

PGCPB No. 2025-025

File No. DSP-20003-04

R E S O L U T I O N

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the applicant, Green Branch LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, pursuant to Section 27-1704(b) of the Zoning Ordinance, unless the period of time under which a development approval or permit remains valid expires, the project may proceed to the next steps in the approval process and continue to be reviewed and decided under the prior Zoning Ordinance and prior Subdivision Regulations.; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this amendment to a valid detailed site plan application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on March 20, 2025, regarding Detailed Site Plan DSP-20003-04 for Mill Branch Crossing Inline Retail, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) is for development of a 10,237-square-foot multi-tenant commercial retail building on Parcel 7 of the Mill Branch Crossing subdivision. The subject property (Parcel 7) is 1.31 acres and is part of the Mill Branch Crossing development, approved with DSP-20003, which comprises a total land area of approximately 70.11 acres.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	CGO	C-S-C
Use(s)	Vacant	Multi-tenant commercial retail building with drive-through service
Gross tract acreage	1.91**	1.91**
Outlots	2* (Part of Outlots 7 and 8)	-
Parcels	-	1* (Parcel 7)
Gross floor area (sq. ft.)	-	10,237

Note: *Under the original DSP-20003, only infrastructure was approved and no final design for development of the commercial area was approved. Given final configuration of the commercial parcels was unknown at that time, since specific tenants and buildings were not part of that approval, the commercial area was platted as outlots to facilitate grading, while indicating that future DSP approval for the commercial development and final parcel configuration would still be needed. The property is currently comprised of part of

existing Outlots 7 and 8, recorded in Plat Book ME 262 page 52 of the Prince George's County Land Records.

Zoning Regulations (Per Section 27-462(a) of the prior Prince George's County Zoning Ordinance)

	REQUIRED (min.)	PROVIDED
Street setback – Saint Lola Lane (private road)	10 feet	95 feet
Side setback – North	12 feet	45 feet
Street setback – US 301	10 feet	84 feet
Side setback - South	12 feet	44 feet
Building height	N/A	24.67 feet

Parking Requirements (Per Section 27-568(b) of the prior Zoning Ordinance)

	Requirement	Provided
Normal parking generation group (1.0 space / 150 sq. ft. of GFA of the first 3,000 sq. ft. GFA +1.0 space for 200 sq. ft. of GFA above the first 3,000 sq. ft.)	min. 56	-
• Regular parking space (9.5 feet X 19 feet)	-	38
• Compact parking space (8 feet X 16.5 feet)	max. 18	16
• Handicap-accessible space	min. 3	4
• Total	56*	58

Note: *Of which at least three shall be handicap-accessible, in accordance with Section 27-566(b) of the prior Zoning Ordinance. In addition, up to 18 (one third of the requirement) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance.

Loading Spaces (Per Section 27-582(a) of the prior Zoning Ordinance)

	Required (min.)	Provided
Loading spaces (33 feet x 12 feet)	2	1*

Note: *The loading space size shown on the DSP does not meet the width requirement outlined in Section 27-582(a) of the prior Zoning Ordinance. A condition has been included herein to

revise the loading space size to comply with this requirement. The length of the loading space shown is more than double the minimum length required. As such, two loading spaces can fit in the area dedicated to loading on the DSP. A condition has been included herein to revise the DSP to show the required two loading spaces.

Bicycle Spaces

This DSP includes four U-shaped bicycle racks, two of which are located near the entrance of the front of the building, and two near the rear entrance, to support a multimodal system of service. The configuration of these bicycle racks, as shown on the DSP, may cause bicycles to stick out into the sidewalk or parking facilities. A condition is included herein to rotate the position of the bicycle racks to avoid these potential conflicts.

3. **Location:** The subject site is in Planning Area 71B and Council District 4. Geographically, it is located on the east side of US 301 (Robert Crain Highway), approximately 550 feet north of its intersection with Mill Branch Road.
4. **Surrounding Uses:** The site is bounded to the north and south by lots that are part of the Mill Branch Crossing development, for future development, in the Commercial, General and Office (CGO) Zone (previously zoned Commercial Shopping Center (C-S-C)). To the east is Saint Lola Lane, and beyond is residential development within Mill Branch Crossing, in the CGO Zone (previously zoned C-S-C), approved with DSP-20003. To the west is US 301, and beyond are an integrated shopping center, known as Collington Plaza Shopping Center, in the CGO Zone (previously zoned C-S-C), and a residential development in the Legacy Comprehensive Design Zone (previously zoned Residential Urban Development).
5. **Previous Approvals:** The 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* reclassified the subject property from the prior Residential Agricultural (R-A) Zone to the prior C-S-C Zone. The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan) retained the property in the prior C-S-C Zone.

Preliminary Plan of Subdivision (PPS) 4-19050 was approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42), for creation of 190 lots and 39 parcels for development of 190 single-family attached dwellings, 408 multifamily dwelling units, a 150-room hotel, and 77,635 square feet of commercial development.

DSP-20003 was approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35), for development of 190 townhouses, 408 multifamily dwelling units in six buildings, and infrastructure improvements for the remainder of the site for future commercial development. Since 2022, three amendments to the DSP have been approved by the Planning Board for the tenant-specific commercial development of Parcels 8, 9, and 15 within Mill Branch Crossing.

6. **Design Features:** The development of a 10,237-square-foot multi-tenant retail building with drive-through service will be located on Parcel 7. Subsequent to the subject DSP, if approved, part of existing Outlots 7 and 8 will be re-platted for the creation of Parcel 7, prior to approval of building permits.

The site will be accessed from a private road internal to the Mill Branch Crossing development, Saint Lola Lane, which can be accessed via a right-in/right-out access from US 301, and from Mill Branch Drive via a private road, Saint Ridgely Boulevard (also part of the Mill Branch Crossing development). Access to the site from Saint Lola Lane is located on Parcel 7.

Architecture

The architectural design of the approved building is contemporary, with a flat roof. The building façade is finished with a mix of materials, including glazing, brick, stone, metal coping, exterior insulation and finish system, and aluminum wall panel systems. The roof features a variety of parapet heights, which breaks up the massing of the building.

Signage

The building will have 12 wall signs, one for each tenant on both the east and west elevations. One additional drive-through site directional sign is included. According to Section 27-613 of the prior Zoning Ordinance, the total area of all signs for the one-story building must not exceed 2 square feet for each linear foot of width along the building's principal entrance. The provided signage schedule indicates a maximum allowable building signage area of 291.34 square feet. The approved signage locations and sizes shown on the front and rear architectural elevations total 290.51 square feet, which complies with the allowable signage area. While the approved signs do meet all prior Zoning Ordinance regulations in Section 27-613 relative to location, height, and area, the submitted plans do not include all of the design details of the signs. Therefore, a condition is included herein requiring the applicant to submit complete signage details listed in Section 27-596(c) of the prior Zoning Ordinance, prior to certification of the DSP.

Lighting

The subject DSP includes both building-mounted and pole-mounted lighting throughout the site, with details. The Planning Board finds that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles, building entryways, and walking paths.

Loading and Trash Facilities

The subject DSP includes one loading space, located internally to the subject property, which is located on the south side of the site. The approved landscaping of trees and bushes along the western property line provides screening of the loading space from US 301. Additional landscaping is shown along Saint Lola Lane, consistent with Section 4.3, Parking Lot Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), which screens the loading space from Saint Lola Lane. The loading space shown on the DSP is 11 feet wide and 71 feet long. The minimum width for a loading space per Section 27-578 of the prior Zoning Ordinance is 12 feet wide. A condition is included herein to revise the loading space to comply with this requirement.

Per Section 4.4 of the Landscape Manual, all dumpsters, trash pads, and trash collection or storage areas, including recycling facilities, are required to be screened from all outdoor recreation areas, retail parking areas, and entrance drives. The submitted plans also show the location of the dumpster, with the details and dimensions of the dumpster enclosure that will wholly screen the dumpster from view.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the C-S-C Zone, and the site design guidelines of the prior Zoning Ordinance:
 - a. This application is subject to the requirements of Section 27-454, C-S-C Zone, of the prior Zoning Ordinance as follows:
 - (b) **Landscaping and screening.**
 - (1) **Landscaping and screening shall be provided in accordance with Section 27-450.**

In accordance with Section 27-450 of the prior Zoning Ordinance, "Landscaping, screening, and buffering of all development in the Commercial Zones shall be in accordance with the provisions of the Landscape Manual." Evaluation of the Landscape Manual has been addressed in Finding 10 below.
 - (c) **Uses**
 - (1) **The uses allowed in the C-S-C Zone are as provided for in Table of Uses I (Division 3 of this Part).**

The subject DSP includes development of a multi-tenant commercial retail establishment, with multiple tenants. Per Section 27-461(b) of the prior Zoning Ordinance, many retail uses are permitted in the C-S-C Zone. Specific uses, once determined, may require further review for use-specific requirements.
 - (d) **Regulations.**
 - (1) **Additional regulations concerning the location, size, and other provisions for all buildings and structures in the C-S-C Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Table (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The subject DSP is in conformance with these regulations. Specific details have been discussed in Findings 2 and 6 above and Finding 10 below.

- b. Section 27-274(a) of the prior Zoning Ordinance provides site design guidelines for a DSP. The applicable design guidelines are described as follows:

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**
- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The submitted plans include a sidewalk along the frontage of Saint Lola Lane, and sidewalk and crosswalk connections within the subject site. Parking spaces are arranged along the drive aisles to the front and rear of the building for easy access, and to avoid conflicts with pedestrian connectivity. Handicap-accessible parking spaces are provided and are easily visible for patron use. The perimeter parking lot landscaping minimizes the visual impact of cars from Saint Lola Lane and US 301.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

One loading space is included in this DSP, which has been discussed in Finding 6 above. The loading space is located internal to the subject site, and to the south of the building. The loading space is also away from the on-site vehicular and pedestrian circulation. Accordingly, it is visually unobtrusive and has minimal conflicts with vehicles and pedestrians.

- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**
 - (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
 - (ii) Entrance drives should provide adequate space for queuing;**
 - (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
 - (iv) Parking areas should be designed to discourage their use as through-access drives;**
 - (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
 - (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
 - (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
 - (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**

- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

The site is accessed via the vehicular entry/exit point located on Saint Lola Lane, within Parcel 7. A crosswalk is included crossing the driveway, connecting the Saint Lola Lane frontage to the subject development and adjacent property. The submitted plans show both vehicular and pedestrian circulation to be safe, efficient, and convenient. Crosswalks are provided where pedestrians must cross the vehicular entry and exit of the site.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:**
 - (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
 - (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
 - (iii) The pattern of light pooling should be directed on-site;**
 - (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;**
 - (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**

- (vi) **If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

Lighting for this DSP has been discussed in Finding 6 above, demonstrating adequate illumination for users and for the site in the evening. The included lighting fixtures are consistent with approved lighting plans on adjacent properties. The lighting plans do not specifically indicate that the fixtures are full cut off. A condition has been included herein requiring full cut-off fixtures.

(4) Views.

- (A) **Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

The varied landscaping included along the property's border, facing US 301, creates a scenic view for both drivers passing by and pedestrians using the adjacent trail.

(5) Green Area.

- (A) **On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**
 - (i) **Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
 - (ii) **Green area should link major site destinations such as buildings and parking areas;**
 - (iii) **Green area should be well-defined and appropriately scaled to meet its intended use;**
 - (iv) **Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
 - (v) **Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**

- (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
- (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

Strategically located green areas were determined with the overall DSP-20003, for Mill Branch, and are unchanged by this DSP amendment for Parcel 7. The green area is to be provided primarily on the perimeter of the overall site. The size, shape, location, and design of green area is appropriate to enhance landscape screening from residential areas located to the east of the subject site, and views along the street frontage of Saint Lola Lane and US 301.

- (B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

The requirement to preserve and/or restore the regulated environmental features (REF) in a natural state, as outlined in Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations, was satisfied with the approval of the original DSP. The subject DSP does not impact the REF.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**
 - (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
 - (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
 - (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**

- (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;
- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;
- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

Approved light fixtures and bike racks are adjacent to pedestrian and vehicular paths and finished to complement the establishment's color scheme and align with the overall building design. The included amenities, as modified in the conditions herein, are clearly visible and do not obstruct pedestrian circulation

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:
 - (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;
 - (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;
 - (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;
 - (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and

- (v) Drainage devices should be located and designed so as to minimize the view from public areas.**

Evaluation of the topography and execution of grading was found acceptable and was executed with the original DSP. The subject DSP includes minor grading changes from the approved DSP-20003 along the western boundary of the site. This grading minimizes disruption to existing topography on the site and on adjacent sites.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:**
 - (i) Service areas should be located away from primary roads, when possible;**
 - (ii) Service areas should be located conveniently to all buildings served;**
 - (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
 - (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

The submitted plans show that the location of the dumpsters and one loading space are accessible, but unobtrusive, due to the location at the rear of the site, away from Saint Lola Lane. While both are screened with landscaping, the dumpster is also enclosed.

(9) Public Spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:**
 - (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**

- (ii) **The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
- (iii) **Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
- (iv) **Public spaces should be readily accessible to potential users; and**
- (v) **Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

This requirement was satisfied with the original DSP for a large-scale, mixed-use development, and is not being altered with this subject DSP.

(10) Architecture.

- (A) **When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.**
- (B) **The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) **These guidelines may be modified in accordance with Section 27-277.**

A detailed discussion regarding architecture has been addressed in Finding 6 above.

(11) Townhouses and three-family dwellings.

This requirement is not applicable to this DSP because it does not include any townhouses or three-story units.

8. **Preliminary Plan of Subdivision (PPS) 4-19050:** PPS 4-19050 was approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42), subject to 24 conditions. The conditions relevant to the revision of this DSP are listed below, in **bold** text. The Planning Boards's findings, in review of the conditions, follows each one, in plain text:

3. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to the approval of any building permits.**

The subject DSP does not include a substantial revision to the mix of uses on the subject property. The Subtitle 24 adequacy findings of the PPS are not affected with this DSP.

4. **Development of this site shall be in conformance with the stormwater management concept plan for this project (01-0614-205NE14, once reapproved by the City of Bowie), and any subsequent revisions.**

A revision of the stormwater management (SWM) concept plan for the overall Mill Branch Crossing development and an associated approval letter (01-0624-205NE14) were submitted with the DSP. The approval letter is dated June 26, 2024, and expires on June 26, 2027. The DSP conforms to the approved SWM concept plan.

5. **Prior to approval of a final plat, in accordance with the approved preliminary plan of subdivision, the final plat shall include the dedication of public utility easements (PUEs) along all public and private rights-of-way, unless a variation from the PUE requirement is obtained.**

The property was previously platted as Outlots 7 and 8 in Plat Book ME 262 pages 51 and 52. The plat shows public utility easements (PUEs) on the outlots, consistent with PPS 4-19050, and the subject DSP shows PUEs consistent with the PPS and the plat. When the property is re-platted as Parcel 7, the new plat will need to show the required PUE.

13. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-020-2020). The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-016-2020 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

This condition will be met with final plat.

14. **Prior to issuance of permits for this subdivision, 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)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

An approved Type 2 Tree Conservation Plan, TCP2-044-2021, for the entire Mill Branch Crossing development, was submitted with this DSP. A subsequent amendment, TCP2-044-2021-01, was submitted with Special Exception SE-22006, for a different portion of the Mill Branch Crossing development. This DSP does not include any further revisions to the approved TCP2.

15. **At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:**

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

The subject property does not contain primary management area.

18. **Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The subject DSP does not include commercial development exceeding that approved under the PPS; therefore, this condition is met.

20. **In conformance with the 2009 Approved Countywide Master Plan of Transportation, and the 2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:**

- a. **Bikeway signage and shared lane markings (e.g., “sharrow”), within the right of way, along the subject site’s frontage of Mill Branch Road, unless**

modified with written correspondence by the Prince George's County Department of Permitting, Inspections and Enforcement, and/or the Maryland State Highway Administration, as appropriate.

The development, which is the subject of this DSP, does not have frontage on Mill Branch Crossing Road. However, an exhibit was provided with the original DSP showing this improvement, in conformance with this condition.

- b. Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.**

The development includes a 5-foot-wide sidewalk along Saint Lola Lane, and around the building, ending at the pedestrian entrances.

- c. Minimum 5-foot-wide sidewalks along the full lengths of proposed Roads A, D, and F.**

The development fronts Saint Lola Lane, previously referred to as Road A during PPS 4-19050. A 5-foot-wide sidewalk is included that extends the full length of the development's frontage on Saint Lola Lane.

- d. A wide crosswalk with a pedestrian island crossing US 301 at Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.**

The conditioned crosswalk, with a pedestrian island crossing US 301, was installed, reviewed, and determined to be acceptable with DSP-20003.

- e. Continental style crosswalk crossing all access points along Private Road A and Chesley Avenue.**

The development includes a vehicular access point along Saint Lola Lane, on adjacent Parcel 7, featuring continental-style crosswalks across the entry and exit area. A continental-style crosswalk is also provided on the inter-parcel vehicular access area, providing safe pedestrian movement from Saint Lola Lane to the entrance of the building.

- f. Long- and short-term bicycle parking, consistent with the 2012 AASHTO Guide for the Development of Bicycle Facilities, to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.**

The subject DSP amendment does not include the multifamily building or hotel. The approved commercial space provides two bicycle racks adjacent to the entrance of the building.

- g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.**

All intersections of the subject site contain Americans with Disabilities Act truncated, dome-patterned, curb ramps.

- 24. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:**

- a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.**
- b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.**
- c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.**

These requirements shall be noted on the detailed site plan for the development.

The requirements of this condition are noted in General Note 41, on the coversheet. Therefore, this condition is met for the purposes of this DSP. Conformance to the noted requirements will be evaluated at the time of permitting.

- 9. Detailed Site Plan DSP-20003:** DSP-20003 was approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35), subject to five conditions. None of the conditions are applicable to the subject DSP.
- 10. 2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The submitted landscape plan demonstrates conformance to these requirements.
- 11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland Conservation Ordinance because the property had a tree conservation plan (TCP) that was accepted for review on or before June 30, 2024, and shall conform to the environmental regulations of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). Prior TCP approval was implemented with a grading permit that was approved prior to July 1, 2024, and was partially developed. This application does not include any changes to the implemented TCP2.

The woodland conservation threshold for this 70.11-acre property is 15 percent of the net tract area (60.16 acres), or 9.02 acres. The total woodland conservation requirement, based on the amount of clearing approved, is 14.77 acres.

This requirement was satisfied through a combination of 3.61 acres of on-site woodland preservation, 5.14 acres of on-site reforestation/afforestation, and 6.03 acres of off-site woodland conservation, for a total of 14.78 acres.

12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located within the Mill Branch Crossing development, in the CGO Zone. DSP-20003 was approved for clearing, grading, and infrastructure for the entire Mill Branch Crossing site, including the subject property. The DSP included a landscape plan demonstrating conformance to the Prince George's County Tree Canopy Coverage Ordinance for the entire 70.11-acre Mill Branch Crossing site, through the provision of on-site woodland conservation and reforestation/afforestation. Therefore, per Section 25-127(a)(4) of the Prince George's County Code, the current DSP-20003-04 is subject to the Tree Canopy Coverage Ordinance regulations in place at the time of the approval of DSP-20003, and not the regulations as updated by Prince George's County Council Bill CB-21-2024.
13. **Referral comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated February 18, 2025 (Stabler, Smith, and Chisholm to Myerholtz), it was noted that the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* contains goals and policies related to historic preservation (pages 158–165). However, these are not specific to the subject site, or applicable to the development. The underlying PPS 4-19050 covered 70 acres and included a Phase III archeological investigation, completed in June 2020, on Site 18PR857 – an eighteenth-century plantation house lot. No additional archeology was found to be needed.
 - b. **Community Planning**—In a memorandum dated February 14, 2025, (Lester to Myerholtz), an evaluation of the application was noted, stating that, while master plan conformance is not a required finding for this DSP, the subject DSP does conform with the master plan's recommended land use for the subject property.
 - c. **Transportation Planning**—In a memorandum dated February 5, 2025 (Shaw to Myerholtz), an analysis of the DSP with regards to relevant prior conditions of approval and Zoning Ordinance compliance was noted, which has been incorporated into the findings and conditions of this resolution. Further, the following comments were noted:

Master Plan Pedestrian and Bike Facilities

The MPOT recommends the following master-planned facilities that are adjacent to the site:

- Planned Side Path: F-10 (US-301)
- Planned Bike Lane: P-310

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9–10):

- Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**
- Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
- Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The master plan recommends the following facilities within or adjacent to the subject property:

- TM 1.3: Streets constructed to serve new commercial, multifamily, or mixed-use developments should contain, at a minimum:**
- **Six-foot-wide sidewalks on both sides.**
 - **Crosswalks on all legs of an intersection.**

Although the adjacent master-planned facilities do not impact this site, the site plans include the planned 12-foot-wide, shared-use path, between US 301 and the property boundary, west of the subject site. The current DSP includes a comprehensive system of sidewalks and associated crosswalks along Saint Lola Lane, providing continuous connections to the site and throughout the development. Although the master plan recommends a 6-foot-wide sidewalk, the planned 5-foot-wide sidewalk is consistent with the recommended width of the prior approval in 2019. In addition, the bicycle parking provided can accommodate multimodal use of the site. The Planning Board finds that the planned facilities and amenities meet the intent of the master plan goals and policies.

- d. **Subdivision Review**—In a memorandum dated February 12, 2025 (Bartlett to Myerholtz), an analysis of the applicable conditions of approval from PPS 4-19050 was noted, in addition to comments pertaining to the existing property description, and the configuration of Parcel 7, which have been incorporated into Findings 2 and 8 of this resolution.

- e. **Environmental Planning**—In a memorandum dated February 4, 2025 (Juba to Myerholtz), the following comments were noted:

The site has an approved Natural Resources Inventory NRI-029-07-04, valid until June 5, 2025. This site has an approved and partially implemented TCP2-044-2021 and the approved work will not result in any significant changes to the limits of disturbance of the previously approved TCP2, or create additional impacts to any REF. An approved SWM Concept Plan and letter (01-0624-205NE14) was submitted with this application, which expires on June 26, 2027, from the City of Bowie. This plan shows that the included modifications to the site are within the previously approved limits of disturbance of the previous DSP approval. The changes will not result in any additional clearing or impacts to REF. The current approved TCP2-044-2021, which was approved with DSP-20003-01, is consistent with this DSP revision.

- f. **Permit Review**—At the time of the writing of this resolution, no permit comments were provided on this application.
- g. **Prince George's County Department of Parks and Recreation (DPR)**—At the Subdivision and Development Review Committee conference held on January 17, 2025, DPR had no comments on this application.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on the subject DSP.
- i. **Price George's County Police Department**—The Police Department did not offer comments on the subject DSP.
- j. **Prince George's County Fire/EMS Department**—In a memorandum dated February 4, 2025, (Reilly to Myerholtz) the Fire/EMS Department requested one condition, regarding fire department connections. That condition has been incorporated herein.
- k. **Prince George's County Health Department**—The Health Department did not offer comments on the subject DSP.
- l. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on the subject DSP.
- m. **Public Utilities**—Public utility companies did not offer comments on the subject DSP.
- n. **City of Bowie**—This case was heard and approved with two recommended conditions at a City of Bowie Council Meeting on March 3, 2025. The City's findings and recommendations were noted. The two recommended conditions pertained to parking and trip generation, which have been addressed by the applicant.

14. **Community feedback:** As of the writing of this resolution, The Prince George's County Planning Department did not receive any written correspondence from the community regarding the subject DSP.
15. **Planning Board:** The Planning Board held a public hearing on this application on March 20, 2025. At the hearing, and in rendering its decision, the Board considered all written and oral testimony, along with all exhibits submitted according to the Planning Board's procedures. Prior to the hearing, the applicant provided one exhibit (Applicant's Exhibit 1) which proposed deletion of Condition 1d. The hearing began with a technical staff presentation, followed by the applicant's presentation. The technical staff presentation addressed Applicant's Exhibit 1 and maintained that Condition 1d be included in the approval. During the applicant's presentation, the applicant's representative provided the requested details regarding signage and agreed that Condition 1d can be included in the approval.
16. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, as approved with the conditions below, represents a most reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code, without requiring unreasonable costs and without detracting substantially from the utility of the development for its intended use.
17. Section 27-285(b)(2) of the prior Zoning Ordinance is not applicable because there is no conceptual site plan.
18. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
19. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Subdivision Regulations. There are no REF on the subject property.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-20003-04 for the above-described land, subject to the following condition:

1. Prior to certificate approval of the detailed site plan (DSP), the following revisions shall be made, or information should be provided:
 - a. Update the truck turning exhibit to demonstrate the ability of large vehicles to exit the site.
 - b. Revise the area shown for the loading space to show two separate loading spaces with minimum dimensions of 12 feet wide and 33 feet long, in accordance with Sections 27-578 and 27-582(a) of the prior Prince George's County Zoning Ordinance.

- c. Rotate the configuration of the bicycle racks to avoid potential conflicts with sidewalks and parking areas.
- d. Provide additional signage details as required by Section 27-596(c) of the prior Prince George's County Zoning Ordinance, which should specify a unified use of materials and styles that is compatible with the building and other approved signage within Mill Branch Crossing, to be reviewed by the Urban Design Section as designee of the Planning Board.
- e. Provide notes on the lighting details stating lighting fixtures will be full cut-off.
- f. Indicate the location of any proposed fire department connection (FDC). A hydrant must be provided within 200 feet of any FDC as hose is laid by the fire department; along drive aisles, around corners, around obstacles, etc., as required by Section 4-167 of the Prince George's County Code.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *


This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, March 20, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of April 2025.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:DM:tr


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 4/2/25