	0.07
3	Private Access Parcel	0.26
4	Private Access Parcel	0.16
5	Stormwater Management Facility (SGW #4 SWM Easement and SD Outfall)	0.04
6	Stormwater Management Facility (SGW #3 SWM Easement and SD Outfall)	0.05
7	Utility (Sewer Crossing)	0.15
8	Road (Rodenhauser Landing), Utility (SD Culvert, Sewer Line and Easement)	
TOTAL		1.90

There are exceptions to the requirement for a fully wooded riparian stream buffer outlined under Section 25-121(c)(1)(C), for which this application qualifies. Staff find the required findings of Section 25-121(c)(1)(C) have been fully addressed for not providing the required fully wooded riparian stream buffers.

Specimen Trees

Section 25-122(b)(1)(G) of the County Code 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. 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.” The code, however, is not inflexible.

The authorizing legislation of Prince George’s County’s WCO is the Maryland Forest Conservation Act, which is codified under Title 5, Subtitle 16 of the Natural Resources Article of the Maryland Code. Section 5-1611 of the Natural Resources Article requires the local jurisdiction to provide procedures for granting variances to the local forest conservation program. The variance criteria in Prince George’s County’s WCO are set forth in Section 25-119(d). Section 25-119(d)(4) of the WCO clarifies that variances granted under Subtitle 25 are not considered zoning variances.

Review of Subtitle 25 Variance Request

A Subtitle 25 Variance application and a SOJ dated November 15, 2024, and revised on February 26, 2025, was submitted for review with this application.

The SOJ requests the removal of six specimen trees identified as ST-1, ST-3, ST-4, ST-5, ST-27, and ST-31 for engineering necessity. The condition of trees proposed for removal ranges from good to poor. The TCP1 shows the location of the trees proposed for removal. These specimen trees are proposed for removal for development of the site and associated infrastructure.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The submitted SOJ seeks to address the required findings for the six specimen trees, and the following is a summary of the applicant's justification for the removal of the six specimen trees:

- ST-1—The condition of this tree has declined since the NRI was approved in 2020. This tree is near the location of an existing driveway and stream culvert that will be removed. As part of the removal of the driveway and culvert, the stream in this area will be regraded and restored to an open channel. The benefits of impervious area removal and the re-opening of the stream outweigh any harm of removing the tree, given its current condition. The surrounding area will be reforested.
- ST-3—The condition of this tree is declining. Since the approval of the NRI, the tree has succumbed to disease with conks appearing. Conks are typically defined as the spore-producing fruiting structures of a fungus. The conks can quickly cause irreparable damage and will result in a quick decline and decay to the trunk. The conks can spread to the surrounding trees. This tree is located next to a proposed trail and proposed houses. The applicant requests the removal of this tree for future safety concerns, and for protecting the health of the surrounding trees. The area of the tree will be replanted.
- ST-4 and ST-5—These two trees are in poor health and are located adjacent to an existing building that will be razed. It is highly unlikely that these trees will survive after the building is removed and could pose a future safety issue.
- ST-27 and ST-31—These two trees are located in the PMA and at a proposed road crossing. The road crossing is necessary to access the southern end of the site. The location of the road crossing was chosen as it is in the narrowest point of PMA with the least square footage of impacts, as well as due to the condition of the trees. ST-31 is currently in good health; however, the roots are starting to girdle which will impact its survivability in the future. ST-27 is in poor health and is identified as a red maple. Red maples are prone to weak wood and are not recommended near habitation or recreation for safety reasons.

The text in **bold** below, labeled A-F, are the six criteria listed in Section 25-119(d)(1) to be made before a variance to the WCO can be granted. An evaluation of this variance request, with respect to the required findings, is provided in plain text. Staff support the removal of the six specimen trees requested by the applicant, based on these findings:

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

Special conditions peculiar to the property would cause an unwarranted hardship if the applicant were required to retain the six specimen trees identified as Specimen Trees ST-1, ST-3, ST-4, ST-5, ST-27, and ST-31. The site is currently being used as an airport and will be redeveloped into a single-family detached residential

community. The existing use and associated structures are unique and peculiar to the property. As part of the redevelopment of the site the runway and other structures will need to be removed. Specimen Trees ST-1, ST-4, and ST-5 will be impacted by the necessary demolition of an existing driveway and existing building associated with the airport use. Removal of Specimen Trees ST-27 and ST-31 is necessary for a roadway crossing. Specimen Tree ST-3 removal is necessary for proximity to proposed houses and a recreational trail, as well as for the protection of the health of the surrounding trees due to the tree being infected by disease.

This specimen tree removal variance request was analyzed using the Woodland and Wildlife Habitat Conservation Priorities as outlined in Section 25-121(b)(1) of the WCO. The requested removal of these six specimen trees will allow for protection of the woodlands with the highest priorities, as listed in Section 25-121(b)(1), to the maximum extent practicable, and allow for development of this site to occur in the lower priority areas of the site. Requiring the applicant to retain these six specimen trees on the site, by designing the development to avoid impacts to the critical root zone, would further limit the area of the site available for the orderly development that is consistent with the zoning, to the extent that it would cause the applicant an unwarranted hardship. Based on these priorities and the uniqueness of the property, staff find that the six specimen trees are located on the developable portion of the site, and in areas necessary to meet the state and county infrastructure requirements.

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

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their critical root zone, would deprive the applicant of rights commonly enjoyed by others in similar areas with comparable zoning. The applicant seeks to develop the property, in accordance with an allowable use, as prescribed in the Zoning Ordinance, with a low density. Development of property with this less intensive approach, in accordance with the Zoning Ordinance, is a right commonly enjoyed by others in similar areas.

All variance applications for the removal of specimen trees are evaluated in accordance with the requirements of Subtitle 25 and the ETM for site-specific conditions. Specimen trees grow to such a large size because they were left undisturbed on a site for sufficient time to grow; however, the species, size, construction tolerance, and location on a site are all unique for each site. The six trees requested for removal are due to their location on-site adjacent to or within building areas, road and utility construction, and grading due to the existing topography.

Based on the location and species of the specimen trees proposed for removal, retaining the trees, and avoiding disturbance to the critical root zone of specimen trees ST-1, ST-3, ST-4, ST-5, ST-27, and ST-31 would have a considerable impact on the development potential of the property. As a result, enforcement of these rules would deprive the applicant of a right commonly enjoyed by others.

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

Not granting the variance request for specimen trees ST-1, ST-3, ST-4, ST-5, ST-27, and ST-31 would prevent the site from being developed in a functional and efficient manner like other developments of similar size and use. This is not a special privilege that would be denied to other applicants. Other similar residential developments featuring specimen trees in similar conditions and locations have been subject to the same considerations during the review of the required variance application.

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

The applicant has taken no action leading to the conditions or circumstances that are the subject of the variance request. The location of the trees and other natural features throughout the property is based on natural or intentional circumstances that long predate the applicant's interest in developing this site. On-site topography throughout the site varies and the required engineering of proposed grading is needed to make the subdivision work. The request to remove the trees is solely based on the trees' locations on the site and the existing varying elevations.

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

There are no existing conditions relating to land or building uses on the site, or on neighboring properties that have any impact on the location or size of the six specimen trees. The specimen trees have grown to specimen tree size based on natural conditions and have not been impacted by any neighboring land or building uses.

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

Granting this variance request will not adversely affect water quality standards nor cause measurable degradation in water quality. Requirements regarding stormwater management (SWM) will be reviewed and approved by DPIE. Erosion and sediment control requirements are reviewed and approved by the Prince George's County Soil Conservation District. Both SWM and sediment and erosion control requirements are to be met in conformance with state and local laws to ensure that the quality of water leaving the site meets the state's standards. State standards are set to ensure that no degradation occurs.

The required findings of Section 25-119(d) have been adequately addressed for the removal of six specimen trees identified as Specimen Trees ST-1, ST-3, ST-4, ST-5, ST-27, and ST-31. Mitigation of the removal of these six trees, in accordance with Section 25-119(d)(7) of the County Code, will be completed on-site. Staff recommend that the Prince George's County Planning Board approve the requested variance for the removal of six specimen trees for the construction of residential development in the Residential, Single-Family-Attached Zone (RSF-A) Zone.

Preservation of Regulated Environmental Features/Primary Management Area

REF are required to be preserved and/or restored to the fullest extent possible under Section 24-4300, Environmental Standards, of the Subdivision Regulations. The on-site REF includes streams, stream buffers, wetlands, wetland buffers, 100-year floodplain, and steep slopes.

Section 24-4303(d)(5) of the Subdivision Regulations states: “Where land is located outside the Chesapeake Bay Critical Area Overlay (CBCAO) zones, the preliminary plan of subdivision (minor or major) and all plans associated with the application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state, to the fullest extent possible, consistent with the ETM established in accordance with Subtitle 25: Trees and Vegetation, of the County Code. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required in accordance with Subtitle 27: Zoning Ordinance, of the County Code, for the reasonable development of the lot outside the regulated feature.”

Impacts to the REF should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use, 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 the REF. SWM outfalls may also be considered necessary if the site has been designed to place the outfall at the point of least impact. The types of impacts that should 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 development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

The application requests impacts to the PMA for the following 11 impacts: four SWM outfalls, two areas of demolition, one sewer line tie-in connection, two access easements, and two roadway crossings. A SOJ dated February 26, 2025, was submitted with the application.

PMA Impacts Summary Table

Impact ID	Impact Type	Temporary or Permanent	Total Acreage of Impact
1	Demo	Temporary	0.12
2	Roadway Crossing	Permanent	0.62
3	Utility – SWM Outfall	Permanent	0.07
4	Demo	Temporary	0.20
5	Roadway Crossing/Utility – Sewer	Permanent	0.89
6	Utility – SWM Outfall	Permanent	0.03
7	Utility – Sewer Crossing	Temporary	0.16

Impact ID	Impact Type	Temporary or Permanent	Total Acreage of Impact
8	Utility – SWM Outfall	Permanent	0.05
9	Utility – SWM Outfall	Permanent	0.05
10	Access	Permanent	0.31
11	Access	Permanent	0.19
Total PMA Impacts			2.68

Statement of Justification

The SOJ includes a request to impact 2.68 acres (116,740.80 square feet) of on-site PMA for four SWM outfalls, two areas of demolition, one sewer line tie-in connection, two access easements, and two roadway crossings. The proposed PMA impacts are considered necessary for the orderly development of the subject property. These impacts cannot be avoided because they are required by other provisions of the County and State codes. The plan shows the preservation, restoration, and enhancement of the remaining areas of the PMA.

Analysis of Impacts

Based on the revised SOJ, the applicant requests a total of 11 impact areas as described below:

Impacts 1 and 4 – Temporary Demolition Impacts

PMA impacts totaling 0.32 acre (13,699 square feet) are requested for the demolition of existing pavement and structures that are currently located within the PMA. The property is currently operating as an airport and the SOJ identifies existing structures and pavements within portions of the PMA. Impact 4 is associated with the removal of an existing culvert and driveway serving an existing house that will be razed. During redevelopment of the site these structures and pavement will be removed, and the areas will be planted with native vegetation and returned to an environmental setting.

Impacts 2 and 5 – Impacts for roadway crossings including water and sewer mains

PMA impacts totaling 1.51 acres (65,754 square feet) are requested for permanent roadway crossing impacts including water and sewer mains.

Impact 2 is for the main entrance road. The location of the main entrance off of Church Road in the location shown provides adequate spacing between the existing roads of Dawn Whistle Way and the US 50 (John Hanson Highway) bridge and aligns with the existing driveway cut to the Maryland-National Capital Park and Planning Commission (M-NCPPC) property opposite the site.

The radius of the roadway is designed to meet the minimum centerline radius required by the County. The impact has been limited, minimized as much as possible while still meeting the County roadway requirements and culvert access requirements.

Impact 5 occurs in the southern half of the site, where a stream tributary bisects the site from west to east. The southern portion of the site cannot be accessed without a

roadway crossing this stream. The crossing has been located at the narrowest point of the PMA and positioned in such a manner to create the least amount of disturbance necessary to install the road, culvert, access road to service the culvert and water and sewer mains.

Impacts 3, 6, 8 and 9 – Impacts for stormwater management outfalls

PMA impacts totaling 0.20 acre (8,653 square feet) are requested for permanent PMA impacts. There are four submerged gravel wetlands proposed on-site to provide water quality treatment and 100-year control for the site. The outfalls for these facilities are designed at the highest elevation in an attempt to limit the PMA impacts as much as possible. Due to State and County requirements the outfalls must be located as close to the streams as possible.

Impacts 7 – Impact for sanitary sewer crossing

This impact is for the installation of a sanitary sewer outfall to connect the eastern side of the site to the sanitary sewer pumping station. The impact has been located at a narrow point of the wetlands, to cause as little impact as possible.

Impacts 10 and 11 – Impacts for Access Easement

These impacts are for an existing ingress/egress easement between the airport and the adjacent Flick property. The Flick property is “land-locked,” and its sole access is through an existing driveway through the Freeway Airport site. At Impact 10, the existing access drive to the Flick property enters the PMA and crosses the stream with a culvert crossing. To connect to the existing driveway, a proposed driveway will be installed off of Bluford Loop, to the west of Lot 16 Block D, and connect to the existing access drive just inside the PMA (north of culvert crossing), so that access to the Flick property will be maintained. The access parcel then follows the existing access road as much as possible to the end of the property. Impact 11 is the other portion of the access parcel that lies within the PMA. No new impervious area or utilities are proposed in these areas, other than the roughly 230 square feet of the replacement driveway that will be installed at Impact 10.

These PMA impacts (Impacts 1–11) have been evaluated as necessary to develop the property. Based on the level of design information currently available, the limits of disturbance shown on the TCP1, and the impact exhibit provided, in accordance with Section 24-4303(d)(5), the REF on the subject property have been preserved and/or restored to the fullest extent possible. Therefore, staff support Impacts 1–11, as proposed.

Soils

Section 24-4101(c) of the Subdivision Regulations states that the Planning Board shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to: a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes, or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes.

The predominant soils found to occur according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey include

Adelphia-Holmdel, Annapolis fine sandy loam, Collington-Wist, Donlonton fine sandy loam, Shrewsbury loam, Udorthents highway and loamy, and Widewater and Issue soils. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay do not occur on this property.

Erosion and Sediment Control

Section 24-4303(d)(7) requires the approval of a concept grading, erosion and sediment control plan by the Prince George's County's Soil Conservation District prior to final approval of the PPS (minor or major) if required by Subtitle 32: Water Resources Protection and Grading Code, of this Code. The County requires the approval of an erosion and sediment control plan. An approved Concept, Grading Erosion and Sediment Control Plan (CSC No. 84-21-01, approved March 24, 2024) was provided with this PPS. No further information pertaining to erosion and sediment control plans is required at this time.

Staff find that the PPS conforms to the relevant environmental policies of the master plan, the GI Plan, and the relevant environmental requirements of Subtitles 24, 25, and 27, with the recommended conditions of approval contained in this technical staff report.

- 11. Urban Design**—The subject PPS satisfies the minimum intensity and dimensional standards of the RSF-A Zone, as required by the Zoning Ordinance. In addition, a DET is required for this development, in accordance with Section 27-3605(a) of the Zoning Ordinance.

The regulations and requirements of the Zoning Ordinance that apply to development within the RSF-A Zone will be evaluated at the time of DET review. These requirements include, but are not limited to, conformance with both the Landscape Manual (e.g., buffering, screening, fencing, and other bulk regulations such as building setbacks) and the Tree Canopy Coverage Ordinance. It should be noted that the western boundary of the property abuts a public utility with overhead power lines owned by the Potomac Electric Power Company. At the time of DET, and pursuant to Section 4.7 of the Landscape Manual, a Type C Bufferyard, which requires a 40-foot building setback and a minimum 30 feet landscape yard, will be required.

Open Space Set-Aside

Pursuant to Section 27-6403 of the Zoning Ordinance, residential development located in a residential base zone is required to provide 20 percent of open space set-aside area. The gross tract area of the subject property is approximately 131.50 acres and is required to provide approximately 26.3 acres of open space. An exhibit submitted with the PPS shows the location of open space set-aside area and indicates approximately 51.91 acres (39 percent) will be provided. Per Section 27-6404(a)(1) of the Zoning Ordinance, at least 15 percent of the total required minimum open space set-aside area needs to be active recreational areas. The stated open space set-aside amount, in conformance with Section 27-6400 of the Zoning Ordinance, will be further evaluated at the time of DET review, to ensure the details for active recreational area are provided and meet the minimum requirement.

Agricultural Compatibility Standards

Sections 27-61300 and 27-61403 of the Zoning Ordinance provide standards for properties adjacent to existing agricultural and urban agricultural uses, respectively. However, surrounding uses include utility and single-family detached development. Therefore, these

standards are inapplicable. The PPS shall be revised to note the accurate use of abutting properties.

12. **Noise**—The proposed development is subject to the lot depth requirements of Section 24-4102(c) of the Subdivision Regulations, and the noise control standards contained in Section 27-6810 of the Zoning Ordinance. Section 24-4102 states the following:

(c) Minimum Lot Depth

- (2) Lots or parcels used for residential purposes adjacent to existing or planned streets classified as expressways or freeways shall be platted with a minimum depth of 300 feet.**
- (3) Adequate protection and screening from traffic nuisances shall be provided in accordance with the requirements of the Landscape Manual.**

The PPS demonstrates that all lots meet the minimum lot depth requirement of Section 24-4102(c)(2) of the Subdivision Regulations. Parcel B1 provides the bulk of the required depth for the affected lots, rather than the lots themselves. Conformance with the requirements of the Landscape Manual will be required at the time of DET, and the noise requirements of the Zoning Ordinance will ensure that adequate protection is provided in accordance with Section 24-4102(c)(3) of the Subdivision Regulations.

Section 27-6810(d) of the Zoning Ordinance states the following:

Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.

Portions of the development are within 300 feet of US 50, a freeway. The applicant submitted a noise study with the subject application, dated February 6, 2025, to study the effects of the noise generated by the freeway on the development. The lots, including the private rear yards, and outdoor recreation areas, including the oval-shaped private trail extending across the width of the subject site on Parcel B1, were evaluated.

The noise study evaluated average outdoor sound levels separately during the hours of 7:00 a.m. to 10:00 p.m. (daytime) and 10:00 p.m. to 7:00 a.m. (nighttime) for the outdoor activity areas, with the goal of demonstrating that noise will be mitigated in outdoor activity areas to no more than 65 dBA equivalent continuous sound level (Leq) during daytime hours, and no more than 55 dBA Leq during nighttime hours. For exterior noise, the study found that many of the rear yards, as well as the private trail on Parcel B1, are exposed to noise levels above 55 dBA/Leq during nighttime hours and 65 dBA/Leq during daytime hours, with a greater number of lots exposed to nighttime noise levels. In order to mitigate this noise to below the required level in these areas, the noise study recommends a noise wall design that can reduce nighttime average noise levels to 55 dBA/Leq or lower in all

rear yards, and reduce daytime average noise levels to approximately 65 dBA/Leq or lower in all rear yards and all recreation areas, including the private walking trail on Parcel B1. The proposed noise wall varies in height, from 12 to 16 feet, and would be in addition to a berm that was already proposed with the subject project. However, even with a substantial noise wall proposed for mitigation, portions of the private community trail on Parcel B1 still exceed 55 dBA/Leq during nighttime hours. The trail is not generally intended to be used between the hours of 10:00 p.m. and 7:00 a.m. and is not proposed to be lit for nighttime hours. The PPS further shows the location of all mitigated and unmitigated noise contours, as well as the location of the noise wall.

As the study states, analysis was only provided for outdoor impacts on private residential lots and common recreation areas. Therefore, a Phase II noise study should be provided prior to acceptance of the DET, which demonstrates that interior noise levels for each residential unit on lots adjacent to US 50 will be mitigated to 45 dBA through the use of appropriate sound mitigating building materials or other mitigation measures. The Phase II analysis should further evaluate how outdoor noise impacts will be mitigated for the rear yards and outdoor activity areas, including the trail loop on Parcel B1, once the ultimate design is established at the time of DET, and include details for the noise wall and berm on the plan.

13. **Municipality**—The subject property is located less than one-half mile from the geographical boundary of the City of Bowie. This PPS was referred to the municipality for their review and comments on December 2, 2024, and again on February 28, 2025. As of the writing of this technical staff report, the City of Bowie has not provided written comments.
14. **Community Feedback**—At the time of the writing of this technical staff report, staff have not received any written correspondence from members of the community regarding this application beyond an inquiry on how to view the Subdivision and Development Review Committee meeting that was held on January 17, 2025.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to:
 - a. Add PPS 4-20006, Type 1 Tree Conservation Plan TCP1-016-2020, and Detailed Site Plan DSP-20015 to the prior approvals in General Note 5.
 - b. Revise General Note 16 with the revised approved stormwater management concept number and approval date.
 - c. Add the block designator on the plan for Block A, Lots 1 through 8, Sheet 4.
 - d. At the bottom of the plan on Sheet 8, revise the match line sheet reference from 9 to 10.

- e. Remove the four signs in the right-of-way of Church Road, at its connection with McGee Landing Road (two on either side of McGee Landing Road and two on the median).
 - f. Reflect the accurate use of abutting properties.
2. In accordance with Section 24-4303(d)(2) and (3) of the Prince George's County Subdivision Regulations, prior to signature approval of the preliminary plan of subdivision (PPS), provide an approved revision to the Stormwater Management Concept Plan and Approval Letter (Case No.17175-2020-01) reflecting any of the layout and design changes shown on the PPS and Type 1 tree conservation plan.
 3. Prior to approval of a final plat, and in accordance with the approved preliminary plan of subdivision (PPS), the final plat shall include:
 - a. The dedication of public utility easements in accordance with the approved PPS.
 - b. Right-of-way dedication along Church Road (C-300), in accordance with the approved PPS.
 - c. The dedication of the new public streets in accordance with the approved PPS.
 - d. The labeling of parcels to be conveyed to the homeowners association.
 - e. The labeling of Parcel C3 as to be conveyed to the owner of Parcel 72.
 - f. Any temporary access easements required to maintain access for Parcel 72 from its boundary to a public right-of-way.
 4. Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision Section of the Development Review Division of the Prince George's County Planning Department, to ensure that the rights of the Prince George's County Planning Board are included. The book/page of the declaration of covenants shall be noted on the final plat, prior to recordation.
 5. Prior to approval of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall convey land to a homeowners association (HOA), as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:
 - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division of the Prince George's County Planning Department.
 - b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.

- c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to the HOA shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
 - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department.
 - f. Covenants recorded against the conveyed property ensuring retention and future maintenance of the property by the HOA, including the reservation of the right of approval by the Prince George's County Planning Director.
6. Prior to recordation of the final plat for Parcel D3, as shown on the approved preliminary plan of subdivision, the existing access easement to the benefit of Lot 1 of the Rodenhauser's Subdivision (Plat Book WWW 58, page 67) shall be amended to expand the easement by 1,462 square feet (or by the amount determined with the final design, as shown on the detailed site plan). The book and page of that recorded amended easement shall be provided as a general note on the final plat.
 7. Prior to approval of the first building permit, the existing access easement to the benefit of Parcel 72, which extends from Parcel 72 to the termination of the existing access easement to the benefit of Lot 1 of the Rodenhauser's Subdivision (Plat Book WWW 58, page 67), shall be expunged and Parcel C3 shall be conveyed to the owner of Parcel 72. Evidence of expungement conveyance of Parcel C3 shall be provided.
 8. At the time of a detailed site plan (DET) for the subject property, a phasing plan shall be submitted indicating how construction will proceed while not interrupting access to Parcel 72. If temporary access easements are required to achieve continued access to Parcel 72, those easements shall be recorded, and their recording information shall be shown on the DET. Said temporary access easements shall also be shown on the final plats.
 9. Prior to acceptance of a detailed site plan (DET), the applicant shall submit a Phase II noise study based on the final site layout and building architecture, which demonstrates conformance to Section 27-6810 of the Prince George's County Zoning Ordinance. The DET shall identify all dwelling units requiring enhanced building shell design or construction materials for interior noise mitigation, and the architecture shall reflect the enhancements required to these units. The DET shall show the locations and details of features provided for outdoor noise mitigation. The ground-level and upper-level mitigated 65 and 55 dBA/Leq noise contours shall be delineated on the DET. The noise contours shall account for the locations of all buildings and noise barriers.

10. Prior to approval of a detailed site plan, the applicant shall provide official correspondence from the Maryland Aviation Administration to the Prince George's County Planning Department guaranteeing that the airport will no longer be active and licensed for public use by the time the final plat of subdivision is approved.
11. Prior to approval of a final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall provide official correspondence from the Maryland Aviation Administration that Freeway Airport is no longer licensed for public aviation use.
12. In accordance with Section 24-4601(b)(4)(C) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide sufficient on-site recreational facilities.
13. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for sufficiency and proper siting, in accordance with the Park and Recreation Facilities Guidelines, with the review of the detailed site plan (DET). Timing for construction shall also be determined at the time of DET.
14. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit an executed private recreational facilities agreement (RFA) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records, and the book and page of the RFA shall be noted on the final plat prior to plat recordation.
15. Prior to approval of the first building permit for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities.
16. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2022 *Approved Bowie-Mitchellville and Vicinity Plan Master Plan*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements and show the following facilities at the time of detailed site plan:
 - a. A minimum 5-foot-wide sidewalk on both sides of all internal roads.
 - b. A 10-foot-wide shared-use path along the frontage of Church Road, unless modified by the permitting agency with written correspondence, in accordance with any Prince George's County Department of Public Works and Transportation adopted standards.
 - c. Crosswalks and associated Americans with Disabilities Act curb ramps at all internal intersections and crossing the site access points.
 - d. Marked crosswalks at all locations where the shared-use paths intersect roadways.
 - e. Traffic-calming measures at key intersections, consistent with the approved site development concept plan.

- f. Short-term bicycle parking, including inverted U or similar style bicycle racks at all recreational areas.
17. At the time of detailed site plan, evaluate the feasibility of a 10-foot-wide shared-use path connection to the adjacent master-planned side path along the site's frontage on Church Road, consistent with the requirements of Section 27-6208 of the Prince George's County Zoning Ordinance.
 18. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
 - a. Add the following note under the specimen tree table:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE) with PPS-2024-021 for the removal of six specimen trees (Section 25-122(b)(1)(G)) specifically Specimen Trees ST-1, ST-3, ST-4, ST-5, ST-27, and ST-31.”
 - b. Add a Legend to the TCP1.
 - c. The TCP1 worksheet shall be signed by the qualified professional who prepared it.
 19. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-034-2024), in accordance 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 (TCP1-034-2024), or as modified by a future 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 Conservation/Tree Preservation Policy.”
 20. Prior to issuance of the first grading permit for this subdivision, and in conformance with Section 25-119(a)(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.”
 21. At the time of final plat, a conservation easement shall be described by bearings and distances, in conformance with Section 24-4303(d)(5) of the Prince George's County Subdivision Regulations. The conservation easement shall contain the delineated primary management area, except for approved impacts, and shall be reviewed by the Environmental Planning Section of the Countywide Planning Division of the Prince George's County Planning Department, 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.”

22. In accordance with Section 24-4303(d)(2) and (3) of the Prince George’s County Subdivision Regulations, prior to signature approval of the preliminary plan of subdivision (PPS), provide an approved revision to the current Stormwater Management Concept Plan and Approval Letter (Case No.17175-2020-01) reflecting the approved layout shown on the PPS and Type 1 tree conservation plan.
23. At the time of the Type 2 tree conservation plan review, and in conformance with Section 25-119(d)(7) of the Prince George’s County Code, the mitigation method (on-site individual tree planting or fee-in-lieu) for the replacement of the six specimen trees shall be determined. If on-site tree planting is used to meet the replacement requirement, then these tree replacements shall be placed into a woodland and wildlife habitat conservation easement.

STAFF RECOMMEND:

- Approval of Preliminary Plan of Subdivision PPS-2024-021
- Approval of Type 1 Tree Conservation Plan TCP1-034-2024
- Approval of a Variance to Section 25-122(b)(1)(G)