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Preliminary Plan 4-04046

Application	General Data
Project Name: CRAIN HIGHWAY DEVELOPMENT – OUTPARCEL A Location: West side of US 301 (Crain Highway), 1,600± feet north of its intersection with Mitchellville Road. Applicant/Address: Rifkin, Livingston, Levitan & Silver Norman Rivera 6305 Ivy Lane, Suite #500 Greenbelt, MD. 20770	Date Accepted: 04/02/04
	Planning Board Action Limit: 06/10/04
	Plan Acreage: 5.57
	Zone: C-M
	Lot: 1
	Election District: 07
	Planning Area: 74B
	Tier: Developing
	Council District: 04
	Municipality: N/A
	200-Scale Base Map: 203NE14

Purpose of Application	Notice Dates
COMMERCIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: 02/17/04 (CB-58-2003)
	Sign(s) Posted on Site: 08/09/04

Staff Recommendation		Staff Reviewer: Tom Lockard	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-04046
Crain Highway Development, Outparcel A

OVERVIEW

The subject property consists of approximately 5.57 acres of land in the C-M Zone. It is a proposal to develop Outparcel A of the Walker Pontiac Subdivision (Plat Book REP 192, Plat 37) as a car dealership.

SETTING

The property is located on the west side of Crain Highway (US 301), 1,600± feet north of its intersection with Mitchellville Road. It is undeveloped and predominately cleared. Access is to be provided to Crain Highway via a right-in/right-out channelized driveway. Surrounding properties are developed with the following uses:

North and East—An auto sales lot (Bowie Honda) in the C-M Zone

South—Undeveloped land in the R-R Zone

West—Single-family residences (Amber Meadows Subdivision) in the R-R Zone

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	C-M	C-M
Uses	Undeveloped	Auto Dealership
Acreage	5.57	5.57
Parcels	0	0
Outparcels	1	0
Lots	0	1
Square Footage	0	7,700 (maximum)

2. **Environmental**—A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on the property. Although US 301 is a transportation-related noise generator, the proposed use of this site as a warehouse will not be adversely impacted by the noise. The primary soil found to occur according to the Prince George's County Soil Survey is Monmouth fine sandy loam. Although this soil has limitations with respect to slow permeability, the

proposed development of this site will not be impacted. According to available information, Marlboro clay is not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled “Ecologically Significant Areas in Anne Arundel and Prince George’s Counties,” December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in close proximity to this property. This property is located in the Mill Branch subwatershed of the Patuxent River Basin and in the Developing Tier as reflected in the approved *General Plan*.

Woodland Conservation

A Forest Stand Delineation (FSD) was submitted with prior applications for the Walker Pontiac property of which this application is a part. The FSD as submitted is not consistent with the previous FSD submittals or with the 1993, 1998, or 2000 aerial photography of the site. Because the previously submitted FSDs accurately reflect the existing woodlands on the entire Walker Pontiac site including this outlot, the prior FSDs remain effective for this application.

This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because there are previously approved Tree Conservation Plans, TCPI/40/91 and TCPII/7/91, for the Walker Pontiac Subdivision. The approved TCPI and TCPII were approved under the requirements of the 1989 Woodland Conservation Ordinance, which had a specific Woodland Conservation Threshold but did not have replacement requirements for the clearing of woodlands. The approved TCPI for the entire site did not address specific areas of woodland disturbance but did suggest that the woodlands located within the flag stem of this lot would be cleared to provide access to the lot. The TCPI also identified where the woodland conservation requirements were being satisfied on other parcels that were part of the Walker Pontiac Subdivision not on the parcel that is the subject of this application.

The Prince George’s County Woodland Conservation and Tree Preservation Policy Document makes provisions for TCPs approved prior to February 1, 1993, as noted by the following excerpt.

“Tree Conservation Plans approved between November 21, 1989, and the effective date of this ordinance will be in effect until such time as revisions to the development plan require a significant revision to the Tree Conservation Plan. Revisions which require a significant change in the location or quality of woodland preserved will be considered significant.”

This application is consistent with the previously approved Type I and Type II Tree Conservation Plans, TCPI/40/91 and TCPII/7/91, in that it does not propose any changes to the location or quantity of woodland being preserved within the limits of the Walker Pontiac Subdivision. Therefore, revisions to the TCPI and/or TCPII will not be required with this application.

Noise

This property is located within the transportation-related noise impact zone associated with US 301. Based on the Environmental Planning Section Noise Model the calculated 65 dBA Ldn noise contour is located approximately 565 feet from the centerline of the US 301 southbound lane. That line encompasses approximately 70 percent of the land area included in this lot. However, because the proposed use of this site is a car dealership, the noise does not rise above the state noise standards for this use.

Water and Sewer Categories

The property is in water category W-4 and sewer category S-4, according to water and sewer maps dated June 2003 obtained from the Department of Environmental Resources. Category 3 must be obtained prior to the recordation of a final plat. It is served by public systems.

3. **Community Planning**—The property is in Planning Area 74B/Community I. The 2002 General Plan places the subject property in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable. This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier. The site is subject to the recommendation of the 1991 Bowie-Collington-Mitchellville and vicinity master plan, which calls for a service-commercial use. This site is addressed specifically in the master plan as part of the “Walker Pontiac Area.” This application conforms to the master plan recommendation for service-commercial use.

Planning Issues

The Bowie-Collington-Mitchellville & vicinity master plan on pages 120 & 121 of the Commercial Chapter recommends the following:

“The Plan recommends miscellaneous commercial land use and placement in the C-M Zone for this area in recognition of its roadside commercial nature, the existence of incompatible residentially zoned enclaves and properties’ juxtaposition with surrounding land uses and the highway. Furthermore, limited expansion of miscellaneous commercial use is recommended. Also, the Comprehensive Plan Map shows an open space landscaping strip along adjacent residential property lines and US 301 to indicate recommended buffer areas.

“This area should primarily be developed and/or redeveloped as an integrated multi-dealer auto sales park and service complex.

“Any new development or redevelopment should be subject to site plan review to ensure that future service/auto-related uses are compatible with surrounding residential development and to foster an improved highway corridor appearance. Particular attention is required to ensure that a substantial bermed and landscaped strip is provided to screen abutting residential lands along the west and south property lines. Undeveloped portions of the US 301 frontage (including existing and future auto display areas) should maintain at least a 100-foot landscaped setback from the right-of-way, including selective use of variable sized landscaped berms. The existing paved auto display area along the highway right-of-way should be removed and replaced with a landscaped strip. Also, because several properties comprise this area, attention should be given to minimizing and consolidating access points.”

Comment: The 100-foot landscaped setback along US 301 was primarily thought necessary to provide for future right-of-way for A-61, an arterial roadway to act as a service road when US 301 is upgraded to a freeway. In this section, however, A-61 is to be provided within the existing right-of-way of the southbound lanes of US 301. Therefore, the setback is not necessary, nor was it required when the adjoining auto dealership was developed.

4. **Parks and Recreation**—This site is exempt from mandatory dedication because it is a commercial development.
5. **Trails**— There are no master plan trail issues identified in the 1991 Bowie-Collington-Mitchellville and vicinity master plan for this property.
6. **Transportation**—The applicant submitted a traffic study dated November 11, 2003. A supplemental traffic analysis was completed in May 2004. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

Growth Policy—Service Level Standards

The subject property is located within the Developing Tier, as defined in the General Plan for Prince George’s County. As such, the subject property is evaluated according to the following standards:

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

Unsignalized intersections: The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

The applicant has prepared a traffic impact study in support of the application using counts taken during October 2003. With the development of the subject property, the traffic consultant concluded that the proposed use would not adversely affect traffic conditions along US 301 if intersection improvements and traffic signal modifications were made at the intersection of US 301 and Mitchellville Road.

The traffic impact study that was prepared and submitted on behalf of the applicant analyzed the following intersections during weekday peak hours:

- US 301 SB/Mount Oak Road (unsignalized)
- US 301/Enterprise Access/Median Break NB (unsignalized)
- US 301/Enterprise Access/Median Break SB (unsignalized)
- US 301/Mitchellville Road/Queen Anne Bridge Road NB (signalized)
- US 301/Mitchellville Road/Queen Anne Bridge Road SB (signalized)

The following conditions exist at the critical intersections:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
US 301 SB/Mount Oak Road	27.2*	21.7*	--	--
US 301/Enterprise Access/Median Break NB	38.9*	45.5*	--	--
US 301/Enterprise Access/Median Break SB	60.3*	113.7*	--	--
US 301/Queen Anne Bridge Road NB	1,378	1,376	D	D
US 301/Mitchellville Road SB	1,212	1,382	C	D
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

Staff visited the site and field checked the lane configurations and traffic operations at the intersections included in the traffic study.

The southbound and northbound lanes of US 301 at the Mitchellville Road/Queen Anne Bridge Road intersection are separated by a median strip approximately 100 feet wide. The two traffic signals were analyzed separately in the traffic study. The traffic consultant provided traffic counts and critical lane analysis for both the northbound and southbound legs of the intersection. Background and total traffic conditions for the intersection of US 301 and Mitchellville Road/Queen Anne Bridge Road were calculated the same way.

Background developments included the Amber Ridge Shopping Center (180,000 square feet of retail), Covington (89 single-family units), Glen Allen (36 single-family units), Mill Branch Service Station, Pin Oak (141 townhouses), and the Bowie Town Center (540,000 square feet of office). Background traffic or through traffic along US 301 was also increased by three percent annually up to the year 2006. This is the expected year of full build-out. There are no funded capital improvements in the area, so the resulting transportation network is the same as was assumed under existing traffic. Given these assumptions, background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
US 301 SB/Mount Oak Road	34.2*	27.9*	--	--
US 301/Enterprise Access/Median Break NB	56.4*	65.5*	--	--
US 301/Enterprise Access/Median Break SB	84.8*	298.0*	--	--
US 301/Queen Anne Bridge Road NB	1,577	1,547	E	E
US 301/Mitchellville Road SB	1,350	1,638	D	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

Based on background traffic conditions, the US 301/Queen Anne Bridge Road intersection will operate at LOS E during the AM and PM peak hours. The US 301/Mitchellville Road intersection will operate at LOS F during the PM peak hour. The average vehicle delay exceeds 50.0 seconds at the US 301/Enterprise Access Road median break on both sides of US 301 during the AM and PM peak hours.

The site is proposed for development as a small auto dealership of 7,700 square feet. A nearby auto dealership of 29,800 square feet was approved in July 2004. (Preliminary Plan 4-04047, Route 301 Realty Corporation Project). The traffic study submitted in November 2003 and supplemental analysis from May 2004 included both developments. Therefore, the recently approved auto dealership of 29,800 square feet, located to the north of the proposed site, is included as part of the total traffic conditions.

Trip rates were based on local trip rates that were found at three automobile dealerships in the Bowie area. The resulting site trip generation for the Crain Highway Development will be 13 AM peak-hour trips (9 in, 4 out), and 16 PM peak-hour trips (7 in, 9 out). The traffic consultant assumed that 80 percent of these trips would be new trips destined for the auto dealership and that 20 percent of the trips would already be on US 301. With the 20 percent pass-by rate applied, the resulting trip generation would be 10 AM peak-hour trips (7 in, 3 out), and 13 PM peak-hour trips (6 in, 7 out).

With the site traffic cited in the traffic study the following operating conditions were determined:

TOTAL TRAFFIC CONDITIONS WITH/WITHOUT IMPROVEMENTS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
US 301 SB/Mount Oak Road	36.4*	28.8*	--	--
US 301/Enterprise Access/Median Break NB	64.6*	85.9*	--	--
US 301/Enterprise Access/Median Break SB	491.7*	386.8*	--	--
US 301/Queen Anne Bridge Road NB	1,586	1,554	E	E
US 301/Queen Anne Bridge Road NB**	1,559	1,526	E	E
US 301/Queen Anne Bridge Road NB***	1,153	1,132	C	B
US 301/Mitchellville Road SB	1,353	1,644	D	F
US 301/Mitchellville Road SB**	1,313	1,524	D	E
US 301/Mitchellville Road SB***	977	1,239	A	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

**This includes intersection improvements.

***This includes adding a third lane in each direction on US 301.

Based on total traffic conditions, and without any physical improvements to US 301, the US 301/Queen Anne Bridge Road intersection will operate at LOS E during the AM and PM peak hours. The US 301/Mitchellville Road intersection will operate at LOS F during the PM peak hour. The average vehicle delay exceeds 50.0 seconds at the US 301/Enterprise Access Road median break on both sides of US 301, during the AM and PM peak hours.

Section 24-124(a) (6) of the County Code authorizes the Planning Board to consider traffic mitigation procedures under certain circumstances. This includes major regional road facilities such as US 301 and/or MD 3. These roads experience a significant amount of external traffic. Under these circumstances the applicant needs to recommend improvements which will eliminate at least 150 percent of the development-generated critical lane volume at the critical intersection, which in this instance is the US 301/Mitchellville Road /Queen Anne Bridge Road intersection. This requirement was met by the applicant's proposed intersection improvements. These include providing an eastbound free-right-turn lane at US 301 and Mitchellville Road. At US 301 and Queen Anne Bridge Road, the applicant proposes to modify the westbound approach and improve the median between Mitchellville Road and Queen Anne Bridge Road.

These improvements, which will have to be approved by the State Highway Administration, will eliminate at least 150 percent of the auto dealership's generated critical lane volume at the intersections of US 301 SB/Mitchellville Road and US 301 NB/Queen Anne Bridge Road.

The applicant's consultant also included in the traffic study the benefits of adding one lane in each direction on US 301, providing three lanes in each direction. This adds significant improvements in levels of service (to LOS D) during the AM and PM peak hours at US 301/Mitchellville Road and US 301/Queen Anne Bridge Road. These are noted in the table above. Preliminary cost estimates for the fifth and sixth lanes on this section of US 301 range from four to five million dollars.

The State Highway Administration (SHA) has provided comments on the proposed development. SHA's comments are attached.

Site Plan Comments

Site access will be from the west side of US 301, via a right-in/right-out entrance. The site access point will be from the existing Honda dealership driveway to access US 301. Staff has no other comments and will defer until a Detailed Site Plan is submitted.

Master Plan Comments

The Bowie-Collington-Mitchellville and vicinity master plan (1991) recommends that A-61, an arterial roadway, should be constructed parallel to US 301 (Crain Highway) along its western edge. The purpose of A-61 is to provide access to land use activities along US 301 between major interchanges. Right-of-way for A-61 will be within the right-of-way of F-10 or Crain Highway, which varies.

The *US 301 Access Control Study* (March 1999) provides a preliminary analysis of the right-of-way that may be required along US 301, between US 50 and MD 5. A-61 is shown contained within the existing southbound lanes of US 301. No further dedication is required.

Transportation Staff Conclusions and Recommendations

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions requiring intersection improvements and a limitation on the amount of building area to be developed.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003. The proposed subdivision is exempt from the adequacy test for schools because it is a commercial use.
8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section reviewed the subdivision plans for adequacy of fire and rescue facilities.
 - a. The existing fire engine service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 1.4 minutes, which is within the 3.25-minute travel time guideline.
 - b. The existing ambulance service at Bowie Fire Station, Company 43, has a service travel time of 1.4 minutes, which is within the 4.25-minute travel time guideline.
 - c. The existing paramedic service at Bowie Fire Station, Company 43, has a service travel time of 1.4 minutes, which is within the 7.25-minute travel time guideline.
 - d. The existing ladder truck service at Bowie Fire Station, Company 39, located at 15454 Annapolis Road, has a service travel time of 8.51 minutes, which is beyond the 4.25-minute travel time guideline.

To alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system should be provided in all new buildings proposed in this subdivision, unless the Prince George’s County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

These findings are in conformance with the standards and guidelines contained in the 1990 *Approved Public Safety Master Plan* and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.”

9. **Police Facilities**—The proposed development is within the service area for Police District II-Bowie. The Planning Board’s current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of January 2, 2004, the county had 823 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for an additional 57 sworn personnel. Therefore, in accordance with Section 24-122.01(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed development.
10. **Health Department**—The Health Department reviewed the application and offered the following comments:

“A significant amount of metal and concrete debris was found on the property between Specimen Tree 1 and Specimen Tree 2 located in proposed Forest Stand 1, and should be removed and properly stored or discarded.”
11. **Stormwater Management**—The applicant received stormwater concept approval from the Prince George’s County Department of Environmental Resources on May 13, 2004 (#8247-2004-01).
12. **Cemeteries**—There are no known cemeteries on the subject property.

13. **Public Utility Easement**—The plan shows a 10-foot-wide public utility easement adjacent to Crain Highway. It is accurately reflected on the proposed preliminary plan and will be included on the final plat.

14. **Previous Approvals**—The subject property was created as Outparcel A through approval of Preliminary Plan 4-91054 and subsequent recordation of the Walker Pontiac Subdivision (Plat Book REP 192, Plat 37). The subdivision was approved subject to 10 conditions, some of which apply to this application:

"5. Any development proposed for Outparcel A, as identified on the proposed Preliminary Plat, shall require an affirmative finding of the existence of adequate transportation facilities, specifically at the adjacent crossover intersection with US 301/Mitchellville-Queen Anne Bridge Road intersections, through the submission of a subsequent Preliminary Plat for Outparcel A.

Comment: As discussed previously, adequacy of transportation facilities has been found subject to improvements at the intersection of US 301/Mitchellville-Queen Anne Bridge Road.

6. Prior to the issuance of any grading or building permits for each lot except Lot 1, a Detailed Site Plan(s) shall be approved by the Planning Board to address the recommendations of the 1991 Bowie-Collington master plan. The 50-foot buffer along the western property line shall be replanted where sparsely vegetated.

10. Prior to signature approval of the Preliminary Plat, the plat shall be revised to comply with the following:

- a. The existing R-R zoning line shall be shown in its entirety.
- b. The 50-foot buffer shall be shown for the entire western property line.
- c. Building "A" shall be noted to be removed or relocated, or the common lot line of Lot 1 and Outparcel A shall be adjusted."

Comment: Staff is recommending a detailed site plan for development on this site. The 50-foot buffer is shown on the Preliminary Plan along the western property line. The amount and type of landscaping to be placed in this area will be determined at the time of the detailed site plan review. Building "A" was removed from the plan.

15. **Detailed Site Plan Considerations**—As discussed previously, staff is recommending detailed site plan approval for any proposed development on this site. Site plan review is essential in order to ensure adequate buffering and screening from the adjoining residentially developed properties. Although this subdivision application does not approve the location of buildings or other improvements on the site, staff has several concerns that will need to be addressed at the time of detailed site plan:

- a. **Buffering**—The *Landscape Manual* defines a car dealership as a medium impact use. When a medium impact use locates next to a single-family residence (such as are found on the adjoining parcels to the west), a Type C bufferyard (40-foot building setback, 30-foot-wide landscaped strip) is required. A 50-foot buffer is shown along the western property line on the subject property, with an additional 25-foot buffer being shown on

the adjoining Amber Meadows II property. The 50-foot buffer will need to be heavily landscaped to provide adequate buffering between the

- b. **Access** —Access to US 301 is a concern in this vicinity because of the numerous existing driveway cuts. The access point to this site must be carefully coordinated with the State Highway Administration to ensure that unsafe conditions are not created. This concern is lessened somewhat by the fact that the applicant will be utilizing an existing cut now serving the adjacent auto dealership.
16. **City of Bowie**—The subject property adjoins the City of Bowie. The Bowie City Council recommends denial of this application due to concerns about traffic and potential impacts on adjoining residential areas. This information is contained in their letter dated May 20, 2004, a copy of which is attached.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/40/91). The following note shall be placed on the Final Plat of Subdivision:

"This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/40/91), or as modified by the Type II Tree Conservation Plan (TCPII/7/91), 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."
2. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.
3. All domestic trash and other debris found on the property shall be removed and properly stored or discarded prior to final plat approval.
4. Prior to the issuance of building permits, the applicant shall obtain detailed site plan approval by the Planning Board. The detailed site plan shall address buffering (including light and noise intrusion), landscaping, access, and the visual relationships between the proposed development and adjoining residentially developed properties.
5. Development of this subdivision shall be in compliance with the approved stormwater management concept plan (#8247-2004-01) or any approved revision thereto.
6. The applicant shall provide for any necessary turn lanes and frontage improvements as required by SHA, along US 301. These may include turn lanes for deceleration and acceleration of vehicles and additional improvements at the site entrance to maintain traffic safety along US 301.
7. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for

construction, and (c) have an agreed-upon timetable for construction with SHA:

- a. Widen the westbound approach of Queen Anne Bridge Road at US 301 to provide an exclusive right turn lane and two through lanes. Widen the median to accommodate two through lanes from westbound Queen Anne Bridge Road, to create one left turn lane and one through lane. These improvements shall also include any signal, signage, and pavement marking modifications and additions to be determined by SHA.
 - b. Construct a free-right-turn lane on eastbound Mitchellville Road at US 301, and change from signal controlled movement to free-flow right turn movement. This improvement shall also include any signal, signage, and pavement marking modifications and additions to be determined by SHA.
 - c. The applicant will be responsible for any traffic signal modifications as a result of the proposed intersection improvements.
8. Total development within the subject property shall be limited to 7,700 square feet for the proposed auto dealership, or equivalent development which generates no more than 13 AM and 16 PM peak hour trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.