



The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530

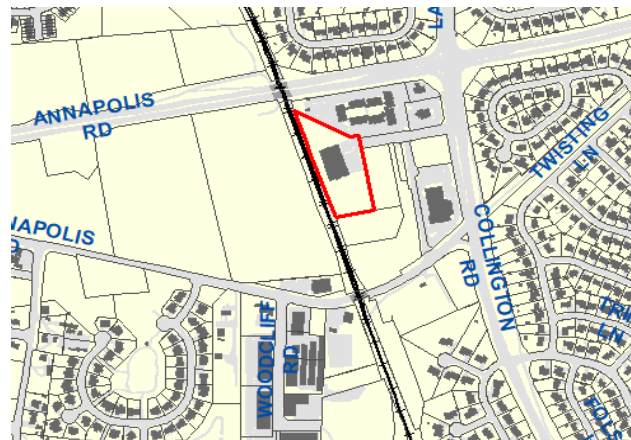
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## Detailed Site Plan E-Z Storage Bowie

## DSP-99003-01

REQUEST	STAFF RECOMMENDATION
Development of a 48,708-square-foot addition to an existing consolidated storage facility.	APPROVAL with conditions

<b>Location:</b> At the end of Gallant Fox Way, approximately 540 feet west of its intersection with MD 197 (Laurel Bowie Road).	
Gross Acreage:	4.30
Zone:	I-1
Dwelling Units:	N/A
Gross Floor Area:	154,875 sq. ft.
Planning Area:	71B
Council District:	04
Election District:	14
Municipality:	Bowie
200-Scale Base Map:	208NE12
<b>Applicant/Address:</b> Siena Corporation 8221 Snowden River Parkway Columbia, MD 21045	
<b>Staff Reviewer:</b> Adam Bossi <b>Phone Number:</b> 301-780-8116 <b>Email:</b> Adam.Bossi@ppd.mncppc.org	



Planning Board Date:	12/10/2020
Planning Board Action Limit:	12/14/2020
Staff Report Date:	11/23/2020
Date Accepted:	10/05/2020
Informational Mailing:	09/18/2019
Acceptance Mailing:	09/16/2020
Sign Posting Deadline:	11/10/2020

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

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-99003-01  
E-Z Storage Bowie

The Urban Design staff has reviewed the application for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions of the detailed site plan, as described in the Recommendation section of this report.

**EVALUATION**

This detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Light Industrial (I-1) Zone and the site design guidelines;
- b. The requirements of Detailed Site Plan DSP-99003;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and,
- f. Referral comments.

**FINDINGS**

Based upon the evaluation and analysis of the subject detailed site plan, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) requests approval for the development of a 48,708-square-foot addition to an existing consolidated storage facility.

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	I-1	I-1
Use(s)	Consolidated Storage	Consolidated Storage
Gross Acreage	4.3	4.3
Green Area (10 percent required)	142,828 sq. ft.	124,147 sq. ft./ 66 percent
Gross Floor Area (GFA)	106,167 sq. ft.	154,875 sq. ft.
Number of Storage Units	912	1,390

**OTHER DEVELOPMENT DATA**

**Parking and Loading Spaces**

<b>Use</b>	<b>Required</b>	<b>Provided</b>
1,390 storage units @ 1 space per 50 units	28	28
636-square-foot office @ 4 spaces per 1,000 square feet	3	3
Handicap-Accessible*	1	2
<b>Total Parking</b>	<b>31</b>	<b>31**</b>
<b>Loading</b>	<b>Required</b>	<b>Provided</b>
2 spaces for up to 10,000 square feet of gross floor area	2	2
1 additional space for each additional 40,000 square feet of gross floor area (or fraction)	4	4
<b>Total Loading</b>	<b>6</b>	<b>6</b>

**Note:** \*Total required and provided parking includes accessible spaces.

\*\*The total number of parking spaces provided includes five compact spaces.

3. **Location:** The subject property is located at the end of Gallant Fox Way, approximately 540 feet west of its intersection with MD 197 (Laurel Bowie Road). The property is located in Council District 4 and Planning Area 71B.
4. **Surrounding Uses:** The subject property is bounded to the north by a single property in the Light Industrial (I-1) Zone developed with commercial offices, to the east by the right-of-way of Gallant Fox Way and an undeveloped parcel in the I-1 Zone, to the south by an undeveloped parcel in the I-1 Zone, and to the west by a railroad right-of-way, with undeveloped land in the Open Space Zone beyond. Undeveloped properties to the east, south, and west (beyond the railroad right-of-way) are all owned by the City of Bowie.

5. **Previous Approvals:** The site is subject to Preliminary Plan of Subdivision (PPS) 12-3352, for which there are no available records. However, this property was recorded in Final Plat 5-78076 (NLP 100-58), pursuant to the approved PPS and approved by the Prince George's County Planning Board on May 11, 1978. On May 27, 1999, the Planning Board approved DSP-99003 (PGCPB Resolution No. 99-82) for the development of the existing 106,167-square-foot consolidated storage facility.

The site also has a City of Bowie approved Stormwater Management (SWM) Concept Plan, Approval No. 02-1018-208NE12.

6. **Design Features:** The subject 4.30-acre site is improved with an existing consolidated storage facility and associated site features, such as SWM, parking and loading areas. The existing consolidated storage building is four stories, or 48 feet, in height with a gross floor area of 106,167 square feet. It includes 912 internally accessed storage units and a 636-square-foot office space.

Development proposed by this amendment to the DSP consists of a 48,708 square-foot, three-story, 478-unit addition to the north side of the existing consolidated storage facility building. In total, the proposed addition will increase the gross floor area of the building to 154,875 square feet and the total number of storage units to 1,390. Minor modifications are proposed to the site, including adjustments to the parking and loading layout and inclusion of a new SWM facility. The addition is roughly triangular in shape and fits into the angular, northern portion of the site.

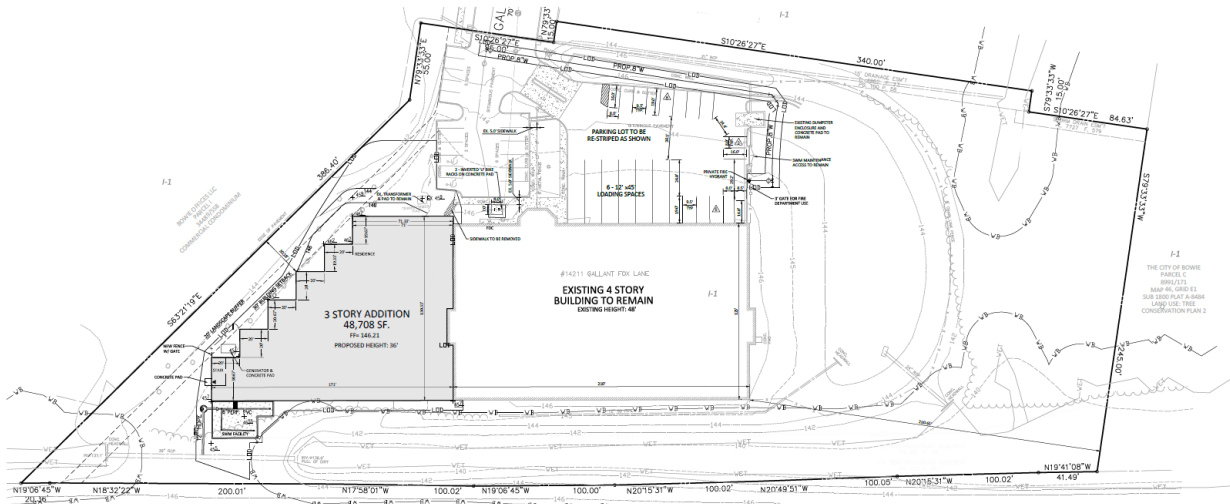


Figure 1: Site Development Plan

### Lighting

The photometric plan submitted with this DSP shows existing and proposed building-mounted and existing pole-mounted lighting provided to illuminate the building, parking areas, pedestrian walkways, and loading areas. Existing and proposed lighting has been placed to highlight building entrances and to provide sufficient illumination for patrons and reduce glare onto adjoining properties.

## Architecture

The 48,708-square-foot addition is proposed on the north side of the existing consolidated storage facility. Materials for the facades of the northern and eastern sides of the addition consist primarily of beige-colored split face, concrete block, with horizontal stripes of red, white, and blue to match the architecture of the existing building. The western façade of the addition is to be faced with a beige stucco finish. The existing western building façade and western façade of the addition do not include striping or other architectural interest. However, as the western portion of the building faces a railroad corridor and is generally not visible from abutting developments, this façade treatment is acceptable. The overall design of the addition provides a seamless continuation of façade treatment of the existing building and is appropriate for the development.



Figure 2: Existing Building with Addition Elevations

## Signage

Five of six existing building-mounted signs are proposed to be retained and unchanged by this DSP amendment. A single existing sign mounted to the north side of the building is proposed to be removed and replaced with a new sign on the north side of the addition. The existing sign to be removed is 95 square feet in area, and its replacement is proposed to be 100 square feet. The total area of existing building-mounted signage is 287 square feet, and this amendment proposes an increase to 292 square feet. The total increase in signage area remains below the maximum allowable limit of 400 square feet for this development.

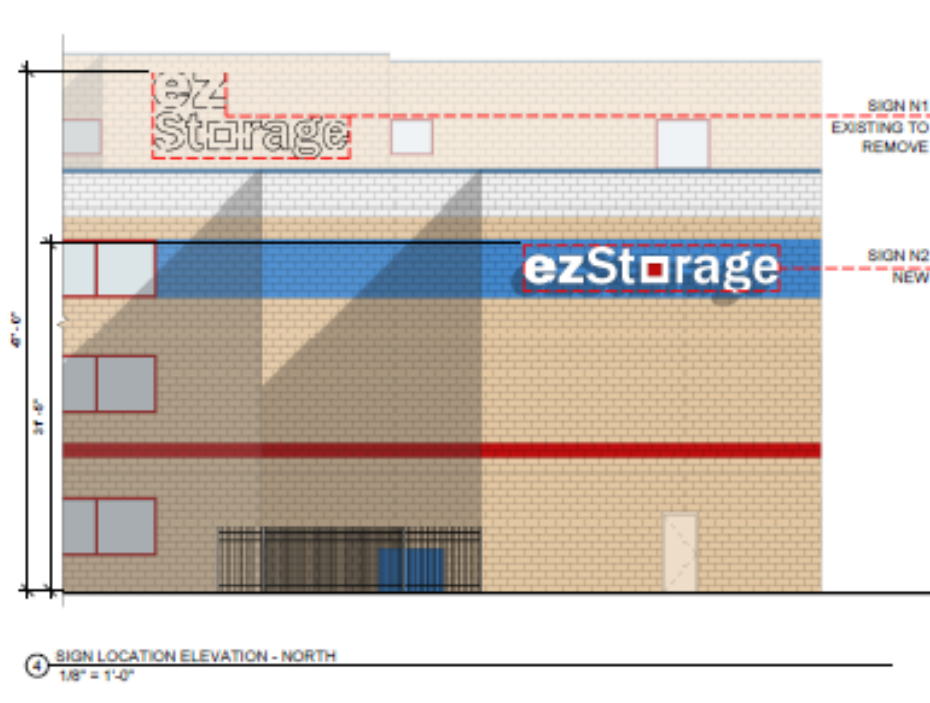


Figure 3: Northern Façade Sign Replacement

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Zoning Ordinance in the I-1 Zone and the site design guidelines:
- a. This DSP is in general conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in industrial zones.
  - b. The DSP is consistent with those regulations in the I-1 Zone, including Section 27-470(a) of the Zoning Ordinance, regarding purposes; Section 27-470(b) of the Zoning Ordinance, regarding landscaping, screening, and the required amount of green space on-site; and Section 27-474 of the Zoning Ordinance, regarding regulations in the industrial zones.
  - c. The proposed consolidated storage facility is a permitted use in the I-1 Zone, in accordance with Section 27-475.04 of the Zoning Ordinance. Specific requirements of Section 27-475.04(a) of the Zoning Ordinance are as follows:
    - (1) **Requirements.**
      - (A) **No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan**

**for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).**

- (B) Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.**

The property does not adjoin any residentially, or commercially zoned land and all entrances to individual consolidated storage units are internal to the existing building and proposed addition, or are not visible from Gallant Fox Lane, in conformance with requirements (A) and (B).

- (C) The maximum height shall be thirty-six (36) feet.**

The architectural plans show the proposed building addition is a maximum of 36 feet in height.

- (D) Notwithstanding any other requirement of this Section, the expansion of an existing consolidated storage use within a building in the I-1 Zone after November 30, 2016, shall be limited to a maximum of fifty (50) additional individual units and may not be less than one-half mile from another consolidated storage use in the I-1 Zone. However, this Section shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan, final plat, and detailed site plan, where the consolidated storage use is adequately buffered from view from any public right-of-way.**

This DSP amendment proposes an expansion of an existing consolidated storage facility use, with an additional 478 storage units provided. The use expansion is proposed pursuant to an approved PPS 12-3352, Final Plat 5-78076 (NLP 100-58), and DSP-99003, with adequate buffering provided from view of nearby public rights-of-way. As such, the limitation of a maximum of 50 additional storage units does not apply to the subject DSP amendment. The required prior approvals have been obtained and buffering has been provided.

Section 27-475.04(c) of the Zoning Ordinance includes additional applicable requirements, as follows:

- (c) Unless otherwise exempted from the prescriptions of this Section, consolidated storage shall be a permitted use in the I-1 Zone, subject to the following additional requirements:**
  - (i) A detailed site plan is approved for the proposed development of the use, in accordance with Part 3, Division 9 of this Subtitle.**



DSP-99003, which was previously approved by the Planning Board, was submitted in fulfillment of this requirement. The subject amendment of this DSP is also being reviewed, in accordance with Part 3, Division 9 of the Zoning Ordinance.

- (ii) The required technical staff report prepared and submitted to the administrative record for the detailed site plan application shall include a current, countywide inventory of the locations, dates of approval, and any conditions of approval for consolidated storage uses located on property within one-half mile of the boundaries of the property on which the proposed consolidated storage use will be located**
- (iii) The Planning Board and/or the District Council shall consider, in its review of a detailed site plan application pursuant to this Section, the inventory submitted to the administrative record in accordance with Subsection (b) of this Section, above, for purposes of finding conformance with the required findings of approval set forth in Part 3, Division 9 of this Subtitle.**

A single consolidated storage facility is located within one-half mile of the subject site. This is a 66,398-square-foot Public Storage facility constructed in 1989 at 5801 Woodcliff Road, Bowie MD. Conditions of approval for this development are not available.

- d. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance. For example, the subject development provides vehicular and pedestrian access to the site from the public right-of-way; adequate lighting is proposed on-site; and the architecture proposed is compatible with the existing development.

**8. Detailed Site Plan DSP-99003:** The Planning Board approved (PGCPB Resolution No. 99-82) DSP-99003 on May 27, 1999, subject to one condition as follows:

- 1. Prior to certificate approval the following revisions shall be made to the Detailed Site Plan or the specified information shall be supplied:**
  - a. Pole or pylon-mounted signs shall not be permitted. If a freestanding sign is desired, a monument sign shall be required which will not exceed 48 square feet in total area, and which shall be constructed with the same materials as the approved architecture. The Planning Board or its designee shall have final approval of proposed signage.**

There is no pole, pole-mounted, or freestanding sign proposed by this DSP amendment. All signage approved in the original DSP was building-mounted and is proposed to remain, except for a single sign on the northern façade of the existing building. This is to be replaced with a slightly larger sign and relocated onto the northern façade of the addition.

- b. **The plan shall be revised with the correct bearings and distances per the record plat.**
- c. **The stormwater management plan shall be submitted to the Urban Design Section to be incorporated into the official file.**

Conditions 1.b and 1.c were addressed at the time of certification of the original DSP. Bearings and distances are accurately reflected on the DSP amendment plans, and a SWM concept plan approval from the City of Bowie (Approval No. 02-1018-208NE12) was included with the application.

- 9. **2010 Prince George’s County Landscape Manual:** Development proposed by this DSP amendment is subject to Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7 Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Staff finds that the proposal conforms with the applicable requirements of the Landscape Manual, as shown on the plans. In addition, as required by Section 1.7 of the Landscape Manual, a Certificate of Landscape Maintenance dated June 4, 2020 was provided and demonstrated that plant material required by the original DSP was missing. Specifically, 18 shade trees and 25 evergreen trees were identified as missing from buffer yards, and 3 shade trees were identified as missing from the parking lot area. This plant material must be replaced, in accordance with Section 1.6, Maintenance and Enforcement, of the Landscape Manual. A condition has been included in the Recommendation section, for the replacement of missing plant materials, and for a copy of the Certificate of Landscape Maintenance to be included on the landscape plan, in accordance with Section 1.7.c. of the Landscape Manual.
- 10. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO):** This site is not subject to the provisions of the WCO because although the site is greater than 40,000 square feet in area and contains more than 10,000 square feet of existing woodland, it has no previously approved tree conservation plans, and no woodland clearing is proposed. A numbered Letter of Exemption, E-043-2020, was issued for the subject property on August 28, 2020.
- 11. **Prince George’s County Tree Canopy Coverage Ordinance:** Section 25-128, Tree Canopy Coverage Requirements, requires properties in the I-1 Zone to provide a minimum tree canopy coverage (TCC) of 10 percent. The 4.30-acre subject site is required to provide 0.43 acre (18,731 square feet) in TCC. Through the subject DSP, the applicant has shown that approximately 0.51 acre (21,998 square feet) of TCC will be provided in proposed plantings, satisfying this requirement.
- 12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
  - a. **Community Planning**—In a memorandum dated November 13, 2020 (McCray to Bossi), incorporated herein by reference, the Community Planning Division noted that master plan conformance is not required for this application.

- b. **Trails and Transportation Planning**—In a memorandum dated November 12, 2020 (Smith to Bossi), incorporated herein by reference, Transportation Planning staff provided comments on the subject application relative to both vehicular transportation and pedestrian/bicycle planning issues. The existing approval for DSP-99003 did not include conditions relative to vehicular, pedestrian or bicycle transportation. Transportation staff concludes that the multimodal transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, parking and loading requirements pursuant to Sections 27-568, 27-582 and 27-588 of the Zoning Ordinance, and meets the findings required by Section 27-285(b) of the Zoning Ordinance, for a DSP for multimodal transportation purposes.
- c. **Permits**—In a memorandum dated October 13, 2020 (Hughes to Bossi), incorporated herein by reference, the Permits Section identified needed minor corrections to the parking schedule and plan labeling. Several corrections were since made by the applicant and a condition has been included in the Recommendations section, for the outstanding minor adjustments to completed.
- d. **Environmental Planning**—In a memorandum dated November 9, 2020, (Schneider to Bossi), incorporated herein by reference, the Environmental Planning Section noted that a Natural Resource Inventory plan, NRI-027-2019, was approved on August 12, 2019. The site contains 1.09 acres of regulated environmental features and 0.62 acre of woodlands within the net tract area. There are no on-site specimen trees. The DSP shows all the required environmental information is in conformance with the NRI.

The applicant proposes two temporary impacts to the primary management area (PMA), totaling 168 square feet of wetland, for the construction of the building addition and one SWM feature. A statement of justification (SOJ) was received with the application dated November 6, 2020.

Based on the SOJ, the applicant is requesting a total of two impacts as described below:

**Building Addition:** Temporary PMA impacts totaling 155 square feet to wetlands buffer are proposed. The applicant has limited the size of the proposed building addition in order to minimize impacts to the adjacent wetlands buffer. The proposed development will be constructed in the remaining open area on-site, which does not contain regulated environmental features. The temporarily impacted area will be graded back to original grade after disturbance.

**Stormwater Management Feature:** Temporary PMA impacts totaling 13 square feet of wetlands buffer are proposed. The applicant has balanced the size of the proposed building addition to have sufficient room on-site for the required on-site SWM facility with minimized environmental impacts. This temporary impacted area will be graded back to original grade after disturbance.

Staff finds that the 168 square feet of temporary wetlands buffer impacts are necessary for the on-site building addition and SWM feature and are reasonable for the orderly and efficient development of the subject property.

The site has a valid SWM Concept Plan (Approval No. 02-2018-208NE12) approved on November 1, 2018 from the City of Bowie - Department of Public Works. The concept plan shows the new building addition with a micro-biofilter structure, which allow all new roof drains to be redirected to this structure. No SWM fee for on-site attenuation/quality control measures is required.

- e. **Historic Preservation**—In a memorandum dated, October 9, 2020 (Stabler and Smith to Bossi), incorporated herein by reference, it was noted there are no Prince George’s County historic sites or resources on, or adjacent to the subject property. This proposal will not impact any historic sites, historic resources, or known archeological sites.
- f. **Subdivision**—In a memorandum dated November 10, 2020 (Vatandoost to Bossi), incorporated herein by reference, it was noted that the DSP is subject to an approved PPS, 12-3352, for which there are no available records. The property was recorded in Final Plat 5-78076, pursuant to the approved PPS, on May 11, 1978. The DSP correctly reflects the property as described in the recorded plat.
- g. **Prince George’s County Fire Department**—In an email dated October 15, 2020, (Reilly to Bossi), incorporated herein by reference, the Fire Department provided four site design comments relative to fire access around the existing building, which were addressed through subsequent plan revisions and an exhibit.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
- i. **Prince George’s County Police Department**—In a memorandum dated October 14, 2020 (Contic to Planner Coordinator), incorporated herein by reference, the Police Department indicated they have no comments on the subject application.
- j. **Prince George’s County Health Department**—In a memorandum dated October 19, 2020 (Adepoju to Bossi), incorporated herein by reference, the Health Department noted having no comments on the subject application.
- k. **Maryland State Highway Association (SHA)**—At the time of writing of this technical staff report, SHA did not offer any comments on the subject application.
- l. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on the subject application.
- m. **City of Bowie**—In a letter dated November 19, 2020 (Adams to Hewlett), incorporated herein by reference, the Bowie City Council indicated they conducted a hearing on the subject DSP on November 16, 2020, at which time they voted to approve the DSP subject to two conditions, which have been included herein.

13. As required by Section 27-285(b), the DSP, if revised as conditioned, represents a 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 cost and without detracting substantially from the utility of the proposed development for its intended use.
14. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
  - (4) **The plan 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).**

A total of 168 square feet of temporary impacts to the PMA are necessary for the construction of the building addition and SWM feature. Staff finds these wetlands buffer impacts are reasonable, with adequate restoration proposed. Based on the level of design information currently available, the limits of disturbance shown on the DSP and the impact exhibits provided, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

## **RECOMMENDATION**

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-99003-01 E-Z Storage Bowie, subject to the following condition:

1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
  - a. Correct the parking and loading schedule to show the parking requirement for the resident manager, if still proposed, show at least one van accessible space, and to show the total required number of parking spaces is provided.
  - b. Provide at least one van accessible parking space and label all compact parking spaces.
  - c. Relocate the proposed generator and concrete pad adjacent to the north side of the addition to be outside of the 30-foot building setback.
  - d. Add a general note to the DSP cover sheet listing the hours of operation of the facility.
  - e. Include a copy of the Certificate of Landscape Maintenance on the landscape plan. Landscape plantings identified as missing in the Certificate of Landscape Maintenance shall be shown as proposed on the landscape plan.

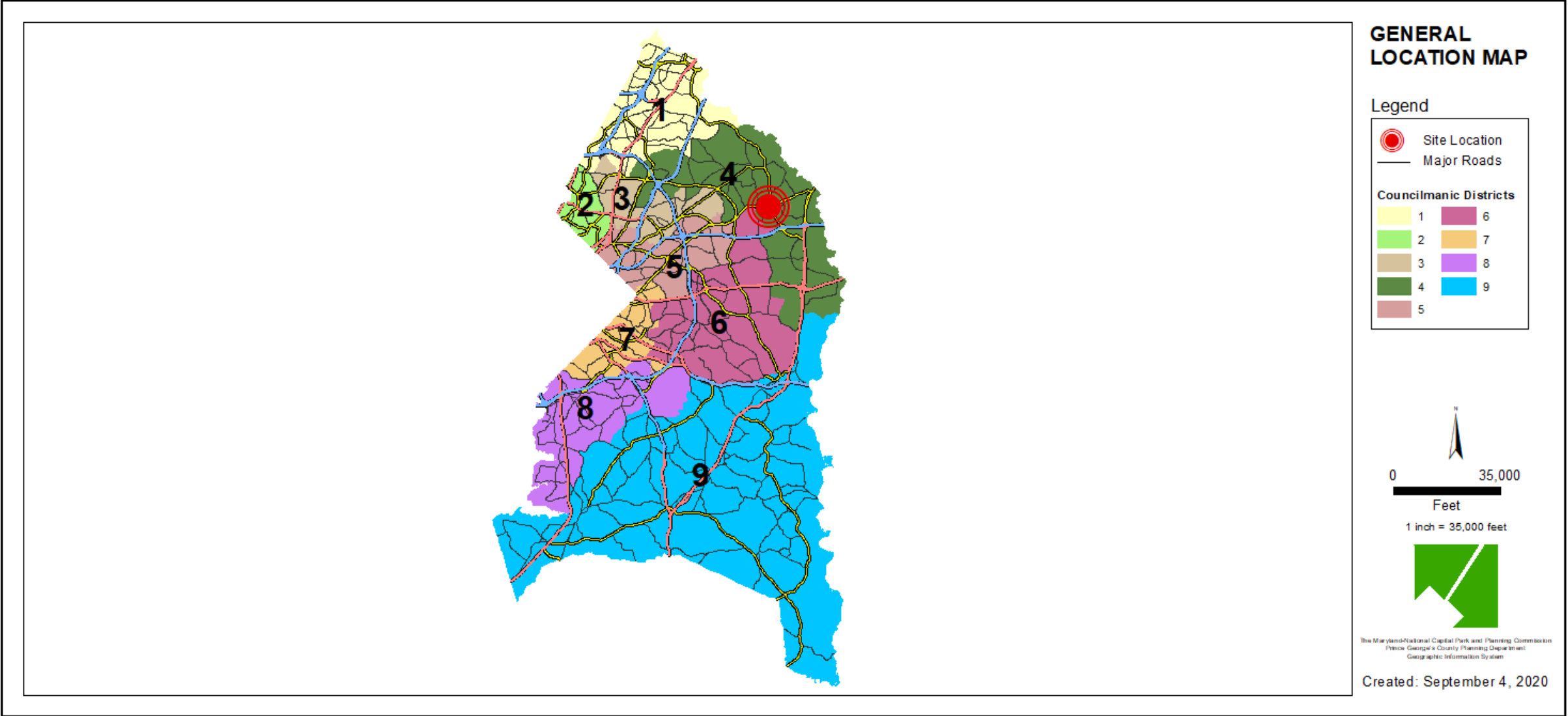
- f. Provide full cutoff, shielded lighting for all proposed building-mounted lighting, in conformance with the City of Bowie's Development Review Guidelines.
- g. Provide information regarding green building techniques, if they are proposed to be used, to be reviewed by the Urban Design Section, as designee of the Planning Board.

ITEM: 5

CASE: DSP-99003-01

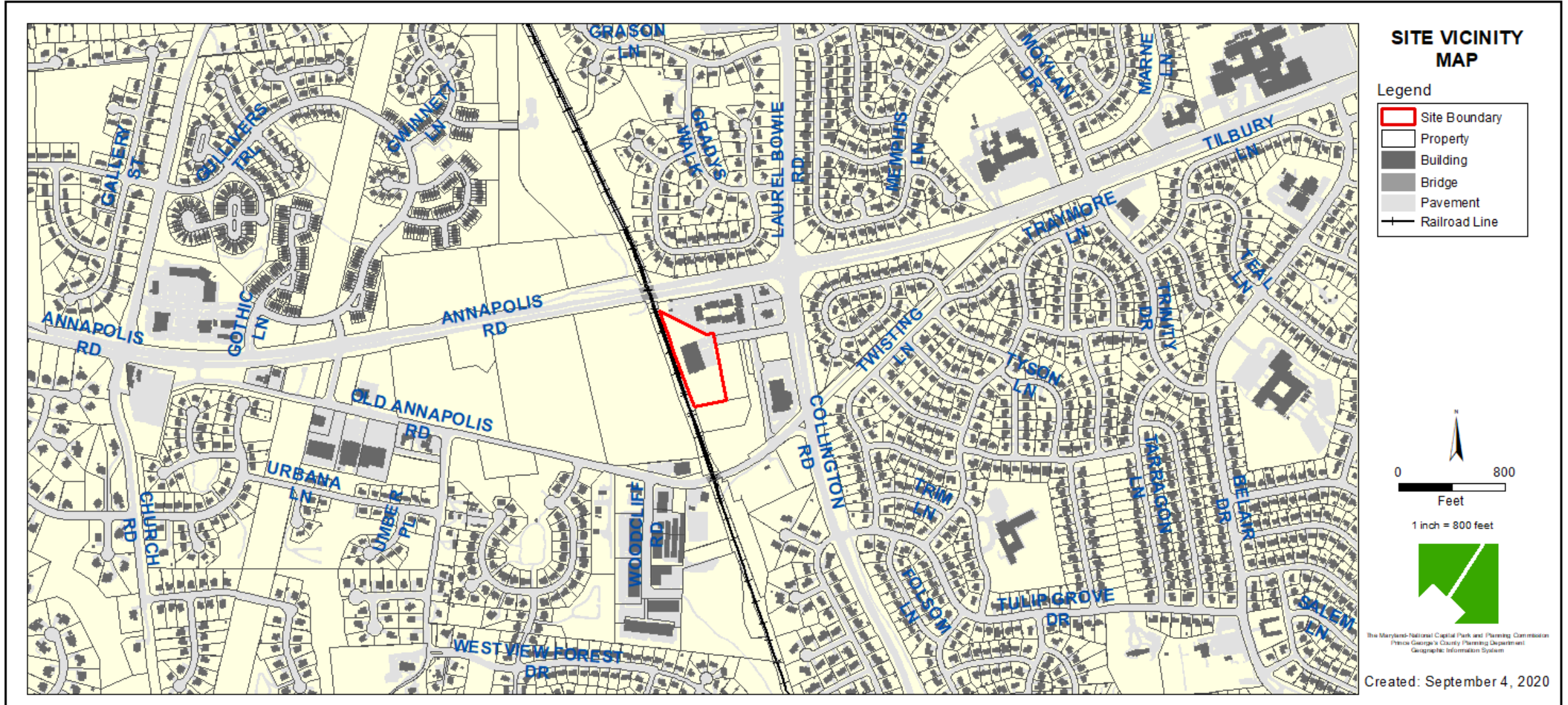
## E-Z STORAGE OF BOWIE

# GENERAL LOCATION MAP

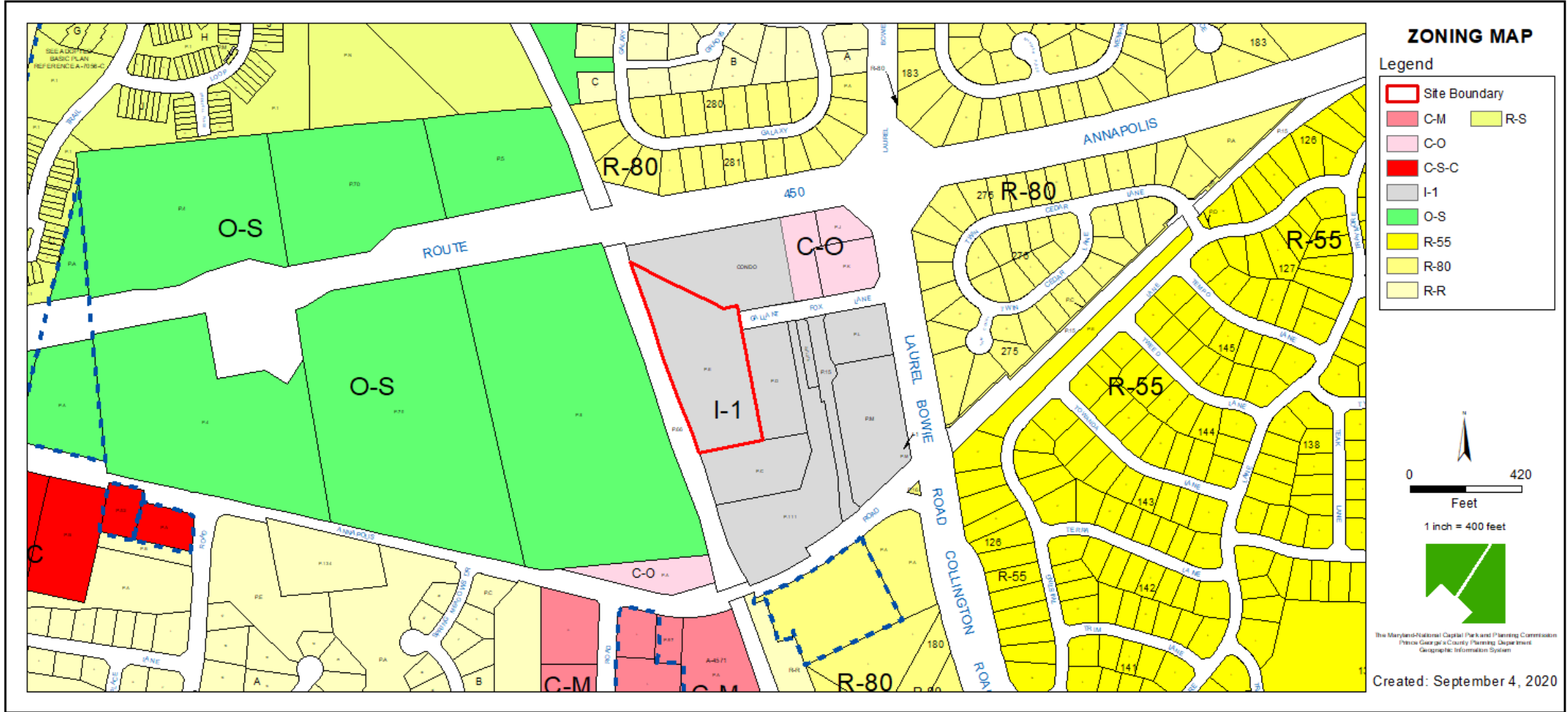




# SITE VICINITY



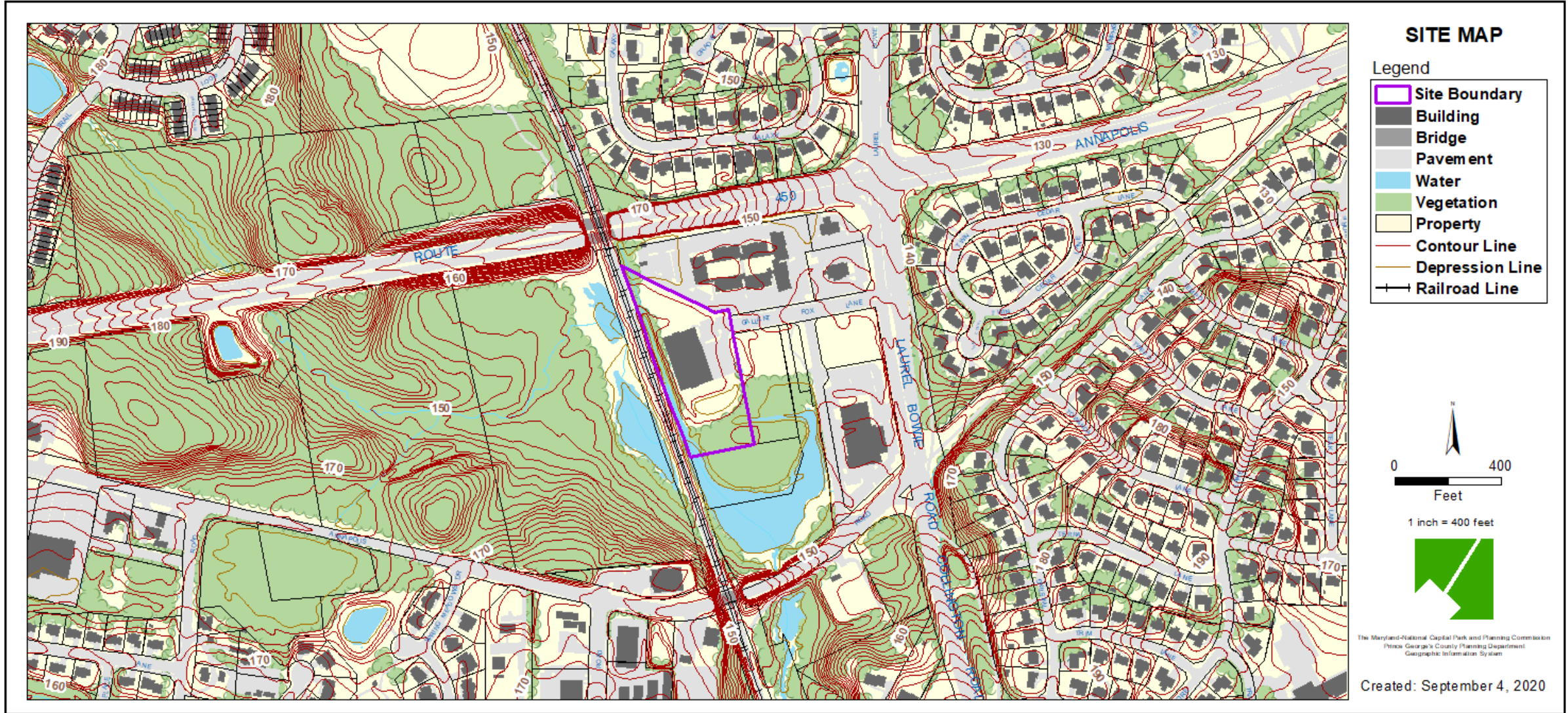
# ZONING MAP



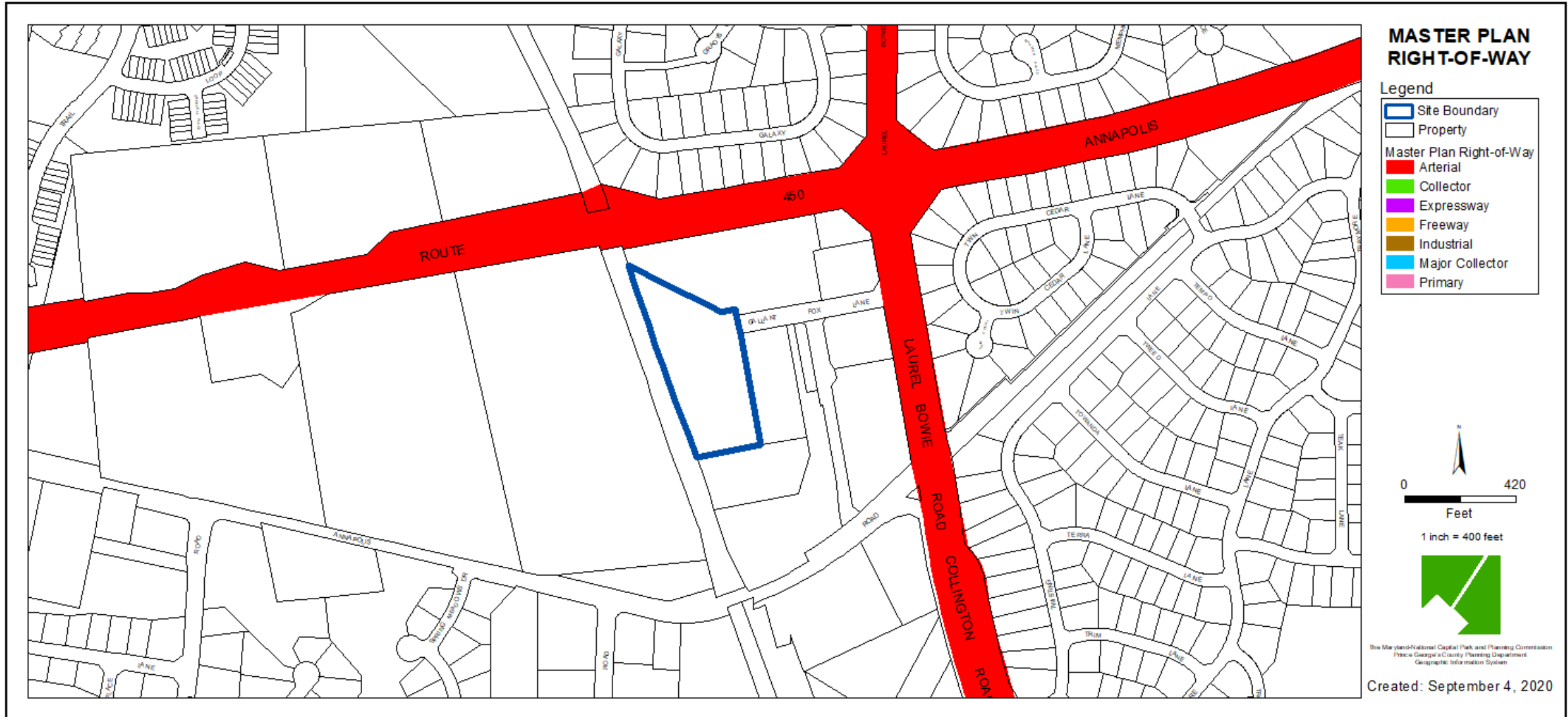
# AERIAL MAP



# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP



# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED









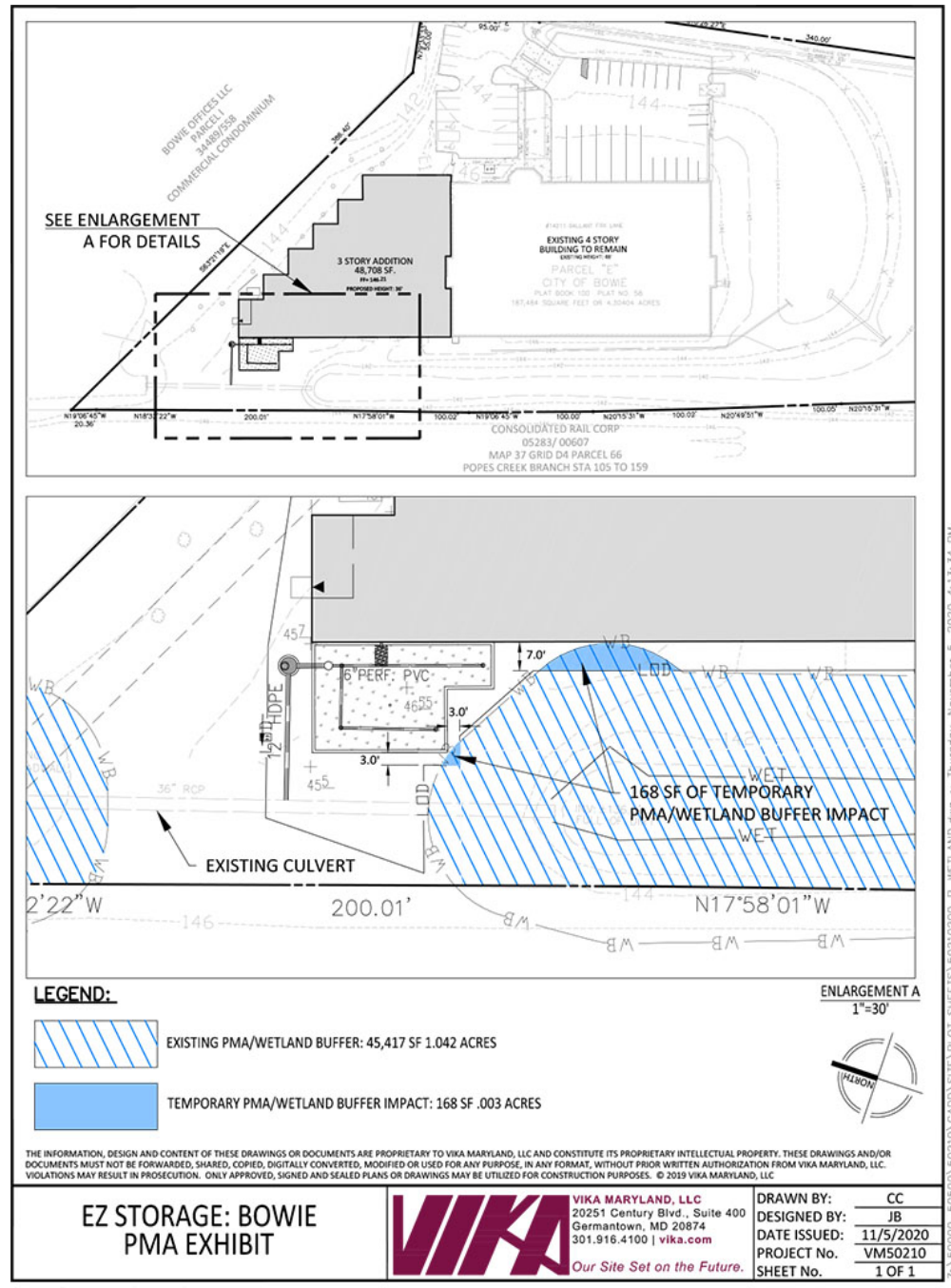




# FIRE ACCESS EXHIBIT



# PMA EXHIBIT



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LAW OFFICES  
**SHIPLEY & HORNE, P.A.**

1101 Mercantile Lane, Suite 240  
Largo, Maryland 20774  
Telephone: (301) 925-1800  
Facsimile: (301) 925-1803  
www.shpa.com

**Bradley S. Farrar**  
**L. Paul Jackson, II\***

\* Also admitted in the District of Columbia

**Russell W. Shipley**  
**Arthur J. Horne, Jr.\***  
**Dennis Whitley, III\***  
**Robert J. Antonetti, Jr.**

June 12, 2020

**VIA HAND DELIVERY**

Ms. Jill Kosack, Supervisor  
Urban Design Section  
Maryland National Capital Park  
and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

**RE: AMENDED STATEMENT OF JUSTIFICATION**  
**Detail Site Plan Application, DSP-99003-01**  
**Departure from Parking and Loading Spaces, DPLS-459**  
**ezStorage, 14211 Gallant Fox Lane, Bowie, Maryland**

Dear Ms. Kosack:

On behalf of our client, **Siena Corporation**, Bradley Farrar, and The Law Office of Shipley & Horne, P.A., hereby submits this AMENDED Statement of Justification in support of the above referenced Detailed Site Plan (DSP) Amendment, DSP-99003-01, and the companion Departure from the Number of Parking and Loading Spaces Required, DPLS-459, for ezStorage, Bowie.

**A. Location:**

The subject property is located on Tax Map 46 in Grid E1 and is located in Planning Area 71B within the City of Bowie. The property is located in Council District 5 and comprises 4.3 acres of land area contained within Parcel-E as recorded in Plat Book NLP 100-58 within the City of Bowie. The property is also identified within the Land Records of Prince George's County as having a street address of 14211 Gallant Fox Lane, Bowie Maryland 21045.

Abutting the property to the north is MD 450 right-of-way, master-planned designated arterial roadway, A-23; to the south and east are undeveloped parcels within the City of Bowie Subdivision located in the I-1 (Light Industrial) Zone; and to the west is the railroad right-of-way owned by the Consolidated Rail Corporation.

Vehicular access to the site is provided at the terminus of Gallant Fox Lane, a 70-foot-wide recorded public right-of-way. Gallant Fox Lane was dedicated to public use per the recordation of Record Plat NLP 100-58 in May of 1978.

**B. Nature of Request:**

The subject property is the site of a consolidated storage use that was approved via SP-99003 on May 27, 1999 (PGCPB Resolution No. 99-82). The property consists of approximately 4.3 acres in the I-1 (Light Industrial) Zone and is currently improved with a 106,167 square-foot, four-story, consolidated storage facility. Consolidated Storage is permitted by right in the I-1 Zone provided the use meets the requirements of Section 27-475.04 of the Zoning Ordinance.

The Applicant is proposing to construct a 48,708, square-foot, three-story, building addition along the north side of the property. The prior approved Detailed Site Plan, SP-99003 was originally approved for a 106,167 square-foot consolidated storage facility with 912 internally accessed storage units. This approval also included 636 square feet of office space, an apartment with two bedrooms, a kitchen, a living room, a dining room and one bathroom for the resident manager.

The 48,708 square-foot building addition currently proposed by the Applicant will include 478 additional storage units that will be internally accessed, therefore, bringing the total number of internally accessed units to 1,390 with a total gross floor area of 154,875 square feet.

**THE DSP AMENDMENT**

The existing parking compound will be restriped to provide twenty-five (25) parking spaces, consisting of 18 standard spaces, 5 compact spaces, one standard space for the physically handicapped, and one van accessible space for the physically handicapped. Six loading spaces will also be provided that are dimensioned at 12-foot in width by 45-foot in length. Due to a pre-acceptance review comment that was received for the subject application regarding clearance for a trash dumpster, the DSP was revised to eliminate some parking spaces on the site to ensure adequate vehicular access to the trash dumpster. As a result, the DSP no longer meets the parking requirements in Part 11 of the Zoning Ordinance, and thus requests a departure therefrom. Sensitive environmental features, such as wetlands and the associated buffers, as well as tree conservation areas are located along the southern and western portions of the property. A required stormwater management facility exists along the south side of the property; therefore, limiting the proposed development to the north side of the existing building. The stormwater management facility collects surface water runoff from the existing parking compound, providing water quality measures before ultimately discharging to a wetland area along the southwestern portion of the property. Water quality measures for the proposed building addition will be provided via an underground bioretention facility that will be located along the northwestern portion of the property.

Preliminary Plan of Subdivision (PPS) 4-78004 was approved for the existing storage facility. At that time, the Planning Board found that all adequate public facilities requirements had been met. During pre-acceptance review for subject Application, the Maryland-National Capital Park & Planning Commission's, (M-NCPPC) Transportation Planning Section determined that no

specific trip cap was established by the Planning Board with prior PPS 4-78004. As a result, the Applicant's proposed expansion would not violate any presumed trip cap in the PPS approval. Therefore, the approval of a new PPS will not be required for the proposed building addition. However, an amendment to the prior approved Detailed Site Plan, SP-99003, will be required prior to the approval of a building permit.

**C. Development Data Summary:**

	<b><u>EXISTING</u></b> <b>(per SP-99003)</b>	<b><u>PROPOSED</u></b> <b>(DSP-99003-01)</b>	<b><u>REQUIRED</u></b> <b>Parking &amp; Loading</b>
<b>Zone(s)</b>	I-1	I-1	-
<b>Use(s)</b>	Consolidated Storage	Consolidated Storage	-
<b>Acreage</b>	4.3	4.3	-
<b>Gross Floor Area</b>	106,167 sq. ft.	154,875 sq. ft. (48,708 sq.ft. new)	-
<b>Parcels</b>	1	1	
<b>Number of Internally Accessed Units</b>	912	1,390 (478 new)	-
<b>Office Space</b>	636 sq. ft.	636 sq. ft.	
<b>Number of Resident Managers</b>	1	0	-
<b>Parking Spaces</b>			
Standard	21	18	
Compact	3	5	
Handicapped Spaces	2	2	2
<b>Subtotal</b>	26	25	31
<b>DPLS Request (DPLS-459)</b>			-6
<b>Total</b>		<b>25</b>	<b>25</b>
<b>Loading Spaces (12' x 45')</b>	5	6	6

**D. Detailed Site Plan SP-99003**

Detailed Site Plan SP-99003, was thoroughly vetted and approved by the Planning Board on May 27, 1999 (PGCPB No. 99-82), subject to the following three (3) conditions:

- 1. Pole or pylon-mounted signs shall not be permitted. If a freestanding sign is desired, a monument sign shall be required which will not exceed 48 square feet**

**in total area, and which shall be constructed with the same materials as the approved architecture. The Planning Board or its designee shall have final approval of proposed signage.**

**Response:** The Applicant fully agrees with this condition and has not used pole or pylon mounted signs. The Applicant's signage was previously approved by the Planning Board's designee.

- 2. The plan shall be revised with the correct bearings and distances per the record plat.**

**Response:** The Applicant submitted the revised plan with the correct bearing and distances per the record plat, and has complied in all material respects with this condition.

- 3. The stormwater management plan shall be submitted to the Urban Design Section to be incorporated into the official file.**

**Response:** The DSP submission includes a copy of the stormwater management concept plan approved by the City of Bowie in October 2018 for incorporation into the official file.

**E. Relationship to Requirements in the Zoning Ordinance:**

**Section 27-281 - Purposes of Detailed Site Plans:**

**(b) General DSP Purposes:**

**(1) The general purposes of Detailed Site Plans are:**

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;**

**Response:** The subject property is, and will continue to be, developed in accordance with the relevant land use policy recommendations contained in the 2035 General Plan which recommend an employment/industrial future land use and the *2006 Approved Master Plan for Bowie and Vicinity* which recommends an industrial future land use.

- (B) To help fulfill the purposes of the zone in which the land is located;**

The purposes of the I-1 Zone are found in Section 27-469 and include the following:



**Section 27-469. - I-1 Zone (Light Industrial)**

**(a) Purposes.**

**(1) The purposes of the I-1 Zone are:**

- (A) To attract a variety of labor-intensive light industrial uses;**
- (B) To apply site development standards which will result in an attractive, conventional light industrial environment;**
- (C) To create a distinct light industrial character, setting it apart from both the more intense Industrial Zones and the high-traffic-generating Commercial Zones; and**
- (D) To provide for a land-use mix which is designed to sustain a light industrial character.**

**Response:** Detailed Site Plan SP-99003 was approved by the Planning Board on May 27, 1999, for a consolidated storage facility with 912 units (PGCPB No. 99-82) and the facility was ultimately constructed in 2000. The consolidated storage use is a permitted use in the I-1 Zone and is consistent with the land-use recommendations for the property within the 2035 General Plan and 2006 Master Plan which recommend an industrial/employment land use.

**(b) Landscaping, screening, and buffering of development in the I-1 Zone shall be provided in accordance with the provisions of the Landscape Manual. In addition, the following applies:**

- (1) At least ten percent (10%) of the net lot area shall be maintained as green area.**
- (2) Any landscaped strip adjacent to a public right-of-way required pursuant to the provisions of the Landscape Manual shall not be considered part of the required green area.**
- (3) A vehicle towing station permitted in the I-1 Zone shall be screened by a wall or fence at least six (6) feet high, or by an evergreen screen, unless the adjoining property is used for a vehicle towing station or a vehicle salvage yard.**

**Response:** The submitted site plan demonstrates that 67% of the property (or 126,710 square feet) will be maintained as green area. The subject application has also been designed to meet all applicable requirements of the *Landscape Manual* and Tree Canopy Coverage Ordinance.

**(c) Outdoor storage.**

- (1) Outdoor storage shall not be visible from a street.**

**Response:** No outdoor storage is proposed on the subject property.

**(d) Uses.**

- (1) The uses allowed in the I-1 Zone are as provided for in the Table of Uses (Division 3 of this Part).**

**Response:** Consolidated storage in accordance with Section 27-475.04 is a permitted use in the I-1 Zone.

**(e) Regulations.**

- (1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-1 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

**Response:** The submitted site plan has been designed in accordance with the above requirements.

**Section 27-281(b) - Purposes of Detailed Site Plans - Continued:**

- (C) To provide for development in accordance with the site design guidelines established in this Division; and**

**Response:** The proposed development is designed in accordance with site design guidelines in this Division. The “general” site design guidelines are found in Section 27-283 and require the following:

- (a) The Detailed Site Plan shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan (Section 27-274).**
- (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 27-286.**

**Response:** The subject DSP has been developed in accordance with the Conceptual Site Plan design guidelines contained in Section 27-274 that pertain to the following relevant design elements:

**Section 27-274 – Design Guidelines**

- (1) General**

**(A) The Plan should promote the purposes of the Conceptual Site Plan.**

**Response:** This finding is not applicable to the subject application. There is no underlying conceptual design plan associated with the subject property.

**(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. As a means of achieving these objectives, the following guidelines should be observed:**

- (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.**

**Response:** The existing parking compound approved with SP-99003 is being restriped so that all loading requirements for the storage facility can be fully met on-site without creating additional impervious area; however, there is no practical way to meet the parking requirement without a departure. All parking and loading space sizes and driveway aisles have been designed in accordance with Part 11 of the Zoning Ordinance.

**(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.**

**Response:** Five (5) of the six (6) loading spaces provided on the property were approved with SP-99003 and remain in their current configuration and location. One additional loading space is now required due to the increase in the gross floor area for the proposed building addition. The new loading space has been added along the front of the building directly abutting the existing loading spaces. The submitted landscape plan demonstrates that all loading spaces are fully screened from the public street.

- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**

- (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.**

**Response:** The limits of the parking compound and on-site circulation remain the same as previously approved with SP-99003. The southern-most parking previously approved with SP-99003 was somewhat oversized and underutilized, due to the low number of consecutive customers at the facility. The prior configuration proposed to utilize that portion of the parking compound to be restriped to accommodate five (5) additional parking spaces and one loading space; however, due to a requirement to accommodate the existing trash dumpster, these were removed. All driveway aisle widths and parking spaces sizes have been fully designed in accordance with the requirements of Part 11 of the Zoning Ordinance and will provide safe, efficient on-site circulation for both pedestrians and drivers. All crosswalks along pedestrian sidewalks routes are prominently identified/marked and ADA compliant to accommodate access into the building for the physically handicapped.

**(3) Lighting.**

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design 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.**

**Response:** The lighting proposed in this DSP meets all of the above requirements. All prominent on-site elements, such as the main entrance to the building will be consistently lit throughout the appropriate portions of the day. The site also utilized full cut-off optics to limit light spill-over into adjacent properties.

**(4) Views.**

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

**Response:** There are no on-site or adjacent public areas associated with the submitted DSP. All abutting incompatible uses have been properly buffered in accordance with the requirements of Section 4.7 of the *Landscape Manual*.

(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.**

**Response:** Section 27-469(b)(1) requires that in the I-1 Zone at least ten percent (10%) of the net lot area be maintained as green area. The submitted site plan demonstrates that 67% of the property (or 126,710 square feet) will be maintained as green area. The subject application has also been designed to meet all applicable requirements of the *Landscape Manual* and Tree Canopy Coverage Ordinance.

(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.

**Response:** The above guidelines do not apply to a consolidated storage facility in the I-1 Zone.

**(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.**

**Response:** All grading will conform to the above regulations and the approved Stormwater Management Plan.

**(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.**

**Response:** The above guidelines do not apply to a consolidated storage facility in the I-1 Zone. In regards to loading spaces, five (5) of the six (6) loading spaces provided on the property were approved with SP-99003 and remain in their current configuration and location. One additional loading space is now required due to the increase in the gross floor area for the proposed building addition. The new loading space has been added along the front of the building directly abutting the existing loading spaces. The submitted landscape plan demonstrates that all loading spaces are fully screened from the public street.

**(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.**

**Response:** The above guidelines do not apply to a consolidated storage facility in the I-1 Zone.

**(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.**

**Response:** Other than the location of entrances to individual storage units, there are no specific architectural considerations within Section 27-475.04 that apply to consolidated storage uses. All of the storage units that are existing and proposed are internally accessed. No entrances to individual consolidate storage units will be visible from a street or from adjoining land. The architectural elevations submitted with the subject application demonstrate that the materials and building signage proposed for the building addition are consistent with the architecture previously approved with SP-99003.

**Section 27-281(c) – Specific Purposes of Detailed Site Plans:**

**(c) Specific Purposes.**

- (1) **The specific purposes of Detailed Site Plans are:**
  - (A) **To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;**
  - (B) **To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;**

- (C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and
- (D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

**Response:** The DSP and related plans show all the above information that is relevant to a consolidated storage use in an industrial zone.

**F. Section 27-285. - Planning Board procedures**

**(b) Required Findings**

- (1) **The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.**

**Response:** This application proposes an amendment to a prior approved detailed site plan (SP-99003) and is in harmony with the site design guidelines provided in Section 27-274.

- (2) **The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

**Response:** A conceptual site plan was not required for this project.

- (3) **The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

**Response:** The Applicant is not proposing an infrastructure only DSP, therefore the above finding is not applicable to the application. The proposed DSP amendment is in compliance with all prior approval conditions established by the Planning Board with Detailed Site Plan SP-99003, (PGCPB No. 99-82). The application also includes a

signed Natural Resources Inventory Plan (NRI-027-2019) that was approved by the Environmental Planning Section on August 12, 2019 and a revised stormwater management concept plan that was approved by the City of Bowie in October of 2018. These plans further demonstrate that no offsite property damage will occur and that the project has been designed to prevent environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

- (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

**Response:** No impacts to regulated environmental features are proposed as part of the DSP amendment.

**G. Additional Requirements for Specific Use – Consolidated Storage**

**Section 27-475.04. - Consolidated Storage.**

- (a) **Beginning June 23, 1988, a Detailed Site Plan shall be approved for consolidated storage developments in accordance with Part 3, Division 9, of this Subtitle to insure compliance with the provisions of this Section. Consolidated storage constructed pursuant to a building permit issued prior to this date; consolidated storage for which grading permits were issued prior to this date, subject to Subsection (b); and consolidated storage for which applications for building permits were filed on September 22, 1987, and which are actively pending as of October 25, 1988, subject to Subsection (b), need not meet these requirements.**

**(1) Requirements.**

- (A) **No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).**
- (B) **Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.**

**Response:** The Planning Board found that the existing building was in

compliance with these requirements during the review and approval of SP-99003 (PGCPB Resol. No. 99-82). All of the storage units that are existing and proposed are internally accessed. No entrances to individual consolidate storage units will be visible from a street or from adjoining land.

- (C) The maximum height shall be thirty-six (36) feet. Structures exceeding this height and approved before January 1, 2000, shall not be considered nonconforming.**

**Response:** The existing building approved with SP-99003 predates this requirement and is (forty-eight) 48-feet in height. The maximum height of the proposed building addition is thirty-four (34) feet high.

- (D) Notwithstanding any other requirement of this Section, the expansion of an existing consolidated storage use within a building in the I-1 Zone after November 30, 2016, shall be limited to a maximum of fifty (50) additional individual units and may not be less than one-half mile from another consolidated storage use in the I-1 Zone. However, this Section shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan, final plat, and detailed site plan, where the consolidated storage use is adequately buffered from view from any public right-of-way.**

**Response:** This requirement does not apply to the subject application, because this is not an expansion “within a building in the I-1 Zone.” Additionally, the proposed consolidated storage use expansion will be constructed pursuant to an approved preliminary plan (4-88220), final plat of subdivision (NLP 100-58), and detailed site plan (DSP-99003-01) and is adequately buffered from view from any public right-of-way.

- (b) In order for a consolidated storage for which a grading permit had been issued prior to June 23, 1988, or for which application for a building permit was filed on September 22, 1987, and which is actively pending as of October 25, 1988, to be exempted from the Detailed Site Plan requirement of Subsection (a), the permit application or the attendant site plan must identify the consolidated storage as the proposed use, and the warehouse must comply with paragraph 1 of Subsection (a). In addition, a proposed consolidated storage use within a business park development project with existing and proposed uses, within a detailed site plan application, filed and accepted by the Planning Board, and which is actively pending, pursuant to an approved preliminary plan of subdivision in a valid status as of November 30, 2016 shall be exempt from the prescriptions of Subsection (a) of this Section.**

**Response:** The consolidated storage use on the property was developed in accordance with an approved detailed site plan (SP-99003), and therefore meets the requirements of Section 27-475.04(a). This subject application proposes an amendment to the prior approved DSP.

- (c) **Unless otherwise exempted from the prescriptions of this Section, consolidated storage shall be a permitted use in the I-1 Zone, subject to the following additional requirements:**
- (i) **A detailed site plan is approved for the proposed development of the use, in accordance with Part 3, Division 9 of this Subtitle;**
  - (ii) **The required technical staff report prepared and submitted to the administrative record for the detailed site plan application shall include a current, countywide inventory of the locations, dates of approval, and any conditions of approval for consolidated storage uses located on property within one-half mile of the boundaries of the property on which the proposed consolidated storage use will be located; and**
  - (iii) **The Planning Board and/or the District Council shall consider, in its review of a detailed site plan application pursuant to this Section, the inventory submitted to the administrative record in accordance with Subsection (b) of this Section, above, for purposes of finding conformance with the required findings of approval set forth in Part 3, Division 9 of this Subtitle.**

**Response:** The subject property is located in the I-1 Zone and has a prior approved detailed site plan application for the use of consolidated storage (SP-99003). This subject application proposes an amendment to the prior approved DSP. The technical staff, Planning Board and/or District Council, will address the procedural requirements of Sections 27-475.04(c)(ii & iii) during their review of the subject application.

**H. Departure from the Number of Parking and Loading Spaces Required, (DPLS-459):**

The Applicant is requesting a departure to waive six (6) of the total number of parking spaces required by Section 27-568(a), (Schedule (number) of spaces required, generally). Section 27-588(b)(7) provides the following findings that the Planning Board must make to approve a departure from the number of parking and loading spaces required:

**Sec. 27-588. - Departures from the number of parking and loading spaces required.**

**(b) Procedures**

**(7) Required findings.**

**(A) In order for the Planning Board to grant the departure, it shall make the following findings:**

**(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;**

**Response:** The purposes of Section 27-550 are as follows:

**Section 27-550. - Purposes.**

**(a) The purposes of this Part are:**

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

**Response:** The limits of the existing parking compound and access points into the Property were previously approved with DSP-99003, and were therefore, determined to meet the above purposes. The existing parking compound is proposed to be restriped and can safely and efficiently accommodate all parking and loading requirements with the exception of six (6) standard parking spaces. There are no residential developments abutting the subject property so the residential character of residential areas will not be impacted by the proposed applications.

The DSP application was initially submitted without a DPLS request because all required spaces were being fully provided on the site plan. However, comments received from Planning Department staff during the pre-acceptance review process identified concerns with vehicular access to the existing dumpster pad. In order to address those concerns, several parking spaces were removed from the site plan leaving a deficiency of six (6) parking spaces and the need for a companion DPLS application.

The purposes of this part will be equally well or better served by the Applicant's departure request. The proposal provides sufficient allowances for safely maneuvering vehicles in and out of parking spaces. All required driveway aisle widths and parking and loading space sizes are being fully met within the existing parking compound in accordance with Part 11 of the Zoning Ordinance, and all required parking spaces for the physically

handicapped are provided in accordance with Section 27-566(b) of the Zoning Ordinance and Americans with Disability Act (ADA) Regulations.

Attached as Exhibit "1", the Applicant conducted a two-week study of the parking demand at this location. The study indicated that the highest or "peak" demand was for (5) five parking spaces. Thus, indicating and providing empirical evidence that there is more than sufficient parking and loading provided on the site.

The consolidated storage facility has been in operation for many years on the property without any adverse effect on health, safety, morals comfort, convenience or welfare of inhabitants of the county. Additionally, the proposed building addition will require the property to be in full compliance with current state stormwater management and woodland conservation requirements, as well as county *Landscape Manual* and tree canopy coverage requirements.

The majority of the site will be enclosed by either fencing or landscaping which will help screen the facility from adjacent public right-of-ways, as well for the protection of patrons and to prevent the adventurous from gaining access to the facility. The property is located at the terminus of Gallant Fox Road, a roadway which only serves commercial and industrial uses. The Applicant's request for the waiver of six parking spaces for the purposes of enlarging a use that has been in lawful existence on the property for many years will have no negative effect on health, safety, morals comfort or welfare. On the contrary, the storage facility currently provides, and will continue to provide, an extremely useful and convenient service for the surrounding community and for present and future inhabitants of the County.

**Section 27-588(b)(7) continued**

- (ii) The departure is the minimum necessary, given the specific circumstances of the request;**

**Response:** Attached as Exhibit "1", the Applicant conducted a two-week study of the parking demand at this location. The study indicated that the highest or "peak" demand was for (5) five parking spaces. Thus, indicating and providing empirical evidence that there is more than sufficient parking and loading provided on the site. The departure is the minimum necessary given the unique restrictions on the property, coupled with the desire to maintain this property with an approved and appropriate use, such as consolidated storage. Further, the applicant submits the parking is adequate for low demand parking uses such as consolidated storage. Therefore, if the parking departure is granted the current parking compound will be more than adequate to accommodate the parking demand. The proposed design is the optimal design which will yield the maximum number of off-site spaces. Therefore, the applicant submits that in consideration of the preceding discussion,

the proposed parking departure is the minimum necessary and provides for safe onsite circulation and parking opportunities for the presented use.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the county which were predominantly developed prior to November 29, 1949;**

**Response:** This area of the County is in the municipal boundaries of the City of Bowie and was platted prior to November 29, 1949. With the proposed building addition, the total parking requirement for the property will be 31 parking spaces. Five (5) loading spaces currently exist on the site. One additional loading space is now required based on the increase in square-footage. As a result, a sixth (6<sup>th</sup>) loading space has been added to the submitted site plan. Required stormwater management facilities and sensitive environmental features prevent the existing parking compound from being further expanded. However, the 25 parking spaces that are currently provided at the facility are more than adequate to the use and the proposed expansion.

- (iv) All methods for calculating the number of spaces required (Prince George's County Zoning Ordinance, Division 2, Subdivision 3, and Division 3, Subdivision 3 of Part 11) have either been used or found to be impractical; and**

**Response:** All methods for calculating the number of spaces required were utilized. The DSP application was initially submitted without a DPLS request because all required spaces were being fully provided on the site plan. However, comments received from Planning Department staff during the pre-acceptance review process identified concerns with vehicular access to the existing dumpster pad. In order to address those concerns, several parking spaces were removed from the site plan leaving a deficiency of six (6) parking spaces and the need for a companion DPLS application.

- (v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.**

**Response:** The property is primarily in an industrial/commercial area. There are no residential areas within close proximity to the site. As a result, the departure request will have no impact on residential areas given its distance from any residential development. Additionally, as the parking and business needs of the development are all self-contained and fenced in, there would be no impact on the surrounding businesses, as customers would



have to come on the property to transact any business with the facility or to deposit or retrieve any items from storage.

**(B) In making its findings, the Planning Board shall give consideration to the following:**

- (i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;**

**Response:** As the subject property is in an industrial area, the number of on-street and off-street parking spaces within the general vicinity, and more specifically within 500 feet of the subject property, are more than adequate to serve the needs of the consolidated storage use. The Applicant conducted a two-week study of the parking demand at this location and the results of the study indicated that the highest or “peak” demand for the consolidated storage facility was only five (5) parking spaces, (see Exhibit “1”). The submitted site plan demonstrates that 25 parking spaces and six (6) loading spaces will be available on-site at all times which is 5x the number of spaces determined to be needed during peak hours per the two-week study conducted by the Applicant.

In fact, in more than 30 years of operating consolidated storage facilities in Prince George’s County, ezStorage facilities have never had an occasion where the provided parking was found to be inadequate. To the contrary, a surplus of parking and loading has existed at all ezStorage’s properties. The Applicant’s parking study and their vast experience in operating these type of facilities in Prince George’s County clearly demonstrates that the parking criteria for consolidated storage facilities as provided in Part 11 of the Zoning Ordinance far exceeds the number of spaces that are actually needed and/or used at these facilities. The Planning Board and District Council recently agreed with this position in their approval of DSP-15031-01 and DPLS-459 on October 7, 2019 for ezStorage, College Park, which included the waiver of eleven (11) required parking spaces, (PGCPB No. 19-66 and 19-65).

- (ii) The recommendations of an Area Master Plan, or County or local Revitalization plan, regarding the subject property and its general vicinity;**

**Response:** The subject property is located in Planning Area 71B within the City of Bowie, and within the *2006 Approved Bowie and Vicinity Master Plan and Sectional Map Amendment* (2006 Master Plan). The 2006 Master Plan retained the subject property in the I-1 (Light Industrial) Zone and further recommended an industrial land use for the subject property. The subject application proposes the continuation of the existing consolidated

storage use which conforms to the industrial land use recommendation within the 2006 Master Plan.

**(iii) The recommendations of a municipality (within which the property lies) regarding the departure; and**

**Response:** The subject applications will be referred to the City of Bowie Planning and Community Development Department for their comments and recommendations.

**(iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

**Response:** There are two public Park and Ride facilities within the general vicinity of the Property. Bowie Crossing Park and Ride is located at MD-197 and Northview Drive and contains approximately 657 parking spaces. Bowie Market Place Shopping Center Park and Ride is located at MD 450 at Stonybrook Drive and Sage Lane and contains approximately 50 parking spaces. The Applicant is unaware of any public parking facilities that are proposed in the County's Capital Improvement Program within the general vicinity of the Property.

**(C) In making its findings, the Planning Board may give consideration to the following:**

**(i) Public transportation available in the area;**

**Response:** The B21 and B24 METRO bus routes serve the subject Property. The New Carrollton METRO Station and the Bowie MARC Train Service are approximately 4.5 miles away. The New Carrollton METRO Station contains approximately 3,519 parking spaces and the Bowie MARC Train Service contains approximately 675 parking spaces.

**(ii) Any alternative design solutions to off-street facilities which might yield additional spaces;**

**Response:** The proposed design is the optimal design which will yield the maximum number of off-site spaces.

**(iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**

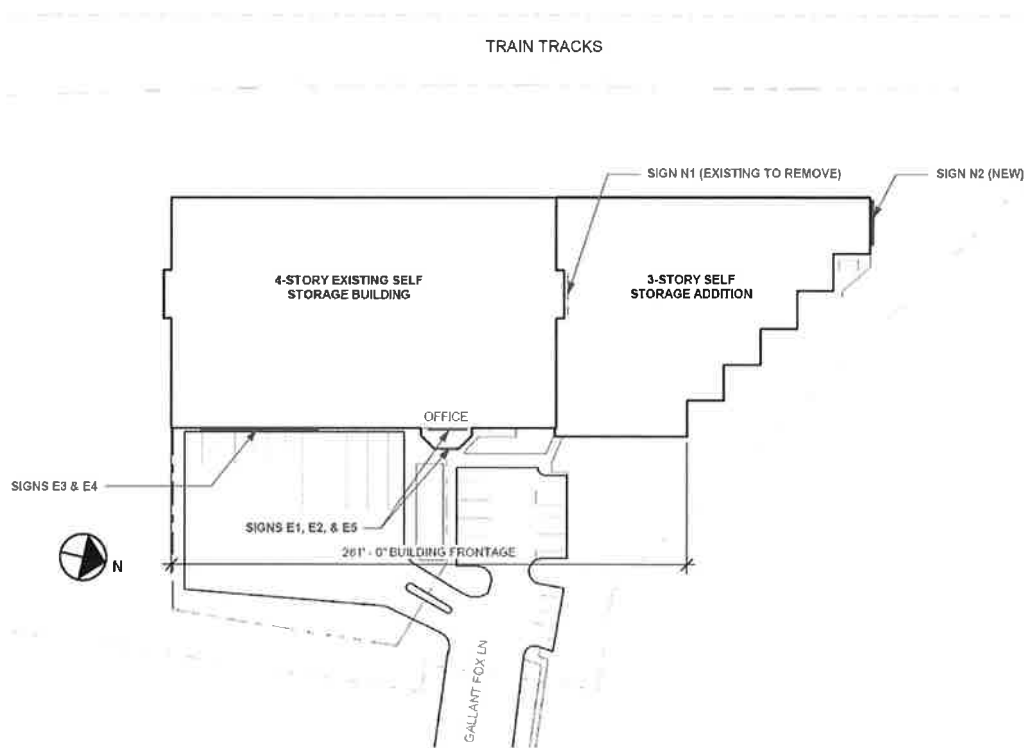
**Response:** The subject property is a consolidated storage facility. Its hours of operation will be Monday thru Friday 9:30 a.m. until 6:00 p.m., and Saturday and Sunday 9:00 a.m thru 5:00 p.m. The other businesses within 500 feet of the subject property keep traditional business hours as well.

- (iv) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

**Response:** The subject property is located in the I-1 Zone. As a result, the above finding is not applicable to the review of the subject Application.

**I. Building Signage**

With the exception of one building sign along the northern elevation of the building, which will be removed for the construction of the proposed building addition and updated with a new sign, all of the building signs shown on the proposed DSP were previously approved by the Planning Board on May 6, 1999 with DSP-99003, (PGCPB Resolution 99-82). No freestanding signs currently exist on the Property and no freestanding signs are currently proposed. The existing 49 square-foot building sign along the northern elevation of the building will have to be removed to construct the proposed building addition. As shown in the exhibit below, one new 50 square-foot sign is proposed along the western end of the northern elevation that will be visible from Route 450. This represents an increase in one (1) square-foot from the total sign area previously approved by the Planning Board with DSP-99003.



**Response:** Section 27-613(a) outlines the locational requirements for building signs as follows:

**Section 27-613. – Attached to a building or canopy.**

**(a) Location.**

- (1) In all Commercial and Industrial Zones (except the I-3 and U-L-I Zones), signs may be attached to the walls or roof of a building or to a canopy that is located at least ten (10) feet behind a street line. No signs may be erected on the top of a canopy. No sign shall be erected on a rear wall or canopy attached to a rear wall so that it is visible from any land in any Residential Zone or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan.**

**Response:** The building is setback more than ten (10) feet from the street line. No canopies are proposed with the subject DSP revision. The residentially zoned land to the west is a railroad right-of-way under the ownership of the Consolidated Rail Corporation. No building signage is proposed along the western elevation. All other abutting uses are

located in the I-1 Zone. None of the building signage proposed will be visible from residential land or land proposed to be used for residential purposes.

Section 27-613(c) outlines the general area requirements for building signs as follows:

**(c) Area. (See Figure 66.)**

**(1) In general.**

- (A) The maximum permissible area of building and canopy signs is dependent upon the building or canopy width, the distance between the edge of the canopy and the street line toward which the sign faces, and whether the permissible sign area is divided between the building and the canopy.**

**Response:** The width of the building measured along the portion of the building containing the principal entrance is 281 linear feet. No canopy is proposed with the subject application.

The subject Property is located in the I-1 Zone. Section 27-613(c)(3)(B) of the Zoning Ordinance outlines the specific sign area requirements for building signs in Commercial Zones, (except the C-O Zone), and Industrial Zones, (except the I-3 and U-L-I Zones), as follows:

**(3) Commercial Zones (except the C-O Zone) and Industrial Zones (except the I-3 and U-L-I Zones).**

- (B) In all Commercial Zones (except the C-O Zone) and all Industrial Zones (except the I-3 and U-L-I Zones), if all of the permissible sign area is to be used on any building occupied by only one (1) use that is not located within an integrated shopping or industrial center or office building complex, the following applies:**

- (i) Each building shall be allowed a sign having an area of at least sixty (60) square feet.**
- (ii) Except as provided in (i), above, the area of all of the signs on a building shall be not more than two (2) square feet for each one (1) lineal foot of width along the front of the building (measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever is greater), to a maximum of four hundred (400) square feet.**

**Response:** Based on the linear feet of frontage along the portion of the building containing the principal entrance, (281 linear feet), approximately 400 square feet of signage would be permitted on the building, (281 x 2 = 562 sq. ft.). However, a maximum of 400 square feet is permitted in accordance with Section 27-613(c)(3)(B)(ii). The Applicant is proposing a total of 142 square feet of building signage, (284 sq. ft. less 50 % reduction per Section 27-591(a) = 142).

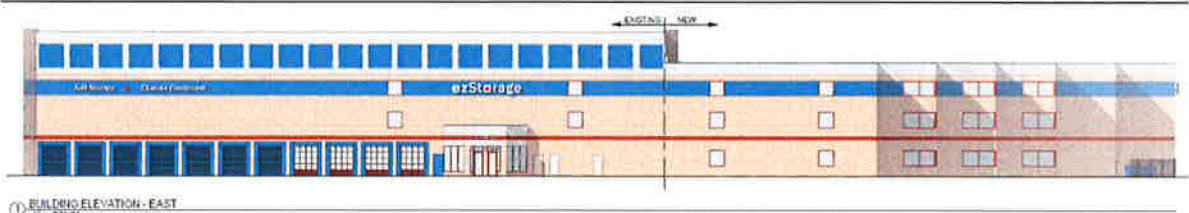
<b>ALLOWABLE SQ. FT. OF BUILDING SIGNAGE</b>
2 SQ. FT. ALLOWABLE PER LINEAR FT. OF BUILDING FRONTAGE
BUILDING FRONTAGE = 281 FT ALLOWABLE SIGNAGE PER CALCULATION = 562 SQ. FT.
MAX ALLOWABLE SIGNAGE PER CODE = <b>400 SQ. FT.</b>

**Response:** A breakdown of the existing and proposed signage by square footage is as follows:

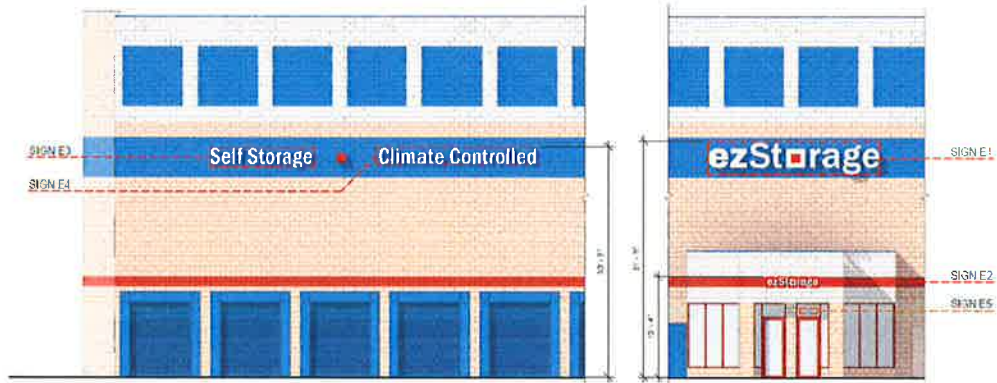
<b>SIGN AREA SUMMARY</b>			<b>EXISTING</b>	<b>PROPOSED</b>
E1	ezSTORAGE	(EXIST. TO REMAIN)	50 SQ. FT.	50 SQ. FT.
E2	ezSTORAGE	(EXIST. TO REMAIN)	4.5 SQ. FT.	4.5 SQ. FT.
E3	Climate Controlled	(EXIST. TO REMAIN)	20.5 SQ. FT.	20.5 SQ. FT.
E4	Self Storage	(EXIST. TO REMAIN)	17 SQ. FT.	17 SQ. FT.
E5	Address	(EXIST. TO REMAIN)	0 SQ. FT.	0 SQ. FT.
<b>East Facade Subtotals</b>			<b>92 SQ. FT.</b>	<b>92 SQ. FT.</b>
N1	EZ STORAGE	(DEMO)	49 SQ. FT.	-
N2	ezSTORAGE	(NEW)	-	50 SQ. FT.
<b>North Facade Subtotals</b>			<b>49 SQ. FT.</b>	<b>50 SQ. FT.</b>
<b>TOTAL BUILDING SIGNAGE</b>			<b>141 SQ. FT.</b>	<b>142 SQ. FT.</b>

**Response:** The table above reflects a 50% reduction in sign area as permitted per Section 27-591(a). Exhibits showing the signage locations along the eastern and northern elevations are provided below:

**EAST BUILDING ELEVATION**

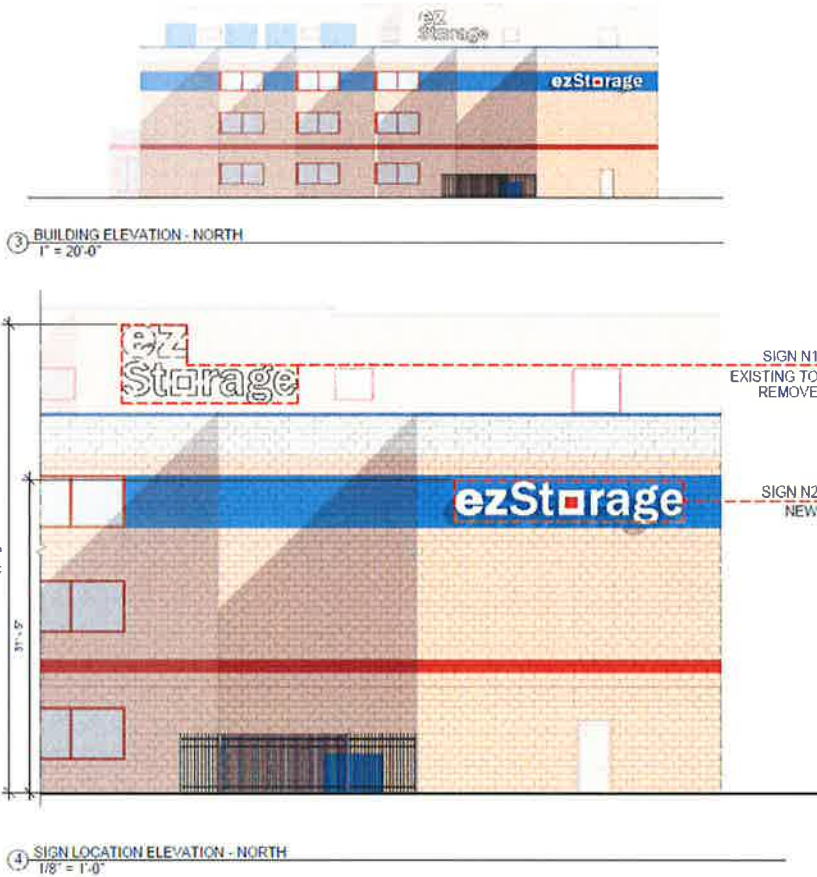


1) BUILDING ELEVATION - EAST  
1/8" = 20'-0"



2) SIGNAGE LOCATION ELEVATION - EAST  
1/8" = 1'-0"

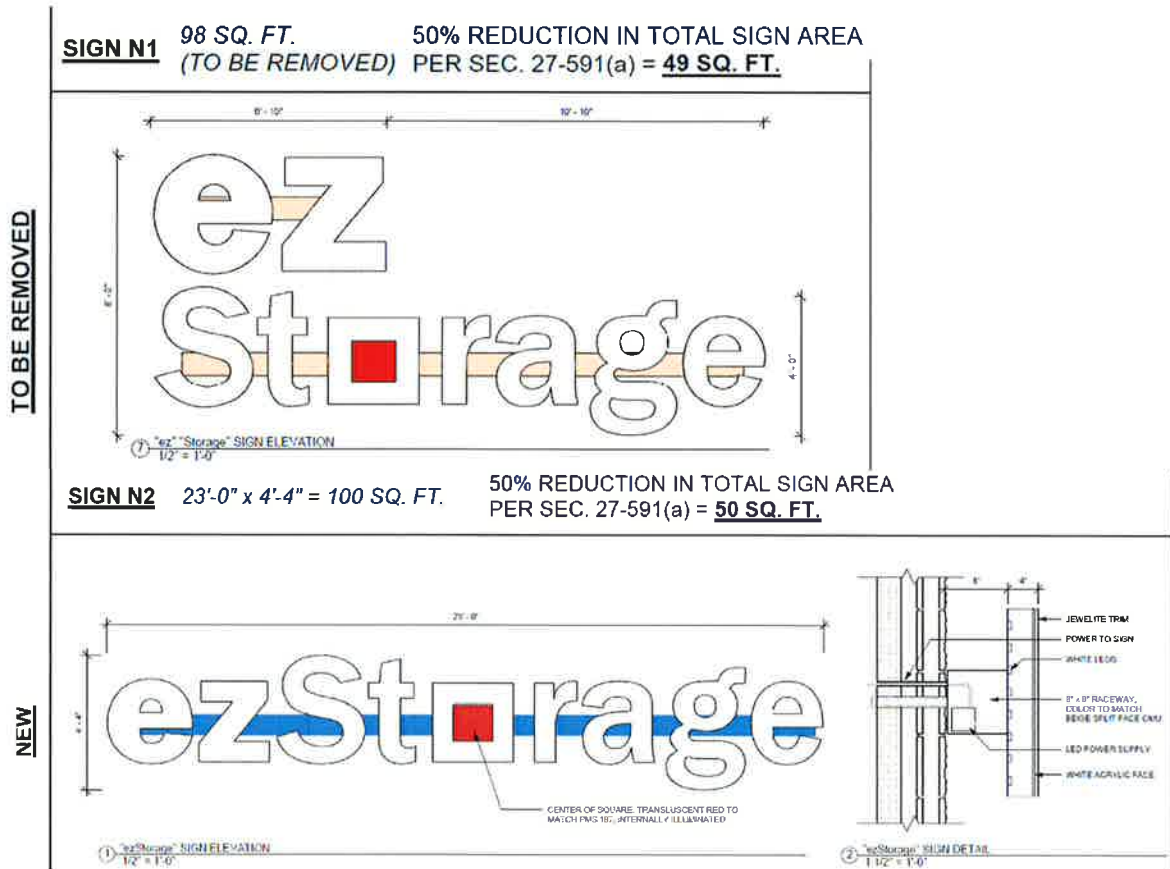
**NORTH BUILDING ELEVATION**



**Response:** Details for the proposed building signs are further provided below:

**Northern Elevation - Existing (to be removed) and Proposed**

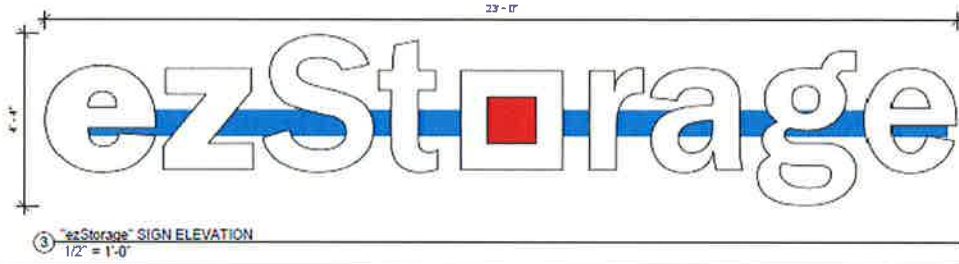




**Eastern Elevation (Existing to Remain)**

EXISTING TO REMAIN

**SIGN E1** 23'-0" x 4'-4" = 100 SQ. FT. 50% REDUCTION IN TOTAL SIGN AREA PER SEC. 27-591(a) = **50 SQ. FT.**



**SIGN E2** 6'-9 1/2" x 1'-4" = 9 SQ. FT. 50% REDUCTION IN TOTAL SIGN AREA PER SEC. 27-591(a) = **4.5 SQ. FT.**



**SIGN E3** 13'-2" x 2'-7" = 34 SQ. FT. 50% REDUCTION IN TOTAL SIGN AREA PER SEC. 27-591(a) = **17 SQ. FT.**



**SIGN E3** 20'-2" x 2'-0" = 41 SQ. FT. 50% REDUCTION IN TOTAL SIGN AREA PER SEC. 27-591(a) = **20.5 SQ. FT.**



**Existing Street Address Sign (Existing to Remain)**

**SIGN E5**     1 SQ. FT.     **0 SQ. FT. PER SEC. 27-590(d)**

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**Response:** All the signage along the eastern elevation was previously approved by the Planning Board on May 6, 1999 with DSP-99003-01, (PGCPB Resolution 99-82) and is proposed to remain. The existing 49 square-foot sign on the northern elevation of the building will need to be removed for the construction of the proposed building addition. This sign will be replaced with a 50 square-foot sign that will be added to the western side of the proposed building addition, (along the northern elevation). The signage proposed with the current application is only an additional one (1) square foot than what was previously approved by the Planning Board with DSP-99003. As demonstrated in the above exhibits, the modest building signage proposed is in substantial compliance with prior approved detailed site plan, DSP-99003, both in design and in total sign area, and is full compliance with Part 12 of the Zoning Ordinance.

**J. Conclusion:**

As noted herein, the submitted applications are in substantial conformance with the required findings for detailed site plans provided in Section 27-285(b), the site design guidelines provided in Section 27-274(a), the general purposes of detailed site plans provided in Section 27-281(b), the specific purposes of detailed site plan provided in Section 27-281(c), and the required findings for approval of a departure from the number of parking and loading spaces provided in Section 27-588(b)(7). The submitted applications are in harmony with the purposes of the I-1 Zone as provided in Section 27-469(a), and are in conformance with the additional requirements for consolidated storage as provided in Section 27-475.04(a)(1). The subject applications are also in conformance with the land use recommendations within the 2035 General Plan and the 2006 *Approved Master Plan for Bowie and Vicinity*.

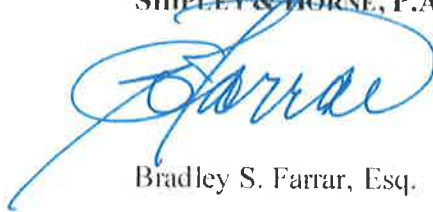
Based upon the above findings and responses herein, we respectfully requesting approval of the subject applications, DSP-99003-01 and DPLS-459, in order to construct an addition to an

Ms. Jill Kosak  
June 12, 2020  
DSP-99003-01, DPLS-459  
Page 32

existing consolidated storage facility. Approval of the subject applications will enable the Applicant and the City of Bowie to move forward improving its Industrial Park area. The requested departure from the number of parking spaces will ensure that the property is developed to efficiently utilize the site relative to the surrounding community and minimize the amount of impervious surface while still fully meeting the parking and loading demands of its customers. Moreover, the Applicant has submitted substantial empirical evidence which demonstrates that there is sufficient parking to meet the needs of the additional storage units. In consideration of the foregoing statement of justification, the Applicant respectfully requests approval of the amended Detailed Site Plan application, DSP-99003-01, and companion Departure from Parking and Loading Standards application, DPLS-459.

Thank you in advance for your thoughtful consideration. If you have any questions or comments, please do not hesitate to contact the undersigned.

Respectfully submitted,  
**SHIPLEY & HORNE, P.A.**



Bradley S. Farrar, Esq.

BF/jjf

cc: Mr. Craig Pittinger  
Mr. Jack Helman  
Mr. James Buchheister  
Russell W. Shipley, Esq

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**Comparison of Prince George's County ezStorage Projects**

Project	GFA	NRA	# of Storage Units	Total Pkg & Ldg Spaces Required	Storage Units / Space	Prince George's County ZO Rewrite			Montgomery County		
						Capital Beltway	Total Pkg & Ldg Spaces Required	Storage Units / Space	Total Pkg & Ldg Spaces Required	Storage Units / Space	% Reduction of Spaces ZO-Current
Brentwood	137,860	93,250	1,032	35	29	Inside	24	43	14	75	61%
Lanham	118,673	84,625	970	31	31	Outside	34	29	12	82	62%
Capitol Heights	135,780	95,418	1,020	32	32	Inside	24	43	14	75	58%
Laurel	106,392	73,325	903	28	32	Outside	30	30	11	85	62%
Bowie	106,167	73,050	912	31	29	Outside	30	30	11	86	66%
Beltsville	126,392	86,175	1,044	31	34	Outside	34	31	13	83	59%
Beltsville Exp (approved amended DSP)	165,600	110,700	1,267	37	34	Outside	43	29	17	77	55%
Capitol Heights Exp (approved amended DSP w/departure)	184,740	132,293	1,470	32	46	Inside	34	43	18	80	42%
College Park (approved amended DSP w/departure)	122,190	84,200	950	17	56	Inside	22	43	12	78	28%
<b>Average # of Storage Units per Space</b>					<b>36</b>			<b>36</b>		<b>80</b>	<b>55%</b>
Bowie Exp (required under current ZO)	154,875	109,850	1,321	36	37						
Bowie Exp (proposed amended DSP w/departure)	154,875	109,850	1,321	31	43	Outside	40	(9)	Difference of Departure Request (Proposed) & ZO-Rewrite (Required)^		
						Inside	28	3			

^ Based on the Zoning Ordinance Rewrite the difference for the # of spaces for each project is within 35% maximum of deferred parking.

**Jurisdictional Self Storage Parking and Loading Requirements Comparison**

Jurisdiction	Last Zoning Rewrite	Parking			Loading	ezStorage Bowie - Gallant Fox Lane							
		Office	Employees	Storage		Total Spaces	Office	Storage	Loading	Office SF	# of Storage Units	Gross Floor Area	Net Rentable Area
Proposed - Bowie Expansion (w/request for parking departure)		4 Spaces / 1,000 SF		1 Space / 50 Storage Units (Requesting)	(Treating storage parking spaces and loading spaces the same)	31	3	22	6	636	1,321	154,875	109,850
Prince George's County, MD	1999	4 Spaces / 1,000 SF		1 Space / 50 Storage Units	2 Spaces for first 10,000 GFA and 1 Space for each add'l 40,000 GFA	36	3	27	6				
Prince George's County, MD	Rewrite (Outside Capital Beltway)	4 Spaces / 1,000 SF		1 Space / 3,000 NRA		40	3	37					
Prince George's County, MD	Rewrite (Inside Capital Beltway)			1 Space / 4,000 NRA		28		28					
Fairfax County, VA	2017	3.2 Spaces / 1,000 SF	1 Space / Employee		1 Space for first 5,000 GFA and 1 Space for each add'l 30,000 GFA	11	4.0		6.0				
Falls Church, City of, VA	2009	2.5 Spaces / 1,000 SF	2 Spaces for employees		1 Space per 20,000 SF of floor area	12	3.6		7.7				
Montgomery County, MD	2014	1 Space / 10,000 GFA	(10,000 GFA is approx. equal to 80 Storage Units)			16		15.5					
Manassas, City of, VA	2016	3 Spaces		1 Space /100 Storage Units		17	3	13.2					
Rockville, City of, MD	2009/2014	3 Spaces / 1,000 SF	1 Space / Employee	1 Space /100 Storage Units		18	4	13.2					
Fairfax, City of, VA	2016	5 Spaces		1 Space /100 Storage Units		19	5	13.2					
Alexandria, City of, VA	1992	2.5 Spaces / 1,000 SF		1 Space / 80 Storage Units*		19	1.6	16.5					
Baltimore City, MD	2017	1.25 Spaces / 1,000 SF		1 Space / 50 Storage Units		28	0.8	26.4					
Anne Arundel County, MD	2005	5 Spaces	2 Spaces	1 Space / 60 Storage Units		30	7	22.0					
Howard County, MD	2014	4 Spaces / 1,000 SF		Requirements at Planning Commission's discretion	Requirements at Planning Commission's discretion	3	2.5						
Loudoun County, VA	1993/2016	3 Spaces	1 Space / Employee			5	5.0						
Prince William County, VA	2006	3.2 Spaces / 1,000 SF	1 Space / Employee			5	4.0						

**The following jurisdictions do not have separate parking & loading requirements for self-storage**

Baltimore County, MD	1989	3.3 Spaces / 1,000 SF	1 Space / Employee			5	4.1						
Charles County, MD	2008	3.3 Spaces / 1,000 SF	1 Space / Employee		4 Spaces for 128,000 to 191,999 GFA	9	4.1		4.0				
Frederick County, MD	1990	3.3 Spaces / 1,000 SF			2 Space for first 5,000 GFA and 1 Space for each add'l 10,000 GFA	20	4.1		15.0				
Gaithersburg, City of, MD	1998	3.3 Spaces / 1,000 SF		Requirements at Planning Commission's discretion	Requirements at Planning Commission's discretion	5	4.1						
Annapolis, City of, MD	2005	3.3 Spaces / 1,000 SF	1 Space / 3 Employees			5	4.1						

**Take-aways**

- 1) Prince George's County has the most demanding parking & loading requirements in the region.
- 2) Prince George's County is the only jurisdiction requiring both storage parking space and loading space requirements.

\* ezStorage received approval in 2016 for combined storage and loading spaces at 1 space / 80 storage units.

\*\* Some requirements stated above are calculated to achieve same unit of measure for comparison purposes.

## Jurisdictional Self Storage Parking and Loading Requirements Comparison

Jurisdiction	Last Zoning Rewrite	Parking			Loading	ezStorage College Park - Branchville Road							
		Office	Employees	Storage		Total Spaces	Office	Storage	Loading	Office SF	# of Storage Units	Gross Floor Area	Net Rentable Area
Proposed - College Park		4 Spaces / 1,000 SF		1 Space / 80 Storage Units (Requesting)	N/A	17	4	12.5		1,000	1,000	122,190	84,200
Prince George's County, MD	1999	4 Spaces / 1,000 SF		1 Space / 50 Storage Units	2 Spaces for first 10,000 GFA and 1 Space for each add'l 40,000 GFA	29	4	20.0	4.8				
Prince George's County, MD	Rewrite (Inside Capital Beltway)			1 Space / 4,000 NRA		22		21.1					
Prince George's County, MD	Rewrite (Outside Capital Beltway)	4 Spaces / 1,000 SF		1 Space / 3,000 NRA		33	4	28.1					
Fairfax County, VA	2017	3.2 Spaces / 1,000 SF	1 Space / Employee		1 Space for first 5,000 GFA and 1 Space for each add'l 30,000 GFA	11	5.2		4.9				
Falls Church, City of, VA	2009	2.5 Spaces / 1,000 SF	2 Spaces for employees		1 Space per 20,000 SF of floor area	11	4.5		6.1				
Montgomery County, MD	2014	1 Space / 10,000 GFA (10,000 GFA is approx. equal to 80 Storage Units)				13		12.2					
Manassas, City of, VA	2016	3 Spaces		1 Space / 100 Storage Units		13	3	10					
Rockville, City of, MD	2009/2014	3 Spaces / 1,000 SF	1 Space / Employee	1 Space / 100 Storage Units		15	5	10					
Fairfax, City of, VA	2016	5 Spaces		1 Space / 100 Storage Units		15	5	10					
Alexandria, City of, VA	1992	2.5 Spaces / 1,000 SF		1 Space / 80 Storage Units*		15	2.5	12.5					
Baltimore City, MD	2017	1.25 Spaces / 1,000 SF		1 Space / 50 Storage Units		22	1.3	20					
Anne Arundel County, MD	2005	5 Spaces	2 Spaces	1 Space / 60 Storage Units		24	7	16.7					
Howard County, MD	2014	4 Spaces / 1,000 SF		Requirements at Planning Commission's discretion	Requirements at Planning Commission's discretion	4	4						
Loudoun County, VA	1993/2016	3 Spaces	1 Space / Employee			5	5						
Prince William County, VA	2006	3.2 Spaces / 1,000 SF	1 Space / Employee			6	5						

### The following jurisdictions do not have separate parking & loading requirements for self-storage

Baltimore County, MD	1989	3.3 Spaces / 1,000 SF	1 Space / Employee			6	5.3						
Charles County, MD	2008	3.3 Spaces / 1,000 SF	1 Space / Employee		3 Spaces for 80,000 to 127,999 GFA	9	5.3		3				
Frederick County, MD	1990	3.3 Spaces / 1,000 SF			2 Space for first 5,000 GFA and 1 Space for each add'l 10,000 GFA	18	5.3		11.7				
Gaithersburg, City of, MD	1998	3.3 Spaces / 1,000 SF		Requirements at Planning Commission's discretion	Requirements at Planning Commission's discretion	6	5.3						
Annapolis, City of, MD	2005	3.3 Spaces / 1,000 SF	1 Space / 3 Employees			6	5.3						

### Take-aways

- 1) Prince George's County has the most demanding parking & loading requirements in the region.
- 2) Prince George's County is the only jurisdiction requiring both storage parking and loading requirements.

\* ezStorage received approval in 2016 for combined storage and loading spaces at 1 space / 80 storage units.

\*\* Some requirements stated above are calculated to achieve same unit of measure for comparison purposes.

## Comparison of Prince George's County ezStorage Projects

Project	GFA	NRA	# of Storage Units	Total Spaces Required	Storage Units / Space	Prince George's County ZO Rewrite			Montgomery County		% Reduction of Spaces ZO-Current
						Capital Beltway	Total Spaces Required	Storage Units / Space	Total Spaces Required	Storage Units / Space	
Brentwood	137,860	93,250	1,032	35	29	Inside	24	43	14	75	61%
Lanham	118,673	84,625	970	31	31	Outside	34	29	12	82	62%
College Park (amended DSP)	122,190	84,200	974	29	34	Inside	22	44	12	80	58%
Capitol Heights	135,780	95,418	1,020	32	32	Inside	24	43	14	75	58%
Laurel	106,392	73,325	903	28	32	Outside	30	30	11	85	62%
Bowie	106,167	73,050	912	28	33	Outside	30	30	11	86	62%
College Park (approved DSP)	116,370	80,400	954	28	34	Inside	21	45	12	82	58%
Beltsville	126,392	86,175	1,044	31	34	Outside	34	31	13	83	59%
Bowie Exp	154,521	110,450	1,370	39	35	Outside	42	33	15	89	60%
Capitol Heights Exp	184,740	132,293	1,470	42	35	Inside	34	43	18	80	56%
Beltsville Exp (amended DSP)	165,600	110,700	1,267	37	34	Outside	43	29	17	77	55%
<b>Average Storage Unit per Space</b>					<b>33</b>			<b>36</b>		<b>81</b>	
Bowie Exp^	154,521	110,450	1,370	28	49	Outside	42		(14)	Difference of Departure Request (Proposed) & ZO-Rewrite (Required)^	
Capitol Heights Exp^	184,740	132,293	1,470	32	46	Inside	34		(2)		
College Park (amended DSP)^	122,190	84,200	974	17	57	Inside	22		(5)		

^ Proposed DSP with departure request

^^ Under the Zoning Ordinance Rewrite the difference for the # of spaces for each project is within 35% maximum of deferred parking.



**ezStorage Bowie - Hourly Peak Parking Counts**

Total Number of Storage Units = 912  
 Total Number of Spaces = 28  
 Total Number of Storage Units w/Proposed Expansion = 1,370

Time	03/01/19			03/02/19			03/03/19			03/04/19			03/05/19			03/06/19			03/07/19		
	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total
6:00 AM	0	3	3	1	2	3	0	2	2	1	1	2	0	2	2	0	2	2	0	2	2
7:00 AM	0	3	3	1	2	3	1	2	3	2	1	3	0	2	2	1	1	2	1	2	3
8:00 AM	1	2	3	1	1	2	0	2	2	0	1	1	0	2	2	0	1	1	1	2	3
9:00 AM	0	3	3	1	4	5	2	2	4	1	1	2	1	1	2	2	1	3	0	4	4
10:00 AM	1	3	4	1	2	3	2	2	4	2	2	4	1	2	3	2	1	3	1	3	4
11:00 AM	0	3	3	1	3	4	1	3	4	0	2	2	1	1	2	0	2	2	1	4	5
12:00 PM	0	3	3	2	2	4	2	3	5	1	1	2	2	2	4	0	1	1	1	4	5
1:00 PM	1	3	4	4	3	7	3	2	5	1	1	2	4	1	5	0	1	1	2	1	3
2:00 PM	1	3	4	3	1	4	1	3	4	2	2	4	3	4	7	2	0	2	1	1	2
3:00 PM	1	3	4	1	2	3	1	1	2	3	1	4	1	2	3	2	0	2	1	2	3
4:00 PM	0	2	2	1	2	3	3	2	5	0	3	3	3	1	4	2	0	2	1	1	2
5:00 PM	0	3	3	0	1	1	3	2	5	3	4	7	1	1	2	1	1	2	1	1	2
6:00 PM	0	1	1	0	0	0	1	2	3	1	2	3	1	2	3	1	1	2	1	0	1
7:00 PM	0	2	2	2	0	2	3	3	6	2	2	4	1	5	6	1	2	3	2	0	2
8:00 PM	0	1	1	0	2	2	1	1	2	0	3	3	1	5	6	0	2	2	0	1	1
9:00 PM	0	2	2	0	2	2	0	2	2	0	3	3	0	2	2	0	2	2	0	2	2
10:00 PM	0	2	2	0	2	2	0	2	2	0	3	3	0	2	2	0	2	2	0	2	2
Peak:	4			7			6			7			7			3			5		
Average:	2.0			2.1			2.5			2.2			2.4			1.4			1.9		
# of Units / Space	228			130			152			130			130			304			182		

Time	03/08/19			03/09/19			03/10/19			03/11/19			03/12/19			03/13/19			03/14/19			14 Day Average
	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	
6:00 AM	0	2	2	0	2	2	0	1	1	0	2	2	0	2	2	0	2	2	0	2	2	2.1
7:00 AM	0	1	1	0	2	2	1	1	2	1	2	3	0	1	1	1	1	2	1	1	2	2.3
8:00 AM	1	2	3	0	2	2	1	1	2	0	2	2	0	1	1	0	1	1	1	1	2	1.9
9:00 AM	1	1	2	2	4	6	2	1	3	2	1	3	1	0	1	2	1	3	2	1	3	3.1
10:00 AM	1	2	3	1	1	2	0	2	2	3	1	4	0	2	2	0	1	1	2	1	3	3.0
11:00 AM	1	2	3	2	3	5	1	1	2	1	2	3	0	4	4	3	1	4	3	1	4	3.4
12:00 PM	1	1	2	2	1	3	1	1	2	3	1	4	4	1	5	5	2	7	2	3	5	3.7
1:00 PM	2	1	3	0	1	1	2	1	3	3	1	4	1	1	2	4	2	6	1	1	2	3.4
2:00 PM	1	2	3	2	2	4	1	1	2	2	1	3	4	1	5	2	1	3	2	3	5	3.7
3:00 PM	1	1	2	3	2	5	2	1	3	1	2	3	2	1	3	3	1	4	3	2	5	3.3
4:00 PM	1	1	2	5	1	6	2	1	3	3	1	4	1	0	1	1	1	2	2	1	3	3.0
5:00 PM	0	1	1	2	1	3	2	1	3	2	2	4	4	0	4	1	2	3	2	2	4	3.1
6:00 PM	1	2	3	2	1	3	2	2	4	2	4	6	5	0	5	3	1	4	2	1	3	2.9
7:00 PM	1	1	2	0	1	1	1	2	3	2	3	5	1	2	3	4	1	5	0	0	0	3.1
8:00 PM	2	1	3	1	1	2	1	2	3	1	3	4	1	2	3	1	1	2	1	0	1	2.5
9:00 PM	0	2	2	0	1	1	0	2	2	0	3	3	0	2	2	0	2	2	0	2	2	2.1
10:00 PM	0	2	2	0	1	1	0	2	2	0	2	2	0	2	2	0	2	2	0	2	2	2.0
Peak:	3			6			4			6			5			7			5			5.4
Average:	1.6			2.0			1.8			2.5			1.9			2.2			2.0			2.0
# of Units / Space	304			152			228			152			182			130			182			185

**ezStorage Capitol Heights - Hourly Peak Parking Counts**

Total Number of Storage Units = 1,020  
 Total Number of Spaces = 32  
 Total Number of Storage Units w/Proposed Expansion = 1,470

Time	03/01/19			03/02/19			03/03/19			03/04/19			03/05/19			03/06/19			03/07/19		
	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total
6:00 AM	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	2	0	2	1	0	1
7:00 AM	2	0	2	3	0	3	1	0	1	3	0	3	1	0	1	2	0	2	2	0	2
8:00 AM	1	0	1	3	0	3	2	1	3	1	1	2	1	1	2	2	1	3	3	0	3
9:00 AM	2	1	3	3	3	6	3	0	3	1	0	1	1	1	2	2	2	4	4	0	4
10:00 AM	4	1	5	7	0	7	6	1	7	4	1	5	4	2	6	2	3	5	4	1	5
11:00 AM	5	2	7	6	4	10	7	0	7	2	0	2	3	1	4	3	2	5	4	1	5
12:00 PM	5	2	7	8	3	11	9	0	9	3	1	4	1	3	4	3	1	4	4	1	5
1:00 PM	3	2	5	6	5	11	5	1	6	3	0	3	1	2	3	4	2	6	2	1	3
2:00 PM	5	2	7	4	5	9	0	1	1	3	1	4	0	3	3	5	1	6	1	1	2
3:00 PM	7	0	7	4	3	7	2	3	5	3	0	3	2	2	4	4	3	7	2	0	2
4:00 PM	4	3	7	3	4	7	1	2	3	3	1	4	3	3	6	5	2	7	2	0	2
5:00 PM	5	2	7	3	3	6	3	0	3	4	2	6	2	2	4	2	1	3	4	0	4
6:00 PM	3	1	4	2	3	5	3	0	3	4	1	5	2	0	2	2	1	3	4	0	4
7:00 PM	3	3	6	5	2	7	2	0	2	1	3	4	3	0	3	1	0	1	3	0	3
8:00 PM	3	2	5	3	1	4	1	0	1	1	0	1	2	0	2	2	0	2	3	0	3
9:00 PM	1	0	1	1	1	2	1	0	1	1	0	1	1	0	1	2	0	2	2	0	2
10:00 PM	1	0	1	1	1	2	1	0	1	1	0	1	1	0	1	1	0	1	2	0	2
Peak:	7			11			9			6			6			7			5		
Average:	3.2			4.2			2.4			2.1			2.0			2.6			2.2		
# of Units / Space	146			93			113			170			170			146			204		

Time	03/08/19			03/09/19			03/10/19			03/11/19			3/12/2019*			03/13/19			03/14/19			14 Day Average
	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	Load'g Area	Office Area	Total	
6:00 AM	2	0	2	2	0	2	1	0	1	1	0	1	2	0	2	2	0	2	1	0	1	1.4
7:00 AM	4	0	4	2	0	2	1	0	1	2	0	2	2	0	2	3	0	3	2	0	2	2.1
8:00 AM	3	0	3	3	1	4	1	1	2	2	0	2	5	2	7	3	0	3	5	0	5	3.1
9:00 AM	7	0	7	4	1	5	3	1	4	2	0	2	11	4	15	5	1	6	5	0	5	4.8
10:00 AM	5	1	6	5	2	7	4	1	5	3	3	6	11	6	17	5	1	6	5	3	8	6.8
11:00 AM	3	0	3	4	2	6	5	1	6	4	2	6	10	1	11	3	2	5	5	0	5	5.9
12:00 PM	4	0	4	3	1	4	2	1	3	5	0	5	9	2	11	6	1	7	6	1	7	6.1
1:00 PM	0	2	2	5	2	7	4	0	4	6	0	6	7	1	8	8	2	10	6	0	6	5.7
2:00 PM	1	1	2	5	2	7	6	1	7	3	1	4	6	2	8	7	1	8	3	0	3	5.1
3:00 PM	4	0	4	3	1	4	2	0	2	6	0	6	7	2	9	7	1	8	4	0	4	5.1
4:00 PM	3	1	4	4	1	5	4	0	4	5	0	5	8	2	10	5	1	6	5	1	6	5.4
5:00 PM	2	1	3	3	1	4	4	0	4	3	1	4	7	2	9	6	1	7	4	1	5	4.9
6:00 PM	4	0	4	5	0	5	4	0	4	6	0	6	5	1	6	6	0	6	4	0	4	4.4
7:00 PM	2	0	2	2	0	2	4	0	4	6	0	6	4	0	4	6	0	6	3	0	3	3.8
8:00 PM	3	0	3	1	0	1	4	0	4	2	0	2	4	0	4	2	0	2	1	0	1	2.5
9:00 PM	2	0	2	2	0	2	1	0	1	1	0	1	2	0	2	1	0	1	2	0	2	1.5
10:00 PM	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1.1
Peak:	7			7			7			6			17			10			8			8.1
Average:	2.3			2.8			2.4			2.7			5.3			3.6			2.8			2.9
# of Units / Space:	146			146			146			170			60			102			128			138
Adjusted Peak: *													11									
Adj # of Units / Space: *													134									
Peak Empty Spaces: **													15									
# of Exp Units / Empty Space: **													30									

\* Unusually high Peak parking count due to an internal meeting that occupied 7 spaces in the 9:00 AM hour, 9 spaces in the 10:00 AM hour and 1 space in the 11:00 AM hour.

\*\* The remaining unoccupied spaces represents a 30 storage units per space for the proposed expansion, more than enough to satisfy any additional parking & loading requirements.



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

14741 Governor Oden Bowie Drive  
 Upper Meriata, Maryland 20772  
 TTY: (301) 952-3786

PGCPB No. 99-12

File No. SP-99003

**RESOLUTION**

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on May 6, 1999, regarding Detailed Site Plan 99003 for E-Z Storage, Bowie, the Planning Board finds:

1. The subject site is located 500 feet west of the intersection of Gallant Fox Lane and MD 197. The proposed use is mini-storage units. The proposed mini-storage facility has 106,167 square feet of gross floor area, and is four (4) stories (48 feet) tall. The warehouse has 912 units, 636 square feet of office space, and an apartment with two bedrooms, kitchen, living room, dining room and one (1) bathroom for the resident manager.
2. The site development data is as follows:

Site Development E-Z Storage, Bowie SP-99003	
Zone	I-1
Area	4.3 acres
Use	Mini-warehouse
Parking spaces required, Mini-warehouse	
1 space per 50 units	18.24 spaces
912 internally accessed units;	
plus 4 spaces per 1000 sq. ft. of office space	2.54 spaces
2 spaces per resident manager	<u>2.00 spaces</u>
	22.78 spaces/23 spaces
Parking spaces provided	26 spaces
	(Including 21 non-compact spaces, two of which are van accessible spaces reserved for the handicapped)
Loading spaces required	
2 spaces for first 20,000 sq. ft. plus	2 spaces
one (1) space per 40,000 sq. ft. thereafter	<u>3 spaces</u>
	5 spaces
Loading spaces provided	5 spaces

3. Section 27-475.04(a) of the Prince George's County Zoning Ordinance states:

*(A) No entrances to individual mini-warehouse units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).*

*(B) Entrances to individual mini-warehouse units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.*

The proposed Detailed Site Plan effectively addresses the above mentioned requirements.

4. The Detailed Site Plan as proposed is in conformance with the requirements of the *Landscape Manual* except with Section 4.7. The applicant applied for Alternative Compliance from Section 4.7 (AC-99013) to allow the encroachment of the eight-foot-high chain-link fence into the bufferyard and to reduce the width of the required 20-foot-wide bufferyard along the eastern property line. The Alternative Compliance Committee and the Planning Director recommend approval of AC-99013 based on the following rationale:

"A portion of Bufferyard No. 3 is located between a stormwater management pond on the subject site and a commercial parking lot/outdoor skating facility on the adjacent property. The Alternative Compliance Committee considered three issues in its review of this case.

"The proposed stormwater management pond has a ten-foot-wide access road which encircles the pond. The access road encroaches into the required 20-foot landscape yard. The Committee felt this was justified due to the constraints of the site in locating the pond outside of the 100-year floodplain. To compensate for the reduced bufferyard width due to the access road, the applicant has provided 29 additional plant units over and above what would normally be required.

"For safety reasons, the City of Bowie has requested that the applicant install an eight-foot-high vinyl-clad chain-link fence around the stormwater management pond. Because of the location of the pond, a portion of the fence must be located within 14 feet of the property line. However, the Committee is of the opinion that alternative compliance is justified since the fence is necessary to address the safety concerns, will be an unobtrusive addition to the bufferyard, and will be well-screened by plant materials.

"The applicant has requested that the bufferyard be expanded to 80 feet to include plant materials located around the stormwater management pond. The area in question is located between the pond and a wooded 100-year floodplain. Because this area will always remain open space, the Committee is of the opinion that location of plant materials outside the normal confines of the required bufferyard width is an equal or better solution to the normal requirements of the *Landscape Manual*."

5. Building-mounted signage was submitted with this Detailed Site Plan for approval. The surrounding uses, in general, have not utilized pole or pylon-mounted signage. To retain the aesthetic value of the surrounding employment park, staff recommends that pole or pylon-mounted signage should not be allowed.
6. The City of Bowie approved the subject application on January 28, 1999, with conditions. Prior to submitting the subject application for approval, the applicant revised the plans per City of Bowie's recommendations. The City of Bowie, at the time of the writing of the staff report, had not provided the Urban Design Section with a letter of approval. Staff has met with the City staff and received a verbal approval for the subject application.
7. The subject application was referred to all applicable agencies and divisions. The following comments were received:
  - a. A subdivision plat is not required for the subject application because the property was recorded in NLP 100/58 in December 1977. The north/south bearings and distances designation on the Detailed Site Plan appear to be incorrect. The applicant should revise the Detailed Site Plan to reflect the correct bearings and distances per the record plat.
  - b. The Community Planning Division has the following comments to offer:

"The *Bowie-Collington-Mitchellville and Vicinity Master Plan (1991)* designates this area as part of Employment Area 2. The SMA retained the I-1 Zone. The plan map recommends office commercial use. Also, the plan map shows a natural reserve area in the southeastern section of the property with a portion of the natural reserve area on this property. The plan recommends the following on page 130 of the 'Employment Areas' chapter:

"In order to relieve a potential transportation safety problem as a result of future traffic at the intersection of Gallant Fox Lane and MD 197, a road connection between Gallant Fox Lane and existing MD 450, through the employment area is recommended

(per conditions and findings of preliminary subdivision 4-88220). This access drive will be required in the event the State Highway Administration precludes left turns from Gallant Fox Lane onto northbound existing MD 197 (by means of a closed section median on MD 197), or the State closes the existing MD 450 bridge over the Popes Creek Railroad tracks.”

The property included in Preliminary Plan 4-88220 and referred to in the Master Plan adjoins the subject property to the east. The road connection between Gallant Fox Lane and MD 450 mentioned in the Master Plan is envisioned to occur on the adjoining property.

- c. The Natural Resources Division has determined that the site is subject to the Woodland Conservation Ordinances because it is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A numbered exemption letter, E/8798, has been issued because the proposal will clear less than 5,000 square feet of woodland. A Tree Conservation Plan is not required at this time.
- d. The Department of Environmental Resources states:

“This site is within the City of Bowie. Stormwater management should be coordinated with the City of Bowie.”

The applicant should submit the Stormwater Management Plan approved by the City of Bowie to the Urban Design Section to be incorporated into the official file.
- e. To the east of the subject property is an existing Roller Blade/Skateboard Park. The City of Bowie has provided the Urban Design Section with a letter (Pierce to Whitmore, April 14, 1999) stating that this facility will be relocated to a local church in the near future. The proposed development on the subject property will not have a negative impact on this facility.
- f. The plan will, if revised in accordance with the proposed conditions of approval, represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the proposed development for its intended use.

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 the Detailed Site Plan for the above-described land, subject to the following conditions:

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File No. SP-99003  
Page 5

- I. Prior to certificate approval the following revisions shall be made to the Detailed Site Plan or the specified information shall be supplied:
  - a. Pole or pylon-mounted signs shall not be permitted. If a freestanding sign is desired, a monument sign shall be required which will not exceed 48 square feet in total area, and which shall be constructed with the same materials as the approved architecture. The Planning Board or its designee shall have final approval of proposed signage.
  - b. The plan shall be revised with the correct bearings and distances per the record plat.
  - c. The stormwater management plan shall be submitted to the Urban Design Section to be incorporated into the official file.

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 adoption of this Resolution.

.....

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 Dabney, seconded by Commissioner McNeill, with Commissioners Dabney, McNeill, Hewlett, Boone and Brown voting in favor of the motion, at its regular meeting held on Thursday, May 6, 1999, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 27th day of May 1999.

Trudye Morgan Johnson  
Executive Director

By *Frances J. Guertin*  
Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:LW:lg

APPROVED AS TO LEGAL SUFFICIENCY  
*Chandra*  
PGCPB Legal Department  
MAY 12, 1999



**INTER-OFFICE MEMORANDUM  
PRINCE GEORGE'S COUNTY  
POLICE DEPARTMENT**



**M E M O R A N D U M**

DATE: October 14, 2020  
TO: Planning Coordinator, Urban Design Application Section  
Development Review Division  
FROM: Captain Wendy Contic, Assistant Commander, Planning & Research Division  
SUBJECT: DSP-99003-01 EZ Storage of Bowie

---

Upon review of the site plans, there are no comments at this time.





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
 Upper Marlboro, Maryland 20772  
 TTY: (301) 952-4366  
 www.mncppc.org/pgco

Countywide Planning Division  
 Transportation Planning Section

301-952-3680

**November 12, 2020**

**MEMORANDUM**

**TO:** Adam Bossi, Development Review Division

**FROM:** Noelle Smith, Transportation Planning Section, Countywide Planning Division *NS*

**VIA:** Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division *BBW*

**SUBJECT: Detailed Site Plan Review for Multimodal Transportation, DSP-99003-01, EZ Storage**

The following detailed site plan (DSP) was reviewed for conformance with the appropriate sections of Subtitle 27, Part 3, Division 9; the 2009 *Approved Countywide Master Plan of Transportation* (MPOT); and the 2006 *Approved Master Plan for Bowie and Vicinity* (area master plan) to provide the appropriate multimodal transportation recommendations.

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<input type="checkbox"/>	Public Use Trail Easement	<input type="checkbox"/>
PG Co. R.O.W.	<input type="checkbox"/>	Nature Trails	<input type="checkbox"/>
SHA R.O.W.	<input type="checkbox"/>	M-NCPPC - Parks	<input type="checkbox"/>
HOA	<input type="checkbox"/>	Bicycle Parking	<input checked="" type="checkbox"/>
Sidewalks	<input checked="" type="checkbox"/>	Trail Access	<input type="checkbox"/>
Additional Signage	<input type="checkbox"/>	Bicycle Signage	<input type="checkbox"/>

<b>Development Case Background</b>	
Building Square Footage (non-residential)	48,708 square-feet (addition) 154,875 square-feet (total)
Number of Units (residential)	n/a
Abutting Roadways	Gallant Fox Lane
Abutting or Nearby Master Plan Roadways	Laurel Bowie Road (MD 197), Annapolis Road (MD 450)
Abutting or Nearby Master Plan Trails	Side path along Laurel Bowie (MD 197) (existing)
Proposed Use(s)	Consolidated storage
Zoning	I-1
Centers and/or Corridors	n/a
Prior Approvals on Subject Site	DSP-99003

Subject to 24-124.01:	No
Bicycle and Pedestrian Impact Statement Scope Meeting Date	n/a

**Development Proposal**

The applicant requests approval of an additional 48,708 square feet to the existing building and includes living space for a resident manager.

**Existing Conditions**

The existing site serves as a storage facility with one access point from Gallant Fox Lane. The site has existing sidewalk connecting the parking lot to the building entrance.

**Prior Conditions of Approval**

The prior approval DSP-99003 does not include conditions of approval that relate to vehicular, pedestrian or bicycle transportation.

**Access and Circulation and conformance with Zoning Ordinance**

The property currently has one access point from Gallant Fox Lane as approved in DSP-99003. No modifications to the access or circulation are proposed. Sections 27-283, Site Design Guidelines and 27-274(a)(2), Parking, Loading and Circulation, provide provisions for the design of the multimodal facilities associated with the subject application.

Pursuant to Section 27-568 and 27-582, the proposed plan displays a surface parking lot with 31 parking spaces, including 24 standard, 5 compact, one standard handicap, and one handicap van accessible space. The 31 parking spaces proposed fulfills the parking requirement

**Comment:** Staff find that the surface parking lot depicted in the submitted site plans reflect the design guidelines of the Zoning Ordinance.

The submitted site plan proposes a loading area that accommodates 6 loading spaces dimensioned at 12-feet in width and 45-feet in length and separated by gate access.

**Comment:** Staff find that the loading area depicted in submitted site plan reflect the design guidelines of the zoning ordinance.

The submitted site plan proposes vehicular and pedestrian circulation that includes one vehicular access point with five-foot wide sidewalk connecting the parking lot to the building entrance.

**Comment:** Staff find that the vehicular and pedestrian circulation depicted in submitted site plan reflect the design guidelines of the zoning ordinance, pursuant to Section 27-583 and 27-274.

**Master Plan Policies and Recommendations**

This detailed site plan is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and 2006 *Approved Master Plan for Bowie and Vicinity*, which include no recommendations that directly impact the subject site.

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.

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

The Transportation Recommendations Section of the 2006 *Approved Master Plan for Bowie and Vicinity* makes the following policy recommendations:

Policy 2: Incorporate appropriate pedestrian-oriented development (POD) features in all new development and improve pedestrian safety in existing development.

**Comment:** The submitted plans include standard sidewalk and designated space for bicycle parking which provides the infrastructure for bicycle friendly roadways and pedestrian oriented features and are consistent with the master plan transportation policies.

**Conclusion**

Based on the findings presented above, staff conclude that the multimodal transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, parking and loading requirements pursuant to Sections 27-568 and 27-582, and meets the findings required by Section 27-285(b) for a detailed site plan for multimodal transportation purposes have been met. There are no additional recommendations pertaining to this application.

Countywide Planning Division  
Environmental Planning Section

301-952-3650

November 9, 2020

**MEMORANDUM**

TO: Adam Bossi, Planner Coordinator, Subdivision and Zoning Review Section

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *KF for MR*

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section

**SUBJECT: EZ Storage - Bowie (14211 Gallant Fox Lane); DSP-99003-01**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan (DSP) stamped as received on October 5, 2020. Verbal comments were provided in a Subdivision Development Review Committee (SDRC) meeting on October 16, 2020. Revised information was received on November 6, 2020. The Environmental Planning Section recommends approval of DSP-99003-01.

**Background**

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Woodland Conservation Compliance	Authority	Status	Action Date	Resolution Number
NRI-027-2020	N/A	Staff	Approved	8/12/2019	N/A
	E-043-2020	Staff	Approved	8/24/2020	N/A
DSP-99003-01	N/A	Planning Board	Pending	Pending	Pending

**Proposed Activity**

This application proposes a 48,708 square-foot building addition to an existing self-storage facility on the subject property.

**Grandfathering**

The project is subject to the current regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new DSP.

### **Site Description/Existing Conditions**

The site is approximately 4.30-acres located at 14211 Gallant Fox Lane off of Laurel-Bowie Road. The subject property is an existing self-storage facility and zoned Industrial (I-1). A review of the available information indicates that wetlands, streams, associated buffers, and floodplain are found on the subject project area. The soils found to occur according to the United States Department of Agriculture Natural Resources Conservation Services (USDA NRCS) Web Soil Survey (WSS) are Urban land-Collington-Wist complex and Widewater-and Issue soils. According to available information, neither Marlboro clay nor Christiana complexes are present on-site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or Endangered (RTE) species found to occur on or near this property. The site ultimately drains into the Collington Branch located south of the site and is part of the Patuxent River watershed. The site has frontage on Gallant Fox Lane, which is not identified as a master planned roadway or a scenic or historic road. The site is adjacent to Laurel-Bowie Road and Annapolis Road (Maryland Route 450), which are identified as master planned arterial roads which are generally evaluated for traffic-generated noise when residential uses are proposed.

According to PGAtlas.com, this property contains Regulated and Evaluation Areas within the designated network of the *Countywide Green Infrastructure Plan* of the *Approved Prince George's Resource Conservation Plan* (May 2017). The application area is impacting a small area of the Evaluation Area along the western property line. The site is located within the Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan* (2014).

### **Review of Approved Conditions**

The site has no previous development review applications with no specific environmental related conditions.

### **ENVIRONMENTAL REVIEW**

#### **Natural Resources Inventory/Existing Conditions**

A Natural Resource Inventory plan, NRI-027-2019, was approved on August 12, 2019, and was provided with this application. The site contains 1.09- acres of Regulated Environmental Features (REF) and 0.62 acres of woodlands within the net tract area. There are no on-site specimen trees. The DSP shows all the required environmental information is in conformance with the NRI.

#### **Woodland Conservation Plan**

This site is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because although the site is greater than 40,000 square feet in area and contains more than 10,000 square feet of existing woodland, it has no previously approved tree conservation plans, and no woodland clearing is proposed. A Numbered Letter of Exemption, E-043-2020, was issued for the subject property on August 28, 2020.

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

Impacts to the Regulated Environmental Features (REF) should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use, 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. Stormwater management outfalls may also be considered necessary if the site has been designed to place the outfall at a point of least impact.

The types of impacts that 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 the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

The applicant proposes two temporary impacts to the PMA for construction of a building addition and one SWM feature. A statement of justification (SOJ) was received with the application dated November 6, 2020.

**Statement of Justification**

The Statement of Justification includes a request to temporarily impact 168 square feet of wetland buffer for a building addition and a stormwater management feature. These impacts are temporary in nature and are necessary to construct the building addition and SWM structure.

**Analysis of Impacts**

Based on the statement of justification, the applicant is requesting a total of two impacts as described below:

Building Addition: Temporary PMA impacts totaling 155 square feet to wetlands buffer are proposed. The applicant has limited the size of the proposed building addition in order to minimize impacts to the adjacent wetland buffer. The proposed development will be constructed in the remaining open area on-site, which does not contain REF. The temporarily impacted area will be graded back to original grade after disturbance.

Stormwater Management Feature: Temporary Primary Management Area (PMA) impacts totaling 13 square feet of wetlands buffer as proposed. The applicant has balanced the size of the proposed building addition, to have enough sufficient room on-site for the required on-site stormwater management with minimized environmental impacts. This temporary impacted area will be graded back to original grade after disturbance.

**Recommendation:** The site contains significant REF, which are required to be protected under Section 24-129 and/or 130 of the Subdivision Ordinance.

Based on the level of design information currently available, the Limits Of Disturbance (LOD) shown on the DSP and the impact exhibits provided, the REF on the subject property have been preserved and/or restored to the fullest extent possible. Staff finds that 168 square feet of

EZ Storage Bowie (14211 Gallant Fox Lane)  
DSP-99003-01  
November 9, 2020  
Page 4

temporary wetland buffer impacts are necessary for the on-site building addition and SWM feature and are reasonable for the orderly and efficient development of the subject property.

### **Soils/Unsafe land**

The soils found to occur according to the USDA NRCS WSS are Urban land-Collington-Wist complex and Widewater-and Issue soils. According to available information, neither Marlboro clay or Christiana complex are present on-site or in the vicinity of this site. A geotechnical study may be required by DPIE prior to the issuance of a permit.

### **Stormwater Management**

The site has a valid SWM Concept approval letter (Concept approval #02-2018-208NE12) approved on November 1, 2018 from the City of Bowie - Department of Public Works. The concept plan shows the new building addition with a micro-biofilter structure, which allow all new roof drains to be redirected to this structure. No SWM fee for on-site attenuation/quality control measures is required. No further information concerning conformance with the SWM is needed at this time.

If you have any questions concerning these comments, please contact me at 301-883-3240 or by e-mail at [alwin.schneider@ppd.mncppc.org](mailto:alwin.schneider@ppd.mncppc.org).



*Division of Environmental Health/Disease Control*

Date: October 19, 2020

To: Adam Bossi, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-99003-01, EZ Storage of Bowie

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for Checkers Laurel located at EZ Storage of Bowie and does not have comments / recommendations.

If you have any questions or need additional information, please contact me at 301-883-7677 or [aoadepoju@co.pg.md.us](mailto:aoadepoju@co.pg.md.us).



Angela Absobrooks  
County Executive

Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)





Countywide Planning Division  
Historic Preservation Section

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.pgplanning.org

301-952-3680

October 9, 2020

**MEMORANDUM**

**TO:** Adam Bossi, Urban Design Review, DRD

**VIA:** Howard Berger, Supervisor, Historic Preservation Section, CWPD

**FROM:** Jennifer Stabler, Historic Preservation Section, CWPD  
Tyler Smith, Historic Preservation Section, CWPD, TS

**SUBJECT: DSP-99003-01 EZ Storage of Bowie**

The subject property comprises 4.30-acres located northwest of the intersection of MD 197 and MD 450. The subject application proposes a 106,470 square-foot self-storage facility. The subject property is Zoned I-1.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. There are no Prince George's County Historic Sites or resources on or adjacent to the subject property. This proposal will not impact any historic sites, historic resources or known archeological sites. Historic Preservation Section staff recommends approval DSP-00003-01 EZ Storage of Bowie without conditions.

October 13, 2020

**MEMORANDUM**

TO: Adam Bossi, Urban Design Section, Development Review Division  
FROM: Michelle Hughes, Permit Review Section, Development Review Division  
SUBJECT: Referral Comments for DSP-99003-01, EZ Storage of Bowie

1. The site shall be in conformance with approved DSP-99003.
2. Site plan Zoning Summary on cover sheet and site plan indicates proposed height is 36'. Justification Statement G(a)(1)(C) response indicates the maximum height of the proposed building addition is thirty-four (34) feet high. Please clarify.
3. The parking and loading schedule shall include parking requirements for the resident manager.
4. The parking schedule shall include a note indicating DPLS-459 to waive 6 parking spaces.
5. One of the provided accessible parking spaces shall be van accessible.
6. The hours of operation shall be provided on the site plan.
7. Provide and label the location of the dumpster on the site plan.
8. All 4.7 Landscape Manual Schedules General Plan Designation shall be updated to indicate Developing Tier.

November 10, 2020

**MEMORANDUM**

**TO:** Adam Bossi, Planner Coordinator, Urban Design Section  
**VIA:** Sherri Conner, Supervisor, Subdivision and Zoning Section *SC*  
**FROM:** Mahsa Vatandoost, Senior Planner, Subdivision and Zoning Section *MV*  
**SUBJECT:** DSP-99003-01; EZ Storage of Bowie - REVISED

The subject property is located on Tax Map 46 in Grid E1 and is known as Parcel E recorded in Plat Book NLP 100-58 and is within the City of Bowie. The subject site is 4.3 acres and is zoned I-1. The site is currently developed with a 106,167 square-foot consolidated storage facility. The applicant is proposing to construct a 48,708 square-foot expansion to the existing storage building.

According to Section 27-461(b) of the Zoning Ordinance, consolidated storage is permitted in the I-1 zone and pursuant to Section 27-475.04(a), a Detailed Site Plan shall be approved for consolidated storage developments in accordance with Part 3, Division 9.

The property considered in this DSP is subject to approved preliminary plan of subdivision (PPS) 12-3352 for which there are no available records. However, this property was recorded in Final Plat 5-78076 (NLP 100-58) pursuant to the approved PPS, and approved by the Planning Board on May 11, 1978. The submitted Detailed Site Plan correctly reflects the lot size, bearing and distances described on the record plat for the subject property.

The referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the record plat. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat. There are no other subdivision issues at this time.

**From:** [Reilly, James V](#)  
**To:** [Bossi, Adam](#)  
**Cc:** [PGCReferrals](#)  
**Subject:** FW: EPlan ACCEPTANCE for DSP-99003-01 EZ STORAGE of BOWIE (PB)  
**Date:** Thursday, October 15, 2020 10:04:15 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)  
[DSP-99003-01 D COVER.pdf](#)  
[DSP-99003-01 COVER .pdf](#)

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**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Good Evening Adam,

I apologize for yet another late response. Please see below for comments on DSP-99003-01 EZ Storage of Bowie. Thanks. J.

Office of the Fire Marshal

October 15, 2020

Adam Bossi, Planner Coordinator  
Urban Design Division  
The Maryland-National Capital Park and Planning Commission  
Development Review Division  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Dear Mr. Bossi:

The Office of the Fire Marshal of the Prince George's County Fire and EMS Department has reviewed the referral for DSP-99003-01, EZ Storage of Bowie. We have the following comments:

- 1) Hydrants shall be provided so that no exterior portion of the building is more than 500' from a hydrant as hose is laid by the fire department.
- 2) Fire access road shall be provided so that no exterior portion of the building is more than 450' from a fire access road.

- 3) Gates in the fire access path must preserve the required 22' of clear width.
- 4) Exits discharging to the side or rear of the building must be served by an all-weather surface walk-way back to the front of the building.

**James V. Reilly**

Contract Project Coordinator III



Office of the Fire Marshal  
Division of Fire Prevention and Life Safety  
Prince George's County Fire and EMS Department  
6820 Webster Street, Landover Hills, MD 20784

Office: 301-583-1830

Direct: 301-583-1838

Cell: 240-508-4931

Fax: 301-583-1945

Email: [jvreilly@co.pg.md.us](mailto:jvreilly@co.pg.md.us)

---

**From:** ePlan <ePlan@ppd.mncppc.org>

**Sent:** Monday, October 5, 2020 8:25 AM

**To:** Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnett-woods@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Brooke E. Larman <brooke.larman@ppd.mncppc.org>; Walker, Tineya <tineya.walker@ppd.mncppc.org>; Thompson, Ivy <Ivy.Thompson@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdreferrals@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; Giles, Mary C. <mcgiles@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Snyder, Steven G. <SGSnyder@co.pg.md.us>; Abdullah, Mariwan <MABdullah@co.pg.md.us>; Formukong, Nanji W. <nwformukong@co.pg.md.us>; Tayyem, Mahmoud <mtayyem@co.pg.md.us>; Yuen, Steven <SYuen@co.pg.md.us>; Contic, Wendy M. <wmcontic@co.pg.md.us>; Thweatt, Susan W. <swthweatt@co.pg.md.us>; Adepoju, Adebola O. <aoAdepoju@co.pg.md.us>; Joe Meinert <jmeinert@cityofbowie.org>; 'fstevens@cityofbowie.org' <fstevens@cityofbowie.org>; ahernandez@cityofbowie.org; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>

**Cc:** Bossi, Adam <Adam.Bossi@ppd.mncppc.org>; James Buchheister, R.L.A. <buchheister@vika.com>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Staton, Kenneth <Kenneth.Staton@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Lee, Randar <Randar.Lee@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>

**Subject:** EPlan ACCEPTANCE for DSP-99003-01 EZ STORAGE of BOWIE (PB)

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

All,

This is an EPlan ACCEPTANCE for **DSP-99003-01, EZ STORAGE of BOWIE**. This case was officially accepted as of today, October 5, 2020. SDRC is scheduled for October 16, 2020.

Please submit ALL comments to Adam Bossi(email attached).

Click on the hyperlink to view the case:

<https://www.dropbox.com/sh/r5zoxe3rtj5w704/AAC6ioUZd9req2RS6Y4mXvGba?dl=0>

**Donald R. Townsend**

Senior Planning Technician | Development Review Division

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
**Prince George's County Planning Department**

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4688 | [donald.townsend@ppd.mncppc.org](mailto:donald.townsend@ppd.mncppc.org)




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November 13, 2020

**MEMORANDUM**

**TO:** Adam Bossi, Senior Planner, Urban Design Section, Development Review Division  
**VIA:** David A. Green, Master Planner, Community Planning Division   
**FROM:** Andrew McCray, Senior Planner, Long-range Planning Section, Community Planning Division AM  
**SUBJECT:** DSP-99003-01 E Z Storage in Bowie

**FINDINGS:**

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

**BACKGROUND**

**Application Type:** Detailed Site Plan for property outside of an overlay zone.

**Location:** 14211 Gallant Fox Lane, Bowie, Maryland 20715

**Size:** 4.30 acres

**Existing Uses:** 106,167 square-foot consolidated storage facility

**Proposal:** 48,708 square-foot addition to the existing consolidated storage facility

**GENERAL PLAN, MASTER PLAN, AND SMA**

**General Plan:** This application is located in the Established Communities. The vision for the Established Communities is to create the most appropriate for context-sensitive infill and low-to medium density development (Pg. 20).

**Master Plan:** The Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B recommends industrial land uses on the subject property.

**Planning Area:** 71B

**Community:** City of Bowie

DSP-99003-01 E Z Storage in Bowie

**Aviation/MIOZ:** This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

**SMA/Zoning:** The Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B retained the subject property into the I-1 (Light Industrial) zone.

**ADDITIONAL INFORMATION**

None

c: Long-range Agenda Notebook





# City of Bowie

15901 Excalibur Road  
Bowie, Maryland 20716

November 19, 2020

The Honorable Elizabeth M. Hewlett, Chairman  
Prince George's County Planning Board  
14741 Governor Oden Bowie Drive  
County Administration Building  
Upper Marlboro, Maryland 20772

RE: Detailed Site Plan #DSP-99003-01  
EZ Storage of Bowie

Dear Chairman Hewlett:

On November 16, 2020, the Bowie City Council conducted a virtual public hearing on the above referenced Detailed Site Plan. The subject property is located at the western terminus of Gallant Fox Lane, approximately 560 feet from the MD Route 197 intersection. The property, which contains 4.3 acres, is zoned I-1 (Light Industrial), where the existing and proposed structures are permitted by right under the Prince George's County Zoning Ordinance. The applicant, Siena Corporation, is proposing to construct a three-story/48,708 sq. ft./478-unit addition to the existing facility on the site.


At the conclusion of the public hearing, the Council voted to recommend **APPROVAL** of **Detailed Site Plan #DSP-99003-01** for the EZ Storage building located at 14211 Gallant Fox Lane with the following conditions, which are intended to improve site and building aesthetics, and to conform to the City's Development Review Guidelines and Policies:

1. If green building techniques will be utilized for this project, information in that regard shall be produced for acceptance by the County Planning Board or its designee prior to signature approval of the DSP.
2. Full cut off, shielded lighting shall be provided on all new building-mounted lighting, so that it complies with the City's Development Review Guidelines.

During the hearing, the applicant expressed his agreement with the recommendation of approval, and the above stated conditions.

Thank you for allowing the City to participate in the County's land development review process.

Sincerely,

  
Bowie City Council  
Timothy J. Adams  
Mayor

cc: Mr. Adam Bossi, Urban Design Section, M-NCPPC  
Mr. James Buchheister, RLA, VIK A Maryland, Inc.  
Mr. Bradley Farrar, Shipley and Home, P.A.  
Mr. John Ferrante, Shipley and Home, P.A.  
Ms. Jill Kosack, Urban Design Section, M-NCPPC  
Mr. Craig Pittinger, Siena Corporation

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