The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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AGENDA ITEM: 7
AGENDA DATE: 05/30/2024

Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Detailed Site Plan Premier A-2 Bowie

DET-2022-012

REQUEST	STAFF RECOMMENDATION
Development of an 80,652-square-foot consolidated storage facility.	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DET-2022-012

Location: On the south side of MD 450 (Annapolis Road), east of its intersection with Old Annapolis Road.

Gross Acreage:	0.84
Zone:	CGO
Dwelling Units:	N/A
Gross Floor Area:	80,652 sq. ft.
Planning Area:	71B
Council District:	04
Municipality:	Bowie

Applicant/Address:
Premier A-2 Bowie MD, LLC
530 Oak Court Drive, Suite 155
Memphis, TN 38117

Staff Reviewer: Dominique Lockhart
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Planning Board Date:	05/30/2024
Planning Board Action Limit:	05/30/2024
Staff Report Date:	05/16/2024
Date Accepted:	03/21/2024
Informational Mailing:	07/27/2022
Acceptance Mailing:	03/05/2024
Sign Posting Deadline:	04/30/2024

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DET-2022-012
Premier A-2 Bowie

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

I. EVALUATION CRITERIA

A. Prince George's County Zoning Ordinance. Detailed site plans (DETs) are reviewed and decided by the Prince George's County Planning Board. Pursuant to Section 27-3605(e) of the Prince George's County Zoning Ordinance, a DET may only be approved upon a finding that all the following standards are met (See III. A.):

(1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

(2) The proposed development complies with all conditions of approval in any development approvals and permits to which the detailed site plan is subject;

(3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;

(4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;

(5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

(6) The development in the detailed site plan (minor and major) shall be consistent with the General Plan and shall conform to the relevant goals, policies, and strategies of the Area Master Plan or Sector Plan, applicable Functional Master Plans, and the Growth Policy Map as it

relates to centers in the 2014 General Plan, *Plan Prince George's 2035*, for the subject property and its surrounding area (unless the subject property has been rezoned pursuant to a Zoning Map Amendment subsequent to the adoption of the relevant Area Master Plan, Sector Plan, or Functional Master Plan);

(7) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, 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; and

(8) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:

(A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;

(B) When possible, there should be no parking or loading spaces located in the front yard; and

(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.

B. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. Pursuant to Section 25-119(a)(2)(B) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, applications for a detailed site plan (DET) shall include a Type 2 tree conservation plan (TCP2), or a standard letter of exemption. If a site requires approval of a TCP2, with an associated DET application, the TCP2 is reviewed simultaneously with the associated plan (See IV).

C. Prince George's County Tree Canopy Coverage Ordinance. The site is subject to the requirements of the Prince George's County Tree Canopy Coverage Ordinance (See V.).

II. BACKGROUND

A. Request: The subject detailed site plan (DET) is for the development of an 80,652-square-foot building, in which the applicant proposes to locate a consolidated storage facility.

B. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	CGO	CGO
Use	Commercial/Institutional Uses	Consolidated Storage
Total Gross Acreage	0.84	0.84
Parcel(s)	2*	1
Gross Floor Area (GFA)	6,241 sq. ft.**	80,652 sq. ft.

Note: *Parcel 51 and Lot 1 are to be consolidated into one parcel per the approved Preliminary Plan of Subdivision, PPS-2022-014.

**The property is currently improved with three buildings for commercial and institutional uses. The three buildings include a 1,525-square-foot restaurant, an 1,823-square-foot restaurant, and a 2,893-square-foot church/community building. All existing buildings on the property are proposed to be razed.

C. Location: The subject DET is located on the south side of MD 450 (Annapolis Road), east of its intersection with Old Annapolis Road. The subject site consists of Parcel 51, recorded in the Prince George's County Land Records in Book 49437 page 173, and Lot 1, recorded in Plat Book WWW 68 Plat 65.

D. Proposed Uses: The subject DET proposes development to serve as a consolidated storage use. Consolidated storage uses are not permitted in the Commercial, General, Office (CGO) Zone. On March 28, 2023, the Prince George's County District Council adopted Prince George's County Council Bill CB-011-2023, for the purpose of prohibiting consolidated storage in certain Non-Residential and Transit-Oriented/Activity Center Base Zones of Prince George's County; providing a limited transition period, subject to additional development requirements; defining community non-profit space; and specifying that existing uses shall not be deemed nonconforming. The council bill also noted, in Section 3, that any proposed development of a consolidated storage use located outside I-95/495 (the Capital Beltway) that has completed a pre-application neighborhood meeting for a special exception or DET, pursuant to Section 27-3402 of the Prince George's County Zoning Ordinance, prior to April 1, 2023, may be reviewed and decided in accordance with the use regulations in effect prior to the effective date of this Ordinance. Prior to the effective date of the council bill, a consolidated storage use was permitted by right in the CGO Zone. The applicant held the first of two pre-application neighborhood meetings for this DET on August 29, 2022. The second pre-application neighborhood meeting was held on January 18, 2024.

In order to issue a use and occupancy permit for a consolidated storage use, the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) will be required to find compliance with the use specific standards for consolidated storage, as contained in Section 27-5102(f)(4)(A) of the Zoning Ordinance.

1. Use Specific Standards for Consolidated Storage as a Permitted Principal Use

Staff find that the DET is in conformance with the use specific standards for consolidated storage in Section 27-5102(f)(4)(A). The following discussion is offered:

(i) The subject property shall front on and have direct vehicular access to an existing street with sufficient capacity to accommodate the type and amount of traffic expected to be generated by the use.

One point of vehicle access is proposed along Old Annapolis Road. This internal driveway is confined only to the site, thereby ensuring that no cut through traffic will take place. The applicant has provided a truck turning plan which shows that heavy vehicles can move throughout the site without any encumbrances. The site is also bounded to the north by MD 450, an arterial roadway, but direct access to this roadway is not proposed.

Old Annapolis Road has sufficient capacity to serve the site and accommodate the vehicle trips generated. The previously approved PPS-2022-014 and Certificate of Adequacy (ADQ-2022-041) conditioned that the total development shall be limited to uses that generate no more than 7 AM and 12 PM peak-hour vehicular trips. The subject application proposes to construct a consolidated storage facility, which is a low traffic generating use that will not exceed the trip-cap established with the prior approvals.

(ii) The exterior and architectural façade of the building shall be compatible with the prevailing architecture and appearance of other development in the surrounding neighborhood.

An exhibit was provided by the applicant to show the uses in the surrounding neighborhood, which include the following:

- Within 400 feet of the site is the residential neighborhood Stewarts Landing and Afrik International Food Market grocery store.
- Within 500 feet of the site sits a Texas Roadhouse restaurant, Exxon gas station, and a Verizon office.
- Within 600 feet of the site is CVS pharmacy, KLNB retail center, and Victory Temple.

The building styles in the vicinity feature both traditional and contemporary styles, which primarily include glass, metal accents, and masonry veneer/infill materials. The architecture for the

proposed development takes on a similar style to the surrounding uses. The building will be composed of a mix of masonry/brick veneer, metal coping, and various accent bands in an earth tone color palette. The proposed architecture of the consolidated storage building will be consistent with the existing architecture of nearby development.

(iii) No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Rural and Agricultural or Residential base zone, Transit-Oriented/Activity Center base or PD zone, or the CN, CS, or CGO zones, or from land approved for a residential or commercial use.

Entrances to all consolidated storage units are located interior to the building and will not be visible from a street or any adjoining developments.

(iv) 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.

All storage units will be located within the proposed building. Entrances to the individual storage units will not be visible from outside of the building.

(v) For consolidated storage units having direct access to areas outside the building, there shall be provided driveways and areas between buildings for vehicular access, loading, and unloading. Sufficient width shall be provided to permit a moving vehicle to safely and efficiently pass a vehicle parked adjacent to an individual consolidated storage unit. In no case shall a width of more than 25 feet be required.

All storage units will be located within the proposed building, with no direct access to areas outside of the building.

(vi) In the IE Zone, the expansion of an existing consolidated storage use within a building shall be limited to a maximum of 50 additional individual units and shall not be located within one-half mile of another consolidated storage use in the IE Zone. However, this Subsection shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan of subdivision, final plat, and detailed site plan, where the consolidated storage use is buffered from view from any public right-of-way. 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.

The subject property is not located within the Industrial, Employment (IE) Zone. Therefore, this finding is not applicable.

(vii) In the CGO Zone, the property owner shall set aside of minimum of 1,500 square feet of gross floor area of commercial/retail/office space at ground level or above ground level at zero base rent to be leased as a business incubator or Community Non-Profit Space, as defined in Section 27-2500 of this Code, subject to the following:

(aa) If the Community Non-Profit Space is located above ground level, the property owner shall ensure that space is handicapped accessible, and shall provide adequate signage so that the public can locate the space.

(bb) Occupancy and use of the Community Non-Profit Space shall be subject to a Community Benefit Agreement executed by the property owner and Community Non-Profit Organization, as approved by the District Council. Said Community Benefit Agreement shall be binding on all successors, heirs, and assigns of the property.

The DET shows the location of a 1,500-square-foot community non-profit/business incubator space to be located on the fifth floor of the consolidated storage building. The community space will be accessible by an elevator, as shown on the submitted floor plans.

(viii) Property in the IE Zone that was rezoned from the I-3 Zone, and that is adjacent to land in the RE Zone, shall not develop with Consolidated Storage uses.

(aa) The property owner shall ensure that the Community Non-Profit tenant access to at least one (1) large storage unit on the property.

The subject property is not located within the IE Zone. Therefore, this finding is not applicable.

E. Surrounding Uses: The site is bounded to the north by MD 450, undeveloped land, and commercial uses in the Legacy Comprehensive Design (LCD) Zone; to the south by Old Annapolis Road and residential uses in the Residential, Rural (RR) Zone; to the east by undeveloped land and Potomac Electric Power Company (PEPCO) transmission lines in the LCD, RR and Agriculture and Preservation Zones; and to the west by undeveloped land, the intersection of MD 450 and Old Annapolis Road, residential uses, and commercial uses in the RR, CGO, and LCD Zones.

F. **Previous Approvals:** The subject property includes a tax parcel known as Parcel 51, which has never been the subject of a PPS or a final plat. The subject property also includes Lot 1, which was previously platted in June 1968, on a plat titled Schneider Subdivision, recorded in Plat Book WWW 68 Plat 65. Lot 1 is the subject of a prior PPS, 4-68038, approved on June 26, 1968.

Detailed Site Plan DSP-12008 was approved by the Prince George's County Planning Board on November 8, 2012 (PGCPB Resolution No. 12-106), for a day care center. However, the DSP was remanded by the District Council on May 6, 2013. The case was subsequently dismissed by the Planning Director in 2015, due to inactive status.

PPS-2022-014 was approved on April 4, 2024 (PGCPB Resolution No. 2024-022), for one parcel for development of 80,189 square feet of industrial use on the property. The site also has an approved Certificate of Adequacy, ADQ-2022-041, associated with PPS-2022-014, which is valid for 12 years from its date of approval (March 19, 2024).

Prior to the approval of the PPS, the applicant indicated that there would be a slight increase in the gross floor area (GFA) of the development proposed in this DET (80,652 square feet) from what was evaluated by the PPS (80,189 square feet). The increase in GFA proposed with this DET does not impact the layout, access, or conditions of approval of the PPS, or the approved ADQ.

G. **Design Features:** The subject property is currently improved with three buildings which include a 1,525-square-foot restaurant, a 1,823-square-foot restaurant, and a 2,893-square-foot church/community building. All existing buildings on the property are proposed to be razed. Access to the facility is proposed from Old Annapolis Road, where a 25-foot-wide drive aisle connects to the parking area.

The applicant proposes to construct a five-story, 80,652-square-foot, consolidated storage facility. The building will be 57 feet high and is proposed to include approximately 576 individual storage units of varying sizes. All units will be accessed from inside the building. The front of the building also features a step-down to four stories, where this portion of the building will have a height of approximately 45 feet.

1. **Architecture.** The proposed building uses a mix of material, color, and fenestration patterning to add visual interest and break up the building massing. The building will be constructed of brick veneer, glass, and exterior insulation and finish system paneling in multiple shades of grey and black. The brick veneer will contain earth toned colors of rust and warm gray. Additional contrast is provided through roofline height variations, as the building steps down from five stories to four stories. The building elevations feature multiple aluminum storefront windows and door system sections. Roof canopies and metal coping provide additional accents. The west facing side elevation fronting the parking area shows the 500-square-foot sales office is surrounded by glass, and its prominent front corner location offers a clear visual entrance marker for visitors from the street.

Figure 1: Front Elevation – South Facing MD 450 (Annapolis Road)

Figure 2: Rear Elevation – North Facing Old Annapolis Road

2. **Parking.** A surface parking lot is proposed on the west side of the consolidated storage building. There is one vehicular access point proposed off Old Annapolis Road. Three U-style bicycle racks will be placed near the first building entrance. The required and proposed parking for the development project has been provided. Analysis of the proposed parking is provided below in Finding III(C)(b).

3. **Signage.** The applicant proposes a total of four signs to include two wall-mounted signs and two canopy signs. Analysis of the proposed signage is provided below in Finding III(C)(l).

4. **Lighting.** The applicant will provide lighting throughout the surface parking lot and on all sides of the proposed consolidated storage building. A photometric plan and lighting details have been provided. Analysis of the proposed lighting is provided below in Finding III(C)(f).

III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

A. Detailed Site Plan Decision Standards (Section 27-3605(e))

(1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

The applicable standards of this Subtitle consist of standards applicable in the CGO Zone – Intensity and Dimensional Standards (Section 27-4203(d)(2)) and the applicable Development Standards (Part 27-6), as analyzed below.

Standards Applicable in Commercial, General, and Office Zones
Intensity and Dimensional Standards
The DET is in conformance with the applicable commercial, general, and office intensity and dimensional standards of the Zoning Ordinance. The subject application proposes an industrial use that falls within the "Other Uses" category for the CGO Zone intensity and dimensional standards. There is no requirement for maximum density, minimum net lot area, minimum lot width, and maximum lot coverage. There are requirements for the building yard depths and the principal structure height. The DET is in conformance with the applicable CGO Zone intensity and dimensional standards as shown below:

CGO ZONING STANDARDS		
SETBACKS	**REQUIRED**	**EVALUATED**
Minimum Front Yard Depth	0 feet	20 feet
Minimum Side Yard Depth	0 feet	10 feet
Minimum Rear Yard Depth	0 feet	10 feet
Maximum Principal Structure Height	No requirement*	57 feet

Note: *Per Footnote 5, "Provided those portions of the structure greater than 50 feet high are set back from the minimum front, side, and rear yard depths an additional 0.5 feet for each 1-foot (or major fraction thereof) the height of the portion exceeds 50 feet".

The proposed building height is 57 feet. Per the footnote, the portion of the proposed building that is greater than 50 feet in height must be set back from the front, side, and rear yard depths by 3.5 feet. The minimum required front, side, and rear yard depths are zero feet. The proposed building configuration complies with this requirement by providing yard depths beyond 3.5 feet.

Applicable Development Standards
The DET is consistent with the applicable standards in Part 27-6 of the Zoning Ordinance. The following discussion is offered:

a. Section 27-6200 Roadway Access, Mobility, and Circulation

The DET meets the purposes of this section by providing a multimodal transportation system that permits the safe and efficient movement of motor vehicles, emergency vehicles, bicyclists, and pedestrians within the development.

The DET is also in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance, as analyzed below.

Section 27-6202: The design and construction of access and circulation systems associated with the DET is consistent with the transportation goals, objectives, and actions in the County's 2014 *Plan Prince George's 2035 Approved General Plan* the 2009 *Approved Countywide Master Plan of Transportation,* and the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (See Finding III.A).

Section 27-6203: Integrated access and circulation systems are provided for multiple travel modes (pedestrian, bicycle, and vehicular). Access to the site will be from Old Annapolis Road via a full access driveway. Three bicycle racks providing parking for six bicycles are provided on-site, and sidewalks are provided on all sides of the building for pedestrian access. The bicycle racks are situated near the primary entrance of the building.

Section 27-6204: A circulation plan was submitted showing the vehicular and pedestrian circulation proposed throughout the site. Multiple travel modes including pedestrian, bicycle, and vehicular, are shown to facilitate safe and efficient mobility throughout the site. Subject to approval by the operating agency, the applicant proposes to construct the master-planned bicycle lane along Old Annapolis Road, across the property frontage.

The applicant also provided a truck turning plan, which shows that larger vehicles can move throughout the site without any encumbrances. The DET has been designed to conform to these standards and provides adequate access and circulation for vehicles normally accessing a consolidated storage facility, as well as fire trucks and other emergency vehicles.

Section 27-6205: There are no streets proposed within the development.

Section 27-6206: The site is a through lot with frontages on an arterial road, MD 450, and a primary road, Old Annapolis Road. One point of vehicular access will be provided from the lower-classified fronting street, Old Annapolis Road. No access is provided directly from MD 450, which is an arterial roadway. Site

access is provided via a driveway. The driveway is designed for two-way traffic and is 25 feet wide.

Section 27-6207: The proposed development is served by an internal pedestrian circulation system, complete with 5-foot-wide sidewalks in front of all building entrances.

Section 27-6208: The proposed development features internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient, and intuitive. The DET shows three bicycle racks near the entrance to the facility, which will allow for the parking of up to six bicycles. In addition, subject to approval by the operating agency, the applicant proposes to construct the master-planned bicycle lane along Old Annapolis Road, across the property frontage.

Requests for Waivers from Development Standards
In the submitted statement of justification (SOJ), the applicant has requested waivers from several development standards within Section 27-6200.

The first waiver request is from Section 27-6207(a)(2) of the Zoning Ordinance. Pursuant to sub-subpart (2)(C), "The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs."

More specifically, the applicant requests a waiver from Section 27-6207(a)(2)(A), which requires that "All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place)." The applicant contends it is infeasible and impractical to provide a sidewalk along MD 450. The subject property is a through lot with frontages on Old Annapolis Road, along the southern bounds of the site, and also on MD 450, along the northern bounds of the site. No sidewalk exists or is proposed along MD 450. Topographic conditions exist, as the site sits below MD 450, by approximately 10 feet, which makes installing sidewalks impractical.

Staff agree that providing a sidewalk along MD 450 is impractical or infeasible due to topographical challenges from steep grade changes. Installing sidewalks on steep slopes is known to cause drainage and stability issues. Sidewalks must also be compliant with the

Americans with Disabilities Act, which is difficult to achieve with a grade change of 10 feet without additional structural support. For these reasons, staff recommend approval of this waiver request.

The second waiver request is from Section 27-6207(b) of the Zoning Ordinance. Pursuant to sub-subpart (b)(2), "The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross–access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees."

More specifically, the applicant requests a waiver from Section 27-6207(b)(1), which requires that "The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, non-residential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones)." The applicant contends that the subject property is surrounded on three sides by road rights-of-way. On the fourth (eastern) side, the subject property abuts a narrow property within the LCD Zone and owned by the State of Maryland. Beyond this property, within a single-family zone (RR), is land that is developed with a public utility use. Cross-access from the subject property to the east would be inappropriate due to the low potential of adjoining properties being developed in future.

The land adjoining the subject property is Parcel U, which is owned by the State of Maryland, and lies to the east of the site. This property is currently vacant. Parcel U is zoned LCD, which would allow mixed-use development. However, the site is unbuildable due to existing site constraints, as the property is only 25 feet at its widest point. Parcel U also contains tree canopy which should be left undisturbed, as it provides a natural visual and physical buffer between the development and a property owned by PEPCO, which houses high-voltage overhead power lines and a utility pole. Staff agree that providing cross access to the adjoining lot is impractical due to the existence of mature or protected trees and recommend approval of this waiver request.

The third waiver request is from Section 27-6208(b) of the Zoning Ordinance. Pursuant to subsection (b)(2), "The Planning Director may waive or modify the requirement for bicycle cross-access on

determining that such cross–access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable."

More specifically, the applicant requests a waiver from Section 27-6208(b)(1), which states "Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multi family, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones)." The applicant contends that it is infeasible and impractical to provide this connection, as the subject property is bounded by a state highway right-of-way on the north, west and south sides. To the east, there is a narrow state-owned strip of property (Parcel U), and beyond lies a 250-foot-wide parcel owned by PEPCO and improved with a high-tension overhead power line (Parcel 336). These properties cannot be redeveloped and should not accommodate cross-access.

Staff agree that providing bicycle access to the adjoining property, (Parcel U) is impractical and undesirable for typical bicyclists. The existing vegetation on Parcel U is currently acting as a natural and physical buffer between the proposed development and the PEPCO-owned property. It would be a safety concern for bicyclists to connect to a property that is developed with active public utility structures and power lines. Staff recommend approval of this waiver request.

b. Section 27-6300 Off-Street Parking and Loading

The DET is in conformance with the applicable standards in Section 27-6300 of the Zoning Ordinance, and the parking area is convenient, accessible, and designed to avoid conflict between vehicles. A circulation and parking plan was submitted which shows the number and location of parking spaces, access aisles, driveways, relation of the off-street parking facilities to the development, sidewalks, and bike lanes. As shown on the DET, the off-street parking area includes the appropriate pavement markings, surface materials, wheel stops, and methods of identifying individual parking spaces, and adheres to the dimensional and marking standards. Therefore, the vehicle parking complies with the applicable standards of Sections 27-6304 and 27-6306 of the Zoning Ordinance.

A parking tabulation was provided which shows the required and proposed parking spaces for the consolidated storage facility, as demonstrated below:

Proposed Use	Parking Standard	Parking Required	Parking Evaluated
Consolidated Storage	1.0 spaces / 3,000 sq.ft. rentable storage area (58,876 sq.ft.);	20	22
	4.0 spaces / 1,000 sq. ft. Office (500 sq.ft.);	2	
Total Parking Spaces		22	**22 (Including 1 van accessible handicapped space)**

Bicycle Parking Standard	Spaces Required	Spaces Evaluated
2.0 spaces for first 10 vehicle parking spaces;	2	6
1.0 spaces for each additional 10 vehicle parking spaces or major fraction thereof	1	
Total Bicycle Parking Spaces	3	**6***

The bicycle racks will be installed on a paved surface and located in a visible, well-lit area, conveniently accessible to the primary entrances of the building. The three U-style bicycle racks will be located less than 50 feet from the two main entrance doors. The racks will be extended U racks that will allow bicycle frames to rest against the rack in at least two places, and for both a wheel and a section of the rack to be secured to the rack simultaneously. Accordingly, the bicycle parking complies with Section 27-6309 of the Zoning Ordinance.

Loading spaces are not required for consolidated storage uses. Pursuant to Section 27-5101 of the Zoning Ordinance, a consolidated storage use is categorized within the warehouse and freight movement uses, principal use category. In Table 27-6310(a), under Warehouse and Freight Movement Uses, consolidated storage is listed as an exemption, which indicates there is no loading space requirement.

c. Section 27-6400 Open Space Set-Asides

The DET is in conformance with the applicable standards in Section 27-6400 of the Zoning Ordinance. The DET shows 22 percent (8,256 square feet) of open space set-aside, exceeding the required 5 percent (1,837 square feet). Landscaped buffer areas are being used to meet this requirement.

d. Section 27-6500 Landscaping

The DET is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.8, Building Frontage Landscape Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the2018 *Prince George's County Landscape Manual* (Landscape Manual).

Section 4.2, Requirements for Landscape Strips Along Streets
The applicant is using Option 6 to fulfill the requirements for a landscape strip along MD 450. Option 6 requires a landscape strip not less than 6-foot-wide with an ornamental, non-opaque fence placed within the landscape strip to be planted with a minimum of one shade tree or ornamental tree and 10 shrubs per 30 feet of street frontage. The linear street frontage is 364 feet. There are 13 shade trees and 122 shrubs required. The applicant is providing 13 shade trees, 123 shrubs, and an ornamental fence to meet this requirement.

Section 4.3, Parking Lot Requirements
The minimum parking lot interior planting requirement is calculated as a percentage of the parking lot area based on the size of the parking lot. In this DET, the parking lot area is approximately 8,544 square feet. Table 4.3-1, Parking Lot Interior Planting Requirements, of the Landscape Manual, requires eight percent of the interior planting area, which is approximately 684 square feet. Schedule 4.3-2 on the landscape plan shows 711 square feet of the interior planting area is provided.

Section 4.4, Screening Requirements
Section 4.4 requires screening of trash facilities. The submitted DET shows the proposed trash dumpster to be screened by an enclosure and landscaping.

Section 4.6, Buffering Development from Streets
Old Annapolis Road is a historic roadway. Per Section 4.6 of the Landscape Manual, a minimum 20-foot-wide buffer is to be planted with a minimum of 80 plant units per 100 linear feet of frontage. The linear street frontage is 245 feet, requiring a minimum of 196 plant

units. Schedule 4.6-2 on the landscape plan shows 200 plant units to be provided.

Section 4.8, Building Frontage Landscape Requirements
Building frontage zones less than 25 feet in depth shall provide a minimum of 8 percent planted areas, including tree planters. Building frontage zones that are 25 to 40 feet in depth shall provide a minimum of 20 percent planted area, including tree planters. Building frontages shall provide an average of one shade tree for every 40 linear feet of building frontage. The landscape plan shows two building frontage zones, one less than 25 feet and one greater than 25 feet. Schedule 4-8-1 has been provided demonstrating conformance. A condition has been included herein for the applicant to revise the landscape plan, to dimension both building frontage zones.

Section 4.9, Sustainable Landscaping
Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or cultivars is 80 percent for shade trees, 70 percent for ornamental trees, 40 percent for evergreen trees, and 60 percent for shrubs. Schedule 4.9-1 provided on the landscape plans meets this requirement.

e. Section 27-6600 Fences and Walls

The DET is in conformance with the applicable standards of Section 27-6600 of the Zoning Ordinance, as analyzed below. Specifically, the DET proposes two fence types. A 6-foot-tall, board-on-board wood trash enclosure fence is shown on the western portion of the site. In addition, a 4-foot-tall, steel ornamental fence is proposed along a portion of the northern property boundary, in conjunction with the required 6-foot-wide landscape buffer. No retaining walls are proposed.

Section 27-6602: The proposed fences are located outside of the public right-of-way. The ornamental fence is located within the rear yard, and within a required landscaped area as shown on the submitted landscape plan. The trash enclosure fence is located within the side yard. No temporary fences are proposed.

Section 27-6603: The maximum fence height allowed according to Table 27-6603(a) is six feet. The proposed height for the trash enclosure fence is six feet, and the proposed height for the ornamental fence is four feet.

Section 27-6604: The proposed fence types are constructed of allowed materials including ornamental metal and pressure treated wood.

Section 27-6605: A condition has been included herein for the applicant to provide the distance from the ornamental fence to the abutting street right-of-way. If the distance is within 15 feet, compliance with this section must be demonstrated.

f. Section 27-6700 Exterior Lighting

The DET submission includes a photometric plan, which demonstrates conformance with the applicable standards in Section 27-6700 of the Zoning Ordinance, including the maximum illumination measured in foot candles at ground level, at the lot lines. As demonstrated on the photometric plan, the proposed exterior lighting will be full cut-off fixtures that are directed downward, and maximum illumination at ground level at any lot line is to be 0.5-foot candles. Proposed lighting is a combination of wall sconces and pole-mounted lighting to illuminate both the exterior of the building and the parking areas. All lighting wall sconces are to be mounted at a height of either 10 feet or 14 feet, while pole-mounted lighting will be at a height of 16 feet. All exterior light fixtures will generate beyond the minimum requirement of 80 lumens per watt of energy consumed.

g. Section 27-6800 Environmental Protection and Noise Controls

Natural Resources Inventory
An approved Natural Resources Inventory Plan, NRI-184-2022, was submitted. The site contains a small area of vegetation in the northeast portion of the property, which does not meet the qualifications to be considered woodland. The site does not contain any specimen trees, regulated environmental features (REF), or primary management areas (PMAs).

Woodland Conservation
This application is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is less than 40,000 square feet in size. The site has an approved Standard Letter of Exemption (S-155-2022) from the WCO, which was approved on August 19, 2022, and expires on August 19, 2024.

Floodplain Management
According to NRI-184-2022, General Note 5, DPIE stated that no regulated 100-year floodplain is located on-site.

Erosion and Sedimentation Control
An approved Concept Erosion and Sediment Control Plan (CSC No. 48-23-01) was submitted. This plan was approved on January 27, 2023, and expires on January 27, 2026.

Stormwater Management
An approved City of Bowie Stormwater Management (SWM) Concept Plan (02-0823-208NE12) was submitted which shows the use of micro-bioretention facilities. This SWM plan was approved on August 28, 2023, and expires on August 28, 2026. The development proposal will reduce the existing impervious area by 0.19 acre.

Regulated Environmental Features
NRI-184-2022 confirms that the site does not contain REFs.

Unsafe Lands
The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Collington-Wist-Urban land complex and Udorthents, highway. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property. No major geotechnical issues are anticipated.

h. Section 27-61100 Industrial Form and Design Standards

Building Orientation
The proposed development consists of a single building and the primary patron entrance faces Old Annapolis Road, which is the street from which the building derives its street address.

Facade Articulation
As illustrated in the elevations provided, each street facing facade contains both horizontal, vertical articulation, and roofline variation details, which staff find to be in compliance with the articulation requirements of Section 27-61102(b) of the Zoning Ordinance.

Entrance
The primary patron entrance is accentuated by a canopy and display windows, in accordance with Section 27-61102(c) of the Zoning Ordinance.

Building Facade Materials
The proposed building materials comply with Section 27-61102(d) of the Zoning Ordinance. Specifically, the base of the building consists of a light-gray brick veneer. The upper levels include sections of rust color brick veneer coupled with a dark color exterior insulation and finish system (EIFS) field. White and light gray EIFS accents create a regular, vertical pattern to complement the brick and dark EIFS fields. Roof canopies and accent metals provide

additional accents. Clear glazing, strategically located, provides visual access into the building.

Location of Loading and Service Areas
The DET does not contain loading and service areas.

Off-Street Parking Location
Eighteen (18) percent of the parking spaces (4 of 22) is located between the front building facade and Old Annapolis Road. This is below the maximum 60 percent allowed per Section 27-61102(f) of the Zoning Ordinance.

i. Section 27-61200 Neighborhood Compatibility Standards

Building Height and Setbacks
The proposed development is located across a street from existing residential dwellings in the Residential, Rural Zone. Per Section 27-61203(a)(2) of the Zoning Ordinance, "Building height shall not exceed the maximum height established in Table 27-61203(a)(2): Maximum Height in Transitional Areas." The single-family dwellings across Old Annapolis Road are within 150 feet to 200 feet from the proposed development. Per Table 27-61203(a)(2), the maximum building height allowed is the lesser of 4 stories, or 45 feet.

Per the applicant's SOJ, the portion of the proposed building that falls within 150 to 200 feet of the dwelling will be four stories, and the portion of the building that is greater than 200 feet from the closest portion of the nearest dwelling steps up to five stories.

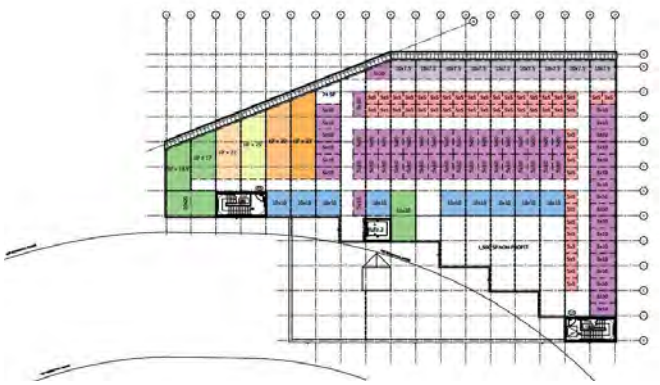


Figure 3: Building Distance from Single-Family Dwellings

Building Orientation
The building is oriented toward Old Annapolis Road, which is the street from which the building derives its street address.

Building Design
The nearest single-family dwelling to the south is within 150 to 200 feet of the proposed development. The single-family dwellings primarily contain sloped roofs. The proposed building will feature a flat roof with height variations. As illustrated in the submitted elevations/renderings, the façade is comprised of a combination of masonry, EIFS, aluminum storefront and glass windows, which complements the surrounding neighborhood.

Building Materials
The southern façade of the building will face single-family detached dwellings across Old Annapolis Road, and meets the transparency standards contained in Section 27-61203(d)(1) of the Zoning Ordinance, as follows:

- First Floor = 35 percent required, 36.9 percent provided (Façade area = 1,573 square feet with 551 square feet transparency required, 580 square feet provided)

- Second Floor = 20 percent required, 20.2 percent provided (Façade area = 1,936 square feet with 387 square feet transparency required, 392 square feet provided)

- Third or Higher Floor = 20 percent required, 20.2 percent provided (Façade area = 1,936 square feet with 387 square feet transparency required, 392 square feet provided)

A condition has been included herein requiring the applicant to add the required and proposed transparency percentages to the building elevations.

Off-Street Parking
The total amount of off-street parking does not exceed 1.1 times the required minimum parking standard. The minimum parking requirement is 22 spaces, and the applicant is providing 22 spaces. Therefore, the requirements of Section 27-61203(f) of the Zoning Ordinance are met.

Other Site Features
The service area will be located greater than 50 feet from residential land and will be fully screened per Section 27-61203(g)(1) of the Zoning Ordinance.

As provided on the photometric plan, the DET complies with Section 27-61203(g)(3). The mounting height of all pole-mounted fixtures located between 100 and 150 feet of the single-family lots to the south is proposed to be 16 feet, while the wall-mounted sconces

will be mounted at 14 feet. Illumination at the lot line will average 0.09-foot candles and will not exceed 0.5-foot candles.

Per Section 27-61203(g)(5), the required open space set-asides have been located between the proposed development and single-family detached dwellings across Old Annapolis Road to the maximum extent practicable.

j. Section 27-61300 Agricultural Compatibility Standards

The subject application is exempt from this section because it is not adjacent to an ongoing agricultural use or activity in the Reserved Open Space, Agriculture and Preservation, and Agricultural-Residential base zones.

k. Section 27-61400 Urban Agriculture Compatibility Standards

The subject application is exempt from this section because it is not adjacent to on-going urban agriculture use.

l. Section 27-61500 Signage

The applicant proposes a total of four signs; to include two wall mounted signs, and two canopy signs. The proposed signage meets all applicable area, location, and height requirements in the regulations and standards. The applicant provided a signage schedule showing compliance with the maximum allowed sign area per Table 27-61505. The proposed building mounted signage is within allowable sizes based on the proposed linear width of the building and does not exceed 400 square feet.

The wall mounted signs will be approximately 95 square feet. The canopy signs will be approximately 4 square feet. All four wall mounted signs will feature channel lettering of the tenant's name and be internally illuminated.

No signage details were included for the proposed freestanding sign. Conditions have been provided herein requiring the applicant to provide the details for the freestanding sign.

In compliance with Section 27-61504(a) of the Zoning Ordinance, the proposed development will not have any external light source directed toward any sign and will not cast direct light or create glare upon adjacent lands or streets, nor will it use animated sign illumination. The sign materials proposed comply with Section 27-61504(b). Sections 27-61504(c) and (d) of the Zoning Ordinance do not apply because neither digital displays nor signs in the right-of-way are proposed.

m. Section 27-61600 Green Building Standards

The proposed development meets the minimum Green Building score requirement of 4.0 points for new nonresidential development greater than 75,000 square feet, as follows:

Table 27-61603(b): Green Building Point System	Point Earned
Water Conservation and Water Quality: All toilets are 1.28 GPF or less	0.50
Transportation: Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft	1.00
Energy Conservation: Meet AHSRAE standards for lighting	0.75
Energy Conservation: Stated water heater efficiency of 0.82 or more	1.25
Energy Conservation: Air conditioner with stated efficiency greater than 16 SEER is included as standard	1.25
Energy Conservation: Use central air conditioners that are Energy Star Qualified	0.50
Total	***5.25***

Based on the analysis herein (See Findings III.B and III.C), the proposed development, if revised as conditioned, will represent a reasonable alternative for satisfying the applicable standards of Subtitle 27, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

(2) The proposed development complies with all conditions of approval in any development approvals and permits to which the detailed site plan is subject;

The property is subject to Preliminary Plan of Subdivision PPS-2022-014, which was approved on April 4, 2024 (PGCPB Resolution No. 2024-022), for one parcel for the 80,652 square feet of industrial development. If the application is revised as conditioned herein, the conditions of approval in PPS 4-01023 will be satisfied.

PPS-2022-014 was approved with 4 conditions. The conditions relevant to the review of this DET are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. In conformance with the recommendations of the 2009 Approved Countywide Master Plan of Transportation and the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following bicycle and pedestrian facilities, and shall show these facilities on the detailed site plan prior to approval:

a. A minimum 5-foot-wide sidewalk and standard bicycle lane along the site's frontage of Old Annapolis Road, unless modified by the operating agency, with written correspondence.

A bicycle lane and a 5-foot-wide sidewalk are shown along the site's frontage of Old Annapolis Road, as required by the above condition.

3. Prior to approval, the final plat of subdivision shall include:

a. The granting of a public utility easement along Old Annapolis Road, as delineated on the approved preliminary plan of subdivision.

The required public utility easement (PUE) along Old Annapolis Road is provided on the DET, in accordance with the approved PPS. However, this PUE is not labeled. Conformance to this condition will be further reviewed at the time of final plat.

4. Development of this site shall be in conformance with City of Bowie Stormwater Management Concept Plan 02-0823 208NE12, and any subsequent revisions.

A copy of the approved SWM Concept Plan 02-0823-208NE12 was submitted with this application. The proposed site layout shown in the DET is in conformance with the SWM concept plan.

The site also has an approved Certificate of Adequacy, ADQ-2022-041, associated with PPS-2022-014. ADQ-2022-041 was approved with four conditions. The conditions relevant to the review of this DET are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. Total development within the Preliminary Plan of Subdivision shall be limited to uses that generate no more than 7 AM peak-hour trips and 12 PM peak-hour trips.

While there is a slight increase in the gross floor area of the development proposed in this DET (80,652 square feet), from what was evaluated by the PPS (80,189 square feet), there is no increase in the trips beyond the trip cap established with the ADQ.

3. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan submission.

A bicycle and pedestrian facility exhibit was submitted with this DET detailing the required on-site bicycle and pedestrian facilities.

(3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;

The approved NRI-184-2022 confirmed that there are no mapped regulated or evaluation areas on or abutting this property.

(4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;

The DET is not within a Planned Development Zone; therefore, this finding is not applicable.

(5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

This application is not subject to the provisions of the WCO because the property is less than 40,000 square feet in size. The site has an approved standard letter of exemption from the WCO, S-155-2022, which was approved on August 19, 2022, and expires on August 19, 2024. In addition, the approved NRI-184-2022 confirms the site does not contain any specimen trees.

(6) The development in the detailed site plan (minor and major) shall be consistent with the General Plan and shall conform to the relevant goals, policies, and strategies of the Area Master Plan or Sector Plan, applicable Functional Master Plans, and the Growth Policy Map as it relates to centers in the 2014 General Plan, *Plan Prince George's 2035*, for the subject property and its surrounding area (unless the subject property has been rezoned pursuant to a Zoning Map Amendment subsequent to the adoption of the relevant Area Master Plan, Sector Plan, or Functional Master Plan);

This DET is consistent with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), and conforms to the relevant goals, policies, and strategies of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan).

Master Plan

The master plan recommends commercial land use on the subject property. The industrial land use proposed by the applicant does not conform to the master plan's recommended land use. However, on February 21, 2023, the Prince George's County District Council adopted Prince George's County Council Bill CB-011-2023, which permitted consolidated storage use in the Commercial, General, Office (CGO) Zone, subject to certain requirements.

Even though the master plan recommendation is in direct conflict with the zoning of the property (CGO) that permits consolidated storage use, the DET conforms to other relevant strategies of the master plan that are applicable to the subject property.

The master plan contains several transportation goals that are applicable to this application (page 106):

- **There is a robust bicycle, pedestrian, and micro-mobility infrastructure that allows residents, workers, students, and visitors to travel safely and efficiently to a wide range of destinations while reducing the share of travel by single-occupant vehicle and vehicle miles traveled (VMT).**

- **The needs of the population are met with greater connectivity and a built environment conducive to active transportation.**

- **There is a comprehensive trail network that connects key centers and destinations and provides multimodal options for residents and visitors alike.**

The DET includes a sidewalk and bicycle lane along the roadway frontage, to include a crosswalk across the access point, to meet the intent of the master-planned policies and goals. The site also proposes three bicycle racks to provide parking for six bicycles. In addition, as outlined in the bicycle and pedestrian impact statement submitted in conjunction with PPS-2022-014, the proposal will include off-site improvements, to include bus shelters at the intersection of MD 450 and Church Road/Highbridge Road, or, alternatively, the thermoplastic continental crosswalks at the western legs of two nearby intersections.

The master plan identifies the following environmentally related policies and strategies (pages 145–147):

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

The approved SWM concept plan shows the use of micro-bioretention facilities for SWM on the site and the reduction of impervious area.

Policy NE 4: Support street tree plantings along transportation corridors and streets, reforestation programs, and retention of large tracts of woodland to the fullest extent possible to create a pleasant environment for active transportation users including bicyclists and pedestrians.

The landscape plans depict tree and shrub plantings along both MD 450 and Old Annapolis Road. The site does not contain existing woodland on-site that could be retained along transportation corridors.

Policy NE 5: Reduce urban heat island effect, thermal heat impacts on receiving streams, and reduce stormwater runoff by increasing the percentage shade and tree canopy over impervious surfaces.

The landscape plans depict 20 major shade trees and eight ornamental trees to be planted in compliance with the required tree canopy coverage requirement. The approved SWM concept plan shows micro-bioretention facilities for SWM on the site. In addition, the development proposal will reduce the existing impervious area and proposes to provide 8,256 square feet of open space.

Plan 2035
Plan 2035 places this subject site in the Established Communities Growth Policy Area (Map 1. Prince George's County Growth Policy Map, page 18). Plan 2035 classifies established communities as existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. This DET is consistent with Plan 2035's Land Use and Growth Management goals because the intensity of the consolidated storage facility is compatible (context-sensitive infill) with surrounding nonresidential uses and low- to medium-density development. The proposed building is designed in a contemporary style intended to integrate into the existing fabric of the larger neighborhood. The infill redevelopment will further be served by existing infrastructure and further improve the site with reduced impervious surfaces, SWM facilities, and landscaping.

(7) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, 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; and

This application is not a DET for infrastructure. Therefore, this finding is not applicable.

(8) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:

(A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;

(B) When possible, there should be no parking or loading spaces located in the front yard; and

(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.

The DET does not propose a place of worship. Therefore, this finding is not applicable.

IV. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 1993 PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

This application is not subject to the provisions of the WCO because the property is less than 40,000 square feet in size. The site has an approved Standard Letter of Exemption (S-155-2022) from the WCO, which was approved on August 19, 2022, and expires on August 19, 2024.

V. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE PRINCE GEORGE'S COUNTY TREE CANOPY COVERAGE ORDINANCE

The site is subject to the requirements of the Prince George's County Tree Canopy Coverage Ordinance. Section 25-128 of the Prince George's County Code requires a minimum percentage of tree canopy coverage (TCC) on properties that require a grading permit. Properties zoned CGO are required to provide a minimum of 10 percent of the gross tract area in TCC. The overall legal lot has a gross tract area of 0.84 acre, and a TCC of 0.084 acre, or 3,659.04 square feet, is required. The submitted landscape plan includes a TCC worksheet and the requirement has been satisfied.

VI. REFERRAL COMMENTS

The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized, as follows:

A. **Community Planning**—In a memorandum dated April 22, 2024 (Lester to Lockhart), the Community Planning Division indicated that master plan conformance is required for this application. Pursuant to Section 27-3605(e)(6) of the Zoning Ordinance, this DET application is consistent with Plan 2035 and conforms to the relevant goals, policies, and strategies of the master plan. A summary of the analysis of Plan 2035 and the master plan is found in Finding III. A.

B. **Transportation Planning**—In a memorandum dated April 30, 2024 (Shaw to Lockhart), the Transportation Planning Section provided a review of conditions attached to prior approvals, compliance with the2009 *Approved Countywide Master Plan of Transportation* (MPOT), and a review of the applicable Part 27-6 development standards, which are incorporated into the findings above. The MPOT's Complete Streets element reinforces the need for multimodal transportation. The Transportation Planning Section determined that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable and consistent with the site design guidelines, pursuant to Subtitle 27.

C. **Environmental Planning**—In a memorandum dated April 29, 2024 (Meoli to Lockhart), the Environmental Planning Section included a discussion of relevant previous conditions of approval and demonstrated conformance with the master plan and applicable sections of the Zoning Ordinance.

The approved NRI-184-2022 determined that the site is not wooded. The site contains a small area of vegetation in the northeast of the property, which does not meet the qualifications to be considered woodland. The site does not contain specimen trees, REFs, or PMAs.

An approved City of Bowie SWM Concept Plan (02-0823-208NE12) was submitted which shows the use of micro-bioretention facilities. This SWM concept plan was approved on August 28, 2023, and expires on August 28, 2026. The development proposal will reduce the existing impervious area by 0.19 acre.

D. **Subdivision**—In a memorandum dated May 3, 2024 (Mridula to Lockhart), the Subdivision Section provided a review of conditions attached to prior approvals, and noted technical revisions to the DET, which have been included as conditions in the Recommendation section of this technical staff report.

E. **Historic Preservation**—In a memorandum dated May 3, 2024 (Stabler to Lockhart), the Historic Preservation Section indicated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not recommended. The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.

F. **Permit Review**—In a memorandum dated April 20, 2024 (Jacobs to Mitchum), the Permit Review Section indicated three technical corrections needed to the DET, which have been included as conditions in the Recommendation section of this technical staff report.

G. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated April 9, 2024 (Thompson to Lockhart), DPR had no comments on the proposed development.

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 this application.

I. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on this application.

J. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on this application.

K. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on this

application.

L. **City of Bowie**—In a memorandum dated March 25, 2024 (Adams to Shapiro), the City of Bowie stated that on March 18, 2024, the City's Council conducted a public hearing on the DET and voted to recommend approval.

M. **Citizen Input**—At the time of the writing of this technical staff report, the Prince George's County Planning Department has not received any written correspondence from citizens for this subject application.

VII. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DET-2022-012, subject to the following condition:

1. Prior to certification of this detailed site plan, the applicant shall:

    a. Revise the signage schedule to include the monument sign on the signage plan sheet.

    b. Provide the monument sign details on the signage detail plan sheet.

    c. Revise the Tree Canopy Coverage Schedule to reflect the zone label.

    d. Label the 10-foot-wide public utility easement property along Old Annapolis Road, as delineated on the approved Preliminary Plan of Subdivision, PPS-2022-014.

    e. Revise the architectural elevations to include the required and proposed transparency percentages.

    f. Revise the landscape plan to dimension the building frontage zone that is less than 25 feet in depth, according to Section 4.8 of the 2018 *Prince George's County Landscape Manual*.

    g. Revise the landscape plan to dimension the building frontage zone that is 25 feet to 40 feet, according to Section 4.8 of the 2018 *Prince George's County Landscape Manual*.

    h. Revise site plan to provide the distance from the ornamental fence to the abutting street (MD 450 (Annapolis Road)) right-of-way. If the distance is less than 15 feet, demonstrate compliance with Section 27-6605 of the Prince George's County Zoning Ordinance.

    i. Provide the fence detail for the 6-foot-tall, board-on-board wood trash enclosure fence on the detail sheet.

PREMIER A-2 BOWIE

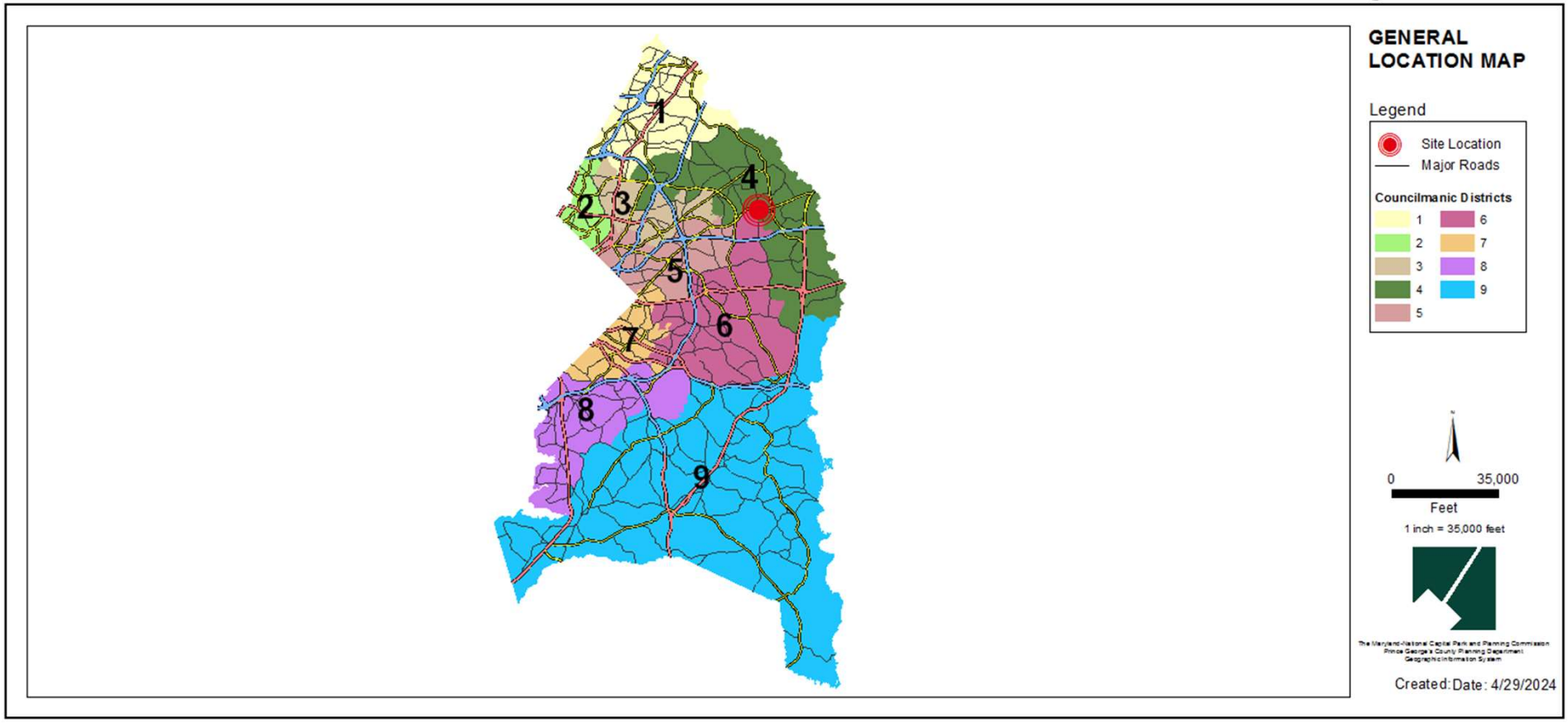
Detailed Site Plan

Staff Recommendation: APPROVAL with conditions

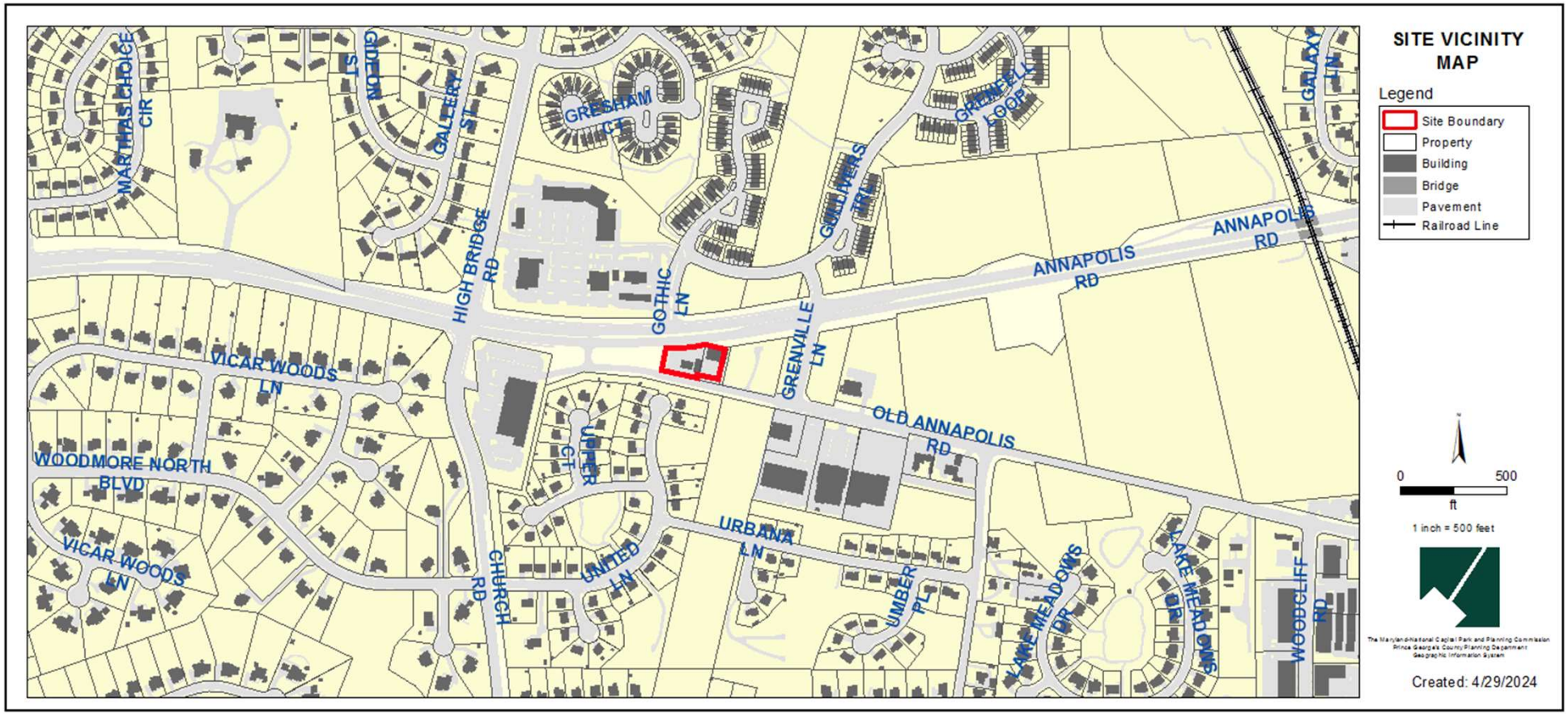
GENERAL LOCATION MAP

Council District: 04

Planning Area: 71B

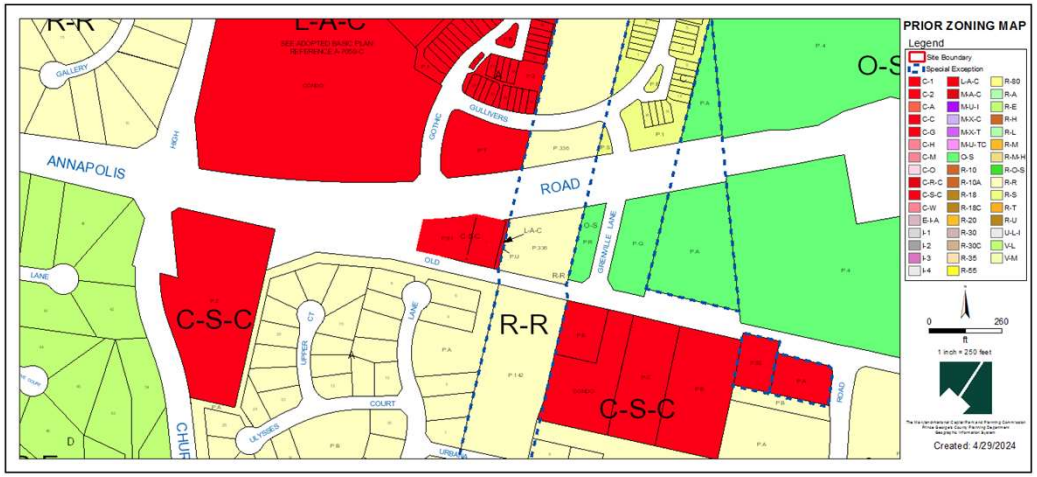


SITE VICINITY MAP

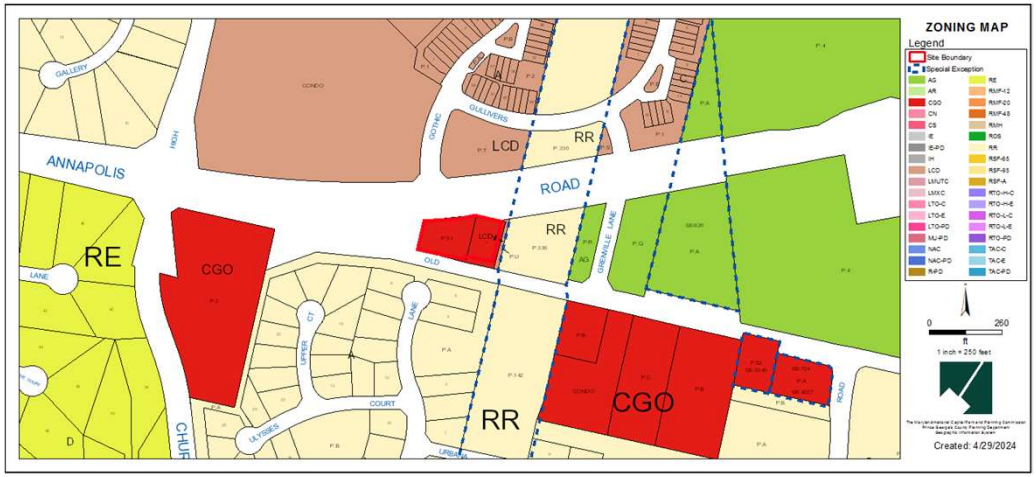


ZONING MAP (PRIOR AND CURRENT)

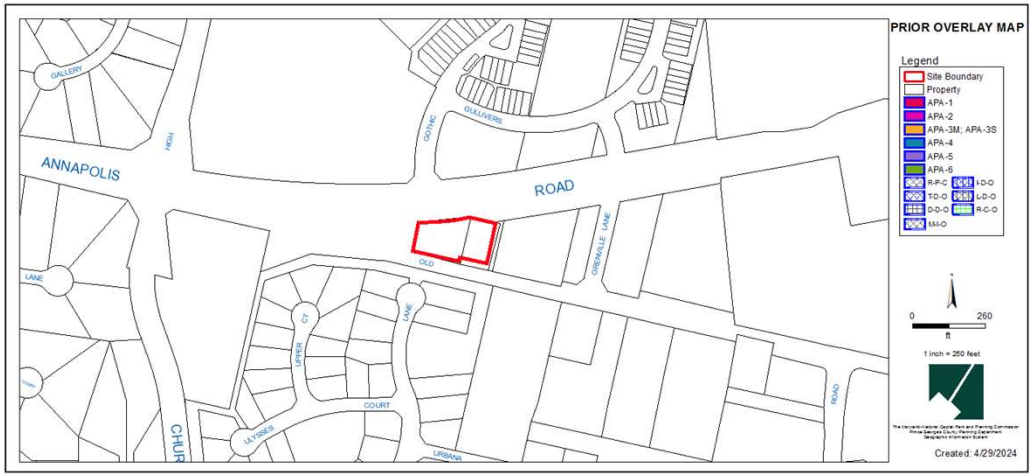
Prior Property Zone: C-S-C



Current Property Zone: CGO



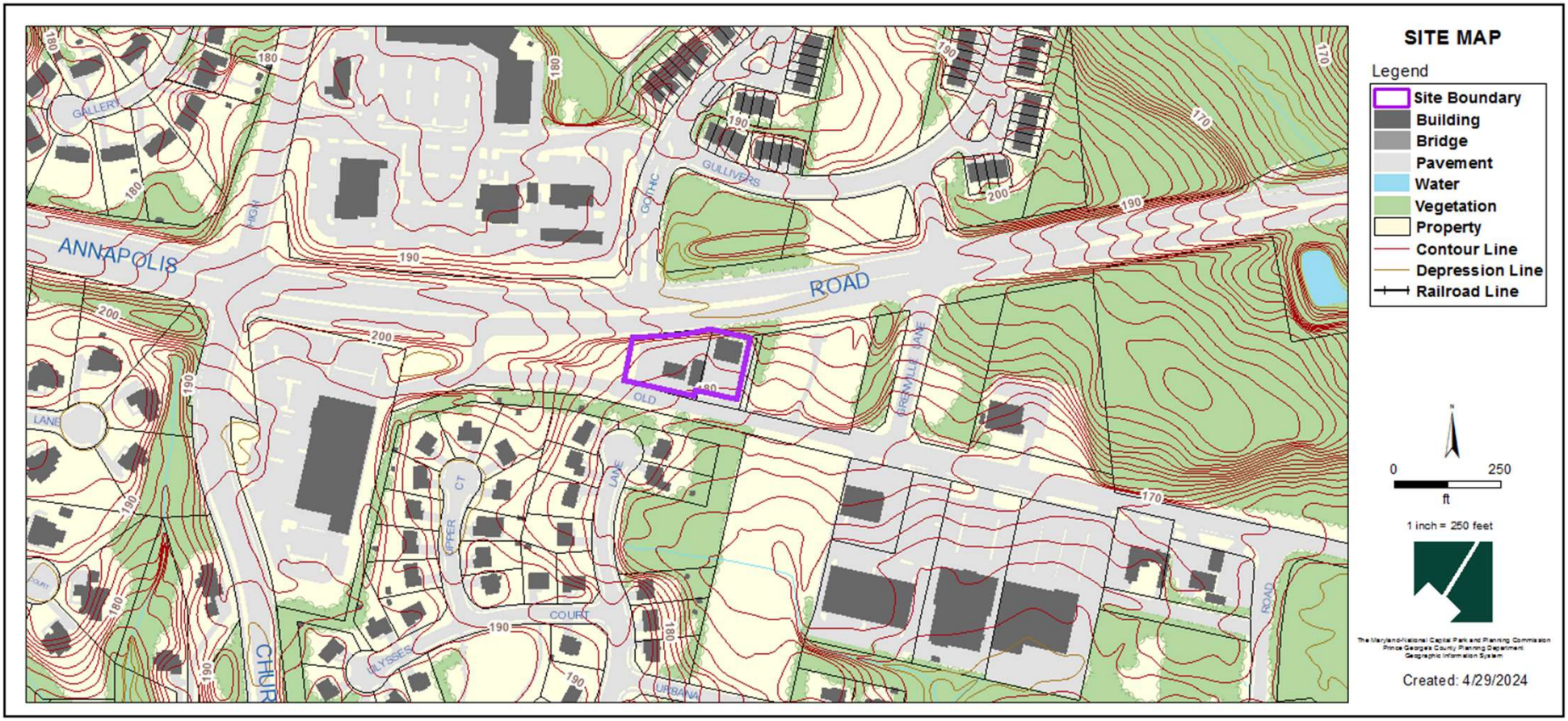
OVERLAY MAP (PRIOR AND CURRENT)



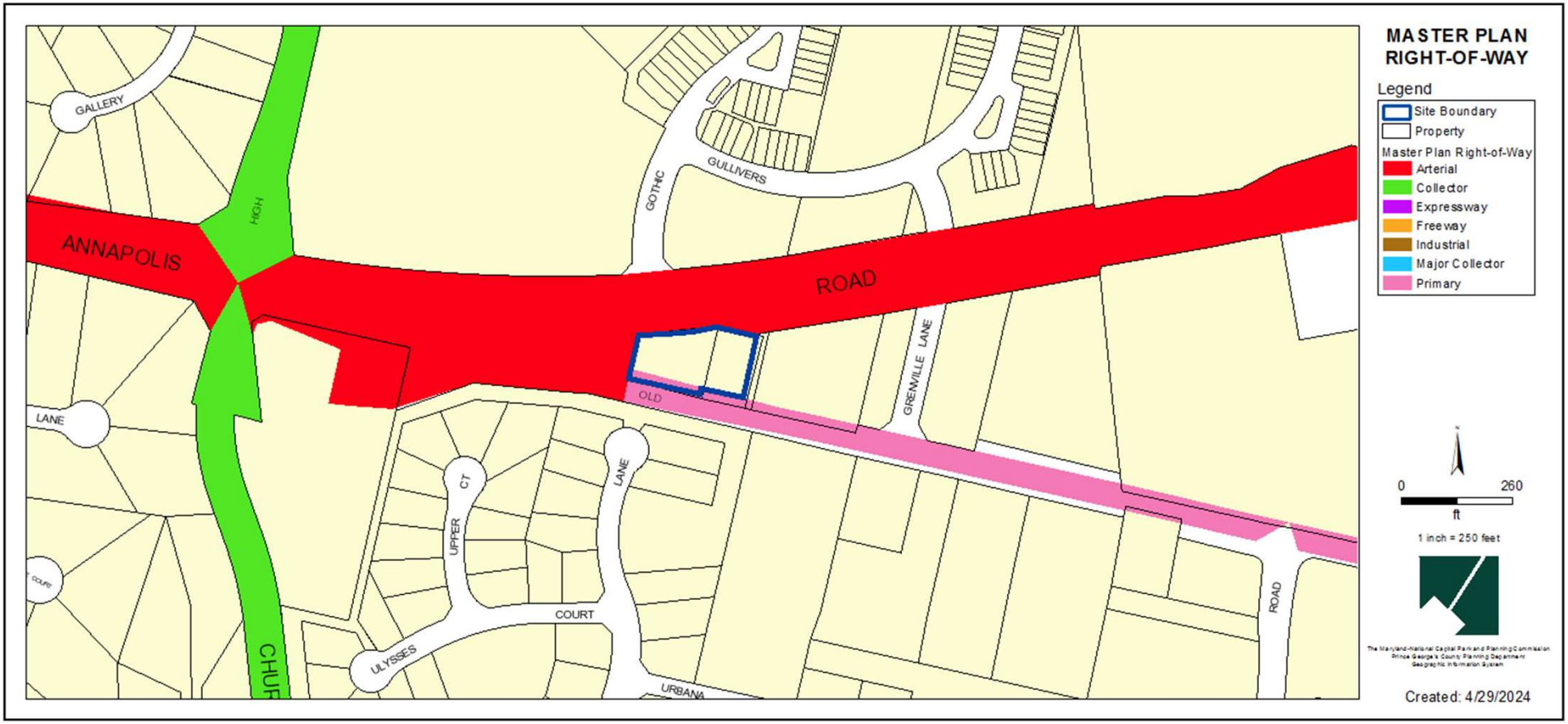
AERIAL MAP

AERIAL MAP
Legend
Site Boundary
Property
IMAGERY FROM
May 2023
ANNAPOLIS
ROAD
0
250
ft
1 inch = 250 feet
Created: 4/29/2024

SITE MAP

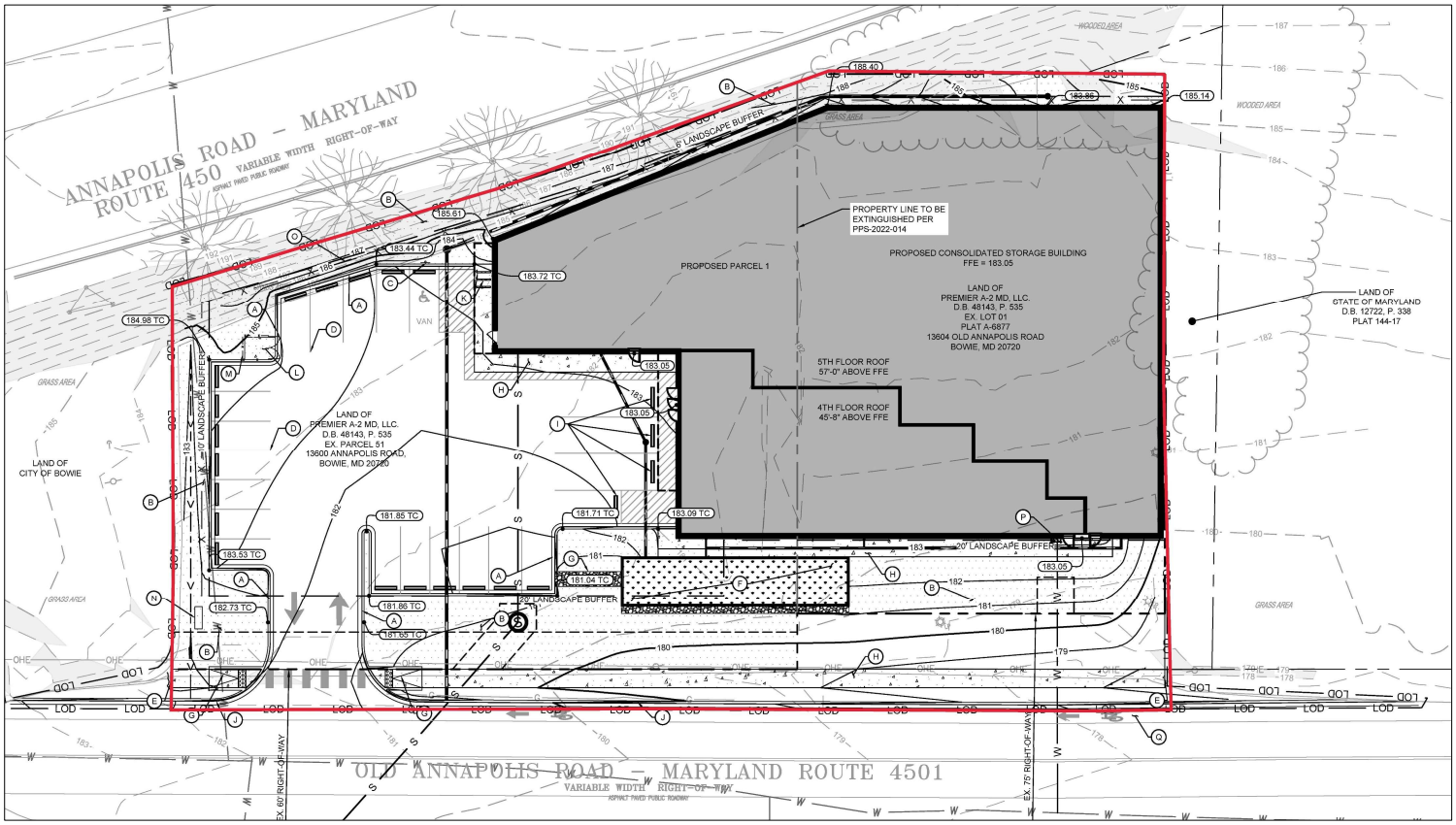

SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
ANNAPOLIS
ROAD
OLD
GULLIVERS
COURT
0
250
ft
1 inch = 250 feet
Created: 4/29/2024

MASTER PLAN RIGHT-OF-WAY MAP

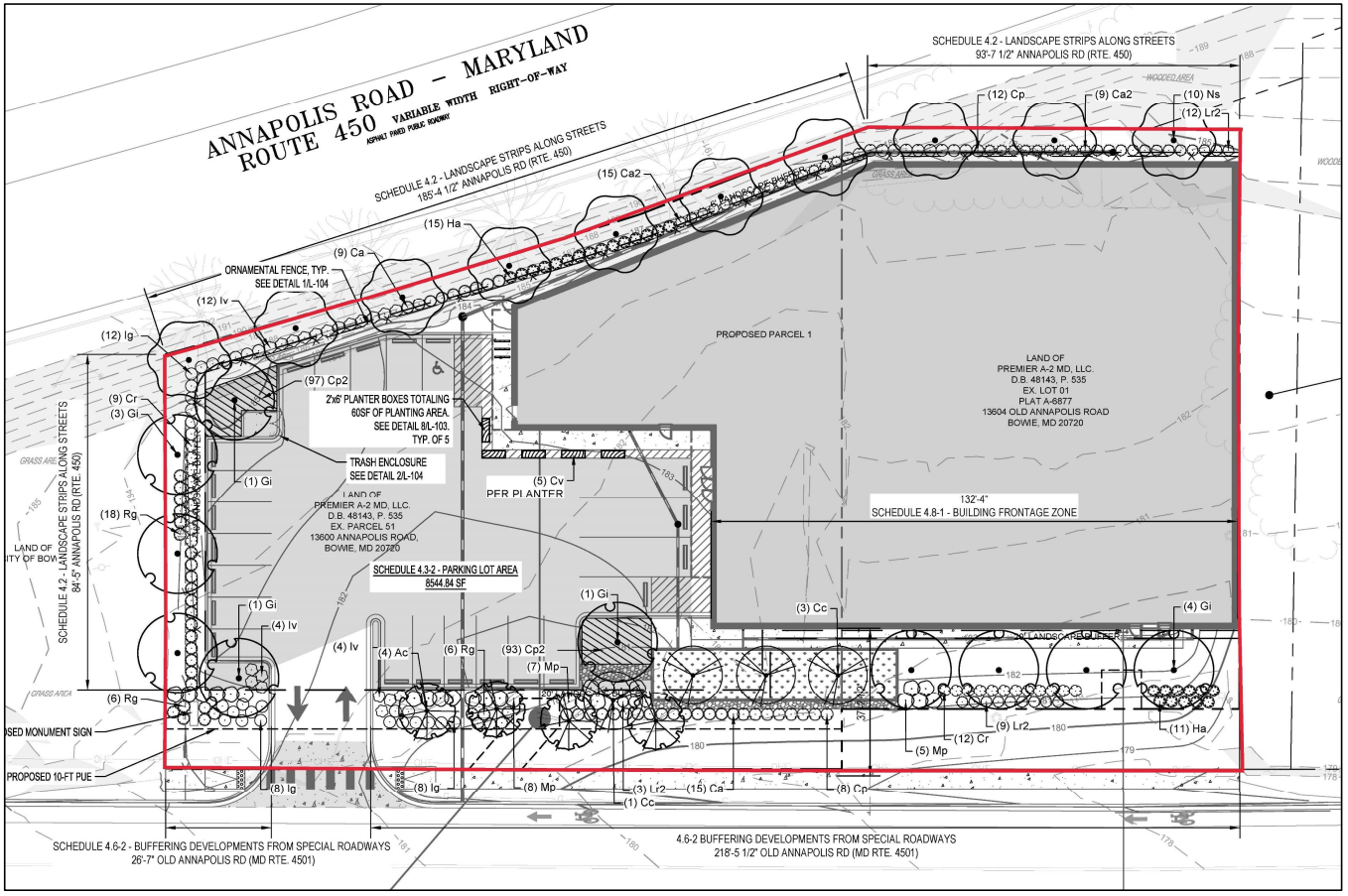


BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

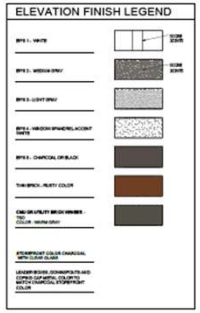
DETAILED SITE PLAN

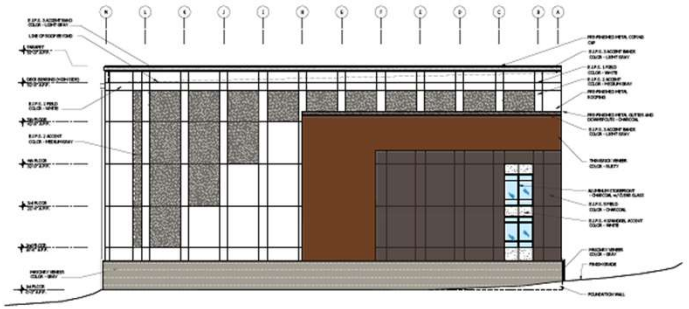


LANDSCAPE PLAN

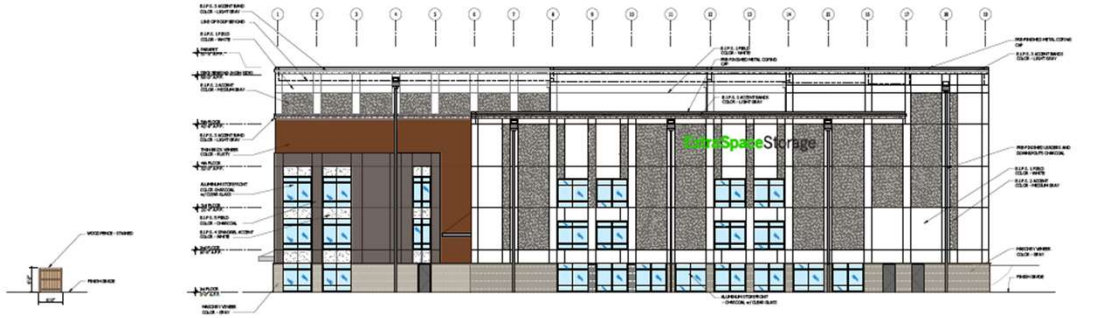


ELEVATIONS





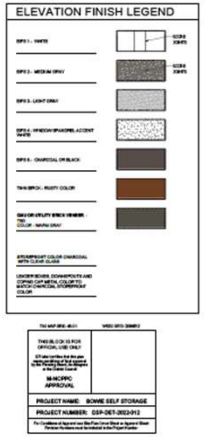
2 | SIDE ELEVATION - EAST FACING POWER EASEMENT

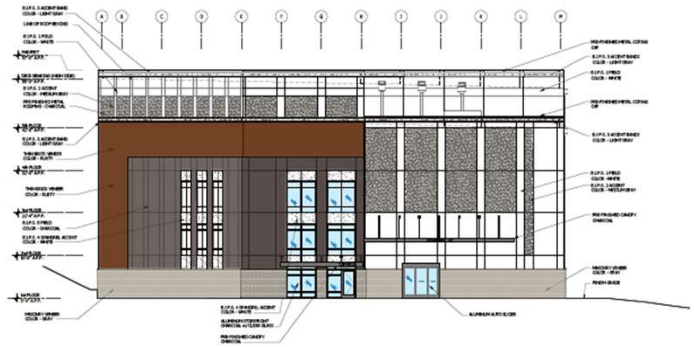


3 | TRASH CAN ENCLOSUR

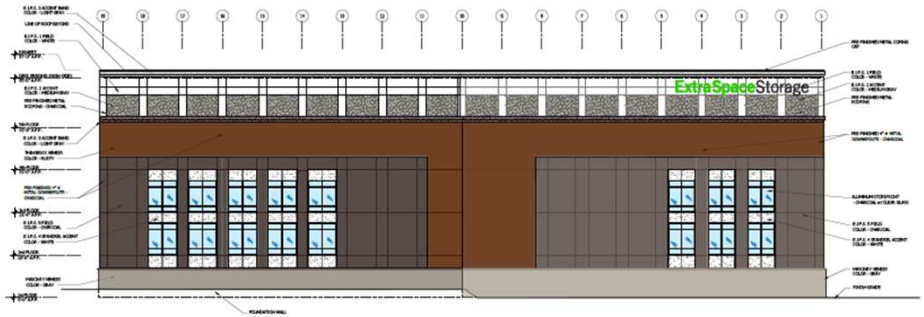
1 | FRONT ELEVATION - SOUTH FACING ANNAPOLIS ROAD

ELEVATIONS





2 SIDE ELEVATION - WEST FACING



1 REAR ELEVATION - NORTH FACING OLD ANNAPOLIS ROAD

CONCEPTUAL RENDERING

STAFF RECOMMENDATION

APPROVAL with conditions

Major/Minor Issues:

- None

Applicant Required Mailings:

- Informational Mailings: 7/27/2022
- Acceptance Mailings: 3/5/2024

STATEMENT OF JUSTIFICATION

Premier A-2 Bowie
DET-2022-012

APPLICANT:	Premier A-2 Bowie MD, LLC 530 Oak Court Drive, Suite 155 Memphis, Tennessee 38117
OWNER:	Same as Applicant
ATTORNEY/ CORRESPONDENT:	Matthew C. Tedesco McNamee Hosea, P.A. 6404 Ivy Lane, Suite 820 Greenbelt, Maryland 20770 301-441-2420 (P) 301-982-9450 (F) MTedesco@mhlawyers.com
CIVIL ENGINEER:	Kimley-Horn Emily Gallagher, P.E. 3904 Boston Street, Suite 202 Baltimore, Maryland 21224 (443) 743-3468 Emily.Gallagher@kimley-horn.com
ARCHITECT	Michael Parker Studios, PLLC Jan Bryan 13755 Thompson Place Drive Mint Hill, NC 28227 (704) 578-2851 jbryan@mparkstudios.com
TRAFFIC ENGINEER:	Lenhart Traffic Consulting, Inc. Michael Lenhart, P.E., PTOE 645 Baltimore Annapolis Boulevard, Ste. 214 Severna Park, Maryland 21146 (410) 216-3333 Voice mlenhart@lenharttraffic.com
REQUEST:	Detailed site plan (DET) to accommodate the development of an approximately 80,652 square foot consolidated storage

facility in the CGO Zone, consisting of one (1) building.

Waiver pursuant to Sections 27-6207(a)(2)(C), 27-6207(b)(2), and 27-6208(a)(2)(B) and (b)(2) of the requirements in Sections 27-6207(a), 27-6207(b), and 27-6208(b), respectively (sidewalk requirement, cross access between adjoining developments' internal vehicle, pedestrian, and bicycle circulation systems, respectively).

==========

I. DESCRIPTION OF PROPERTY

1. Address –13600 and 13604 Old Annapolis Road, Bowie, Maryland 20720.

2. Located on the north side of Old Annapolis Road approximately 320 feet west of its intersection with Grenville Lane.

3. Proposed Use – Consolidated Storage.

4. Incorporated Area – Bowie.

5. Election District – 14.

6. Councilmanic District – 4.

7. Lot/Parcel –Lot 1 (Plat Book WWW 68 at Page 65) and Parcel 51.

8. Total Area – 0.843 Acres.

9. Tax Map Grid –46, Grid C1.

10. Zoned – CGO Zone (formerly C-S-C Zone).

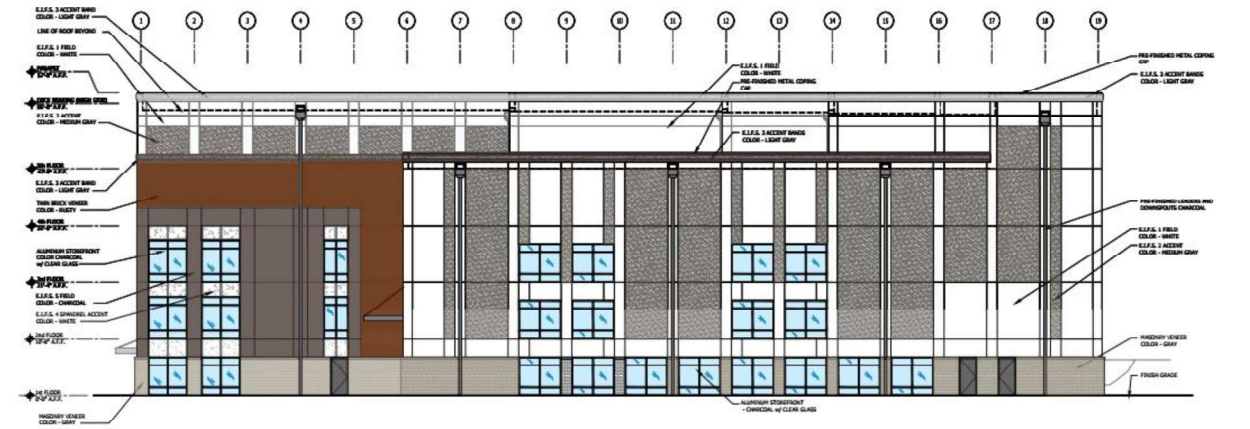
11. Zoning Map – 208NE12

II. APPLICANT'S PROPOSAL

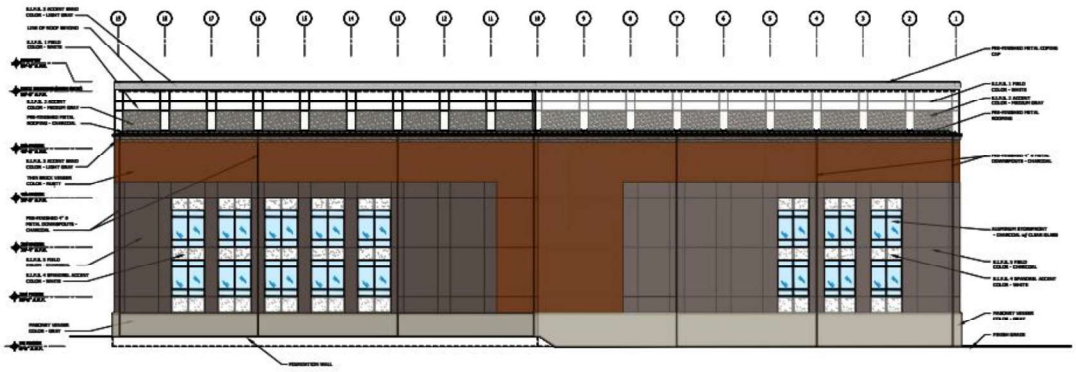
Premier A-2 Bowie MD, LLC (hereinafter the "Applicant") is requesting the approval of a Detailed Site Plan (DET-2022-012). The Applicant is proposing an infill redevelop of the subject property to accommodate the construction of a consolidated storage facility consisting of approximately 80,652 square feet. The subject property is located at 13600 and 13604 Old Annapolis Road, Bowie, Maryland. The property is located on the north side of Old Annapolis

Road (P-308) in Bowie, approximately 320 feet west of its intersection with Grenville Lane. On the north side of the property is Annapolis Road (MD 450) (A-23), to the west is state right-of-way, on the east is sliver of property (Parcel U) owned by the State, and beyond is property owned by PEPCO (P. 336) and improved with a high-tension power line. The property is located in the CGO Zone. A consolidated storage facility is a permitted use in the CGO Zone under certain circumstances. That is, under the provisions of Section 3 of CB-011-2023, which amended the Zoning Ordinance to prohibit Consolidated Storage uses in the CGO Zone, applications that had conducted a Pre-Application Neighborhood Meeting ("PANM") prior to April 1, 2023, may continue to be reviewed under the use regulations in effect prior to the adoption of CB-011-2023. The use regulations in effect prior to the adoption of CB-011-2023 permitted a Consolidated Storage in the CGO Zone as a matter of right. In this case, the PANM for this application and the companion preliminary plan of subdivision (PPS-2022-014) was held on August 29, 2022. The applicant held a second PANM on January 18, 2024. Since Section 3 of CB-011-2023 specifically provides that "any proposed development of a consolidated storage use located outside I-95/I-495 (the 'Capital Beltway') that has completed **a** Pre-Application Neighborhood Meeting for a Special Exception or a Detailed Site Plan pursuant to Section 27-3402, prior to April 1, 2023, may be reviewed and decided in accordance with the use regulations in effect prior to the effective date of this [bill]." (Emphasis added). In this instance, and again, the PAMN, pursuant to Section 27-3402, was held prior to April 1, 2023, and although subpart (b)(4) includes a provision that contemplates more than one PANM should the application not be accepted within a year, the fact remains that "a" PANM was held prior to April 1, 2023, in satisfaction of Section 3 of CB-011-2023. Consequently, this application may continue to be reviewed under the use regulations (i.e., Section 27-5101(d)) in effect prior to the adoption of CB-011-2023, which permitted consolidated storage uses in the CGO Zone.

The proposed building is an approximately 80,652 square foot climate-controlled storage facility providing 58,538 square feet of rentable storage space. At its maximum height, the building is proposed to be five stories, with a step-down to four stories to ensure compatibility with adjacent single-family dwellings. The storage use is accessed from the interior, with no exterior storage proposed. As illustrated in the color elevations/renderings submitted with DET-2022-012, the façade is comprised of a combination of masonry, exterior insulation finish system (EIFS), aluminum storefront, and glass windows. The base portion consists of a light-gray brick veneer. The upper levels include sections of rust color brick veneer coupled with a dark color EIFS field. A pattern of white and light gray EIFS accents creates a regular, vertical pattern to complement the brick and dark EIFS fields. Dark color aluminum storefront, roof canopies and accent metals provide additional accents. Clear glazing, strategically located, provides visual access into the building. The 500-sqaure foot sales office is surrounded by glass, and its prominent front corner location offers a clear visual entrance marker for visitors from the street. Overall, the design presents a contemporary form that complements the function of the interior spaces. This building would be considered to be a modern style whose features rely less on classicized building elements, and more on existing transitional and contemporary elements in the surrounding area.



1 FRONT ELEVATION - SOUTH FACING ANNAPOLIS ROAD



REAR ELEVATION - NORTH FACING OLD ANNAPOLIS ROAD

Statically illuminated branded wall-mount signage is proposed on the southern façade facing Old Annapolis Road (MD 4501) and on the northern façade facing Annapolis Road (MD 450). In the area of the signage, the northern façade is slightly angled, running roughly parallel to Annapolis Road; as such, signage on the northern façade will be visible from both the north and the west. Oversize parking spaces, whose function is to provide interior access, are turned away from the street to minimize their visual impact. Additionally, the consolidated storage building has been designed to provide a minimum of 1,500 square feet for Community Non-Profit Space as required by Section 27-5102(f)(4)(A)(vii), although the applicant questions the legality of such a requirement as an unconstitutional taking.

The site will be screened in accordance with applicable Landscape Manual requirements and improved to treat stormwater management quantity and quality in conformance with City of Bowie requirements. It must be noted that currently, there are no stormwater management facilities on the subject property with the majority of the property being impervious. Access to the site will be via a full access drive from Old Annapolis Road. As mentioned, the applicant also filed a companion Preliminary Plan of Subdivision (PPS-2022-014) application, to consolidate the

property into one (1) parcel. PPS-2022-014 was approved by the Prince George's County Planning Board on April 4, 2024 and PGCPB No. 2024-022 was adopted on April 25, 2024 with 4 conditions. Those conditions are further addressed herein. Further, the applicant incorporates and adopts by reference the findings in PGCPB No. 2024-022.

III. COMMUNITY

The subject property is in Planning Area 71B, and Councilmanic District 4. More specifically, the site is located on the north side of Old Annapolis Road approximately 320 feet west of Grenville Lane. The property is located in the Commercial, General and Office ("CGO") Zone. The property is within the area of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* ("Master Plan").

The subject property is surrounded by the following uses:

North: Maryland Route 450 and beyond, vacant land, various commercial uses and single-family attached residential use in the LCD Zone;

East: Vacant land and PEPCO Transmission lines in the LCD, RR and AG Zones;

South: Old Annapolis Road and beyond, single family homes and PEPCO Transmission lines in the RR Zone;

West: Intersection of Maryland Route 450 and Old Annapolis Road and beyond, single family homes, Lidl Grocery Store and various commercial uses in the RR, CGO, and LCD Zones.

IV. GENERAL CRITERIA FOR DET APPROVAL

Pursuant to County Council Bill CB-13-2018, the Prince George's County Council adopted a new Zoning Ordinance (Subtitle 27 of the County Code), which was to become effective upon the approval of the Countywide Sectional Map Amendment (CMA). Pursuant to Council Resolution CR-136-2021, the new Zoning Ordinance became effective on April 1, 2022. As a result, the subject property was rezoned from the C-S-C Zone to the CGO Zone.

Section 27-3605. Detailed Site Plan.

(e) Detailed Site Plan Decision Standards.
A detailed site plan may only be approved upon a finding that all of the following standards are met:

(1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring

unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

COMMENT: Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application (or any other previously approved applications as incorporated herein, as needed), the applicant contends that DET-2022-012 represents the most reasonable alternative for satisfying the applicable standards of this Subtitle without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

(2) The proposed development complies with all conditions of approval in any development approvals and permits to which the detailed site plan is subject;

COMMENT: Although the subject property is subject to prior approvals (to wit: DSP-12008 and Plat Book 68 and Page 65), PPS-2022-014 (currently accepted and under review) and DET-2022-12 will supersede these, and a new plat will be recorded. Consequently, no prior conditions of approval are applicable – saving that PPS-2022-014 once approved may have conditions in which this DET will address, as applicable. That said, some prior findings in DSP-12008 may prove useful in the analysis of this detailed site plan.

(3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;

COMMENT: No regulated environmental features are present on site. *See* NRI-184-2022.

(4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;

COMMENT: Not applicable. The subject property is located in the CGO Zone and not within a Planned Development (PD) Zone.

(5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

COMMENT: The subject property is also the subject of WCO-EX S-155-2022, which was approved on August 19, 2022, and is currently valid.

(6) The development in the detailed site plan (minor and major) shall be consistent with the General Plan and shall conform to the relevant goals, policies, and strategies of the Area Master Plan or Sector Plan,

applicable Functional Master Plans, and the Growth Policy Map as it relates to centers in the 2014 General Plan, Plan Prince George's 2035, for the subject property and its surrounding area (unless the subject property has been rezoned pursuant to a Zoning Map Amendment subsequent to the adoption of the relevant Area Master Plan, Sector Plan, or Functional Master Plan). (CB-003-2023).

COMMENT: The subject property is located in Planning Area 71B which is included in the 2022 *Bowie Mitchellville and Vicinity Approved Master Plan* ("Master Plan"). The Sectional Map Amendment ("SMA") associated with the Master Plan is currently under review by the District Council but has been endorsed by the Planning Board. On November 29, 2021, the Prince George's County Council, sitting as the District Council, approved Prince George's County Council Resolution CR-136-2021, the Countywide Sectional Map Amendment, which reclassified the subject property from the C-S-C Zone to the CGO Zone effective April 1, 2022. The endorsed SMA recommends retaining the subject property in the CGO Zone. The redevelopment of the subject property with a consolidated storage facility is consistent with this zoning category, pursuant to Section 3 of CB-011-2023.

The property is within the Plan 2035's Established Communities growth policy area. Plan 2035's vision for the Established Communities area is to create the most appropriate context-sensitive infill and low- to medium-density development. (Page 22). DET-2022-012 proposes context-sensitive infill redevelopment that will be consistent with and that will not be detrimental to nearby commercial or residential development. The proposed building is designed in a contemporary style intended to integrate into the existing fabric of the larger neighborhood. To further reflect the neighborhood context, the building will also be constructed of the predominant materials seen in the surrounding commercial structures. (*See infra* – regarding Section 27-5102(f)(4)(A)).

The subject site is currently vacant and underutilized, and is located within the MD 450 Corridor of the Master Plan. (Page 42). Most of the area directly surrounding the MD 450 (Annapolis Road) corridor is zoned for low- and very-low residential use (Ibid.); however, the Master Plan places the site in the "Commercial" future land use category, as shown on Map 16: Future Land Use. (Page 50). In Table 3: Future Land Use Map Categories, the intent of the "Commercial" land use is described as "[r]etail and business areas, including employment areas, such as office and services. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options. These areas are intended to remain predominantly or entirely commercial." (Page 49). Notwithstanding consolidated storage is classified as an industrial use pursuant to Section 27-5100, the zoning ordinance recognizes the use as compatible with other commercial uses, as it is permitted in the Commercial-General-Office (CGO) Zone pursuant to CB-011-2023. The Master Plan's Commercial future land use description also incorporates a level of flexibility for compatible land uses, such as those proposed on the subject use, in that it states the Commercial areas are "intended to remain *predominantly or* entirely commercial" (emphasis added) as opposed to stating the areas are intended to remain *entirely* commercial. Additionally, consistent with the Commercial future land use description, the proposed use will provide a necessary service and have access to multimodal transportation

options. Indeed, as described below, the proposed development will increase and enhance multimodal transportation options.

The Master Plan includes recommendations to "creat[e] strategic opportunities for infill housing and commercial land uses within Established Communities, served by existing infrastructure" (Page 55), and, more specifically, to "creat[e] strategic opportunities for infill commercial land uses along MD 450, served by existing infrastructure." (Page 76). The infill redevelopment will further be served by existing infrastructure (as recommended in the Master Plan) and further improve the site with a modern building, reduced impervious surfaces, active transportation facilities, stormwater management facilities, and landscaping.

The Master Plan also notes as one of its Key Policies for the Rural and Agricultural Area that it seeks to, "Reinforce the eastern boundary of US301 as the County's Growth Boundary, directing growth away from the Rural and Agricultural Area and into the Established Communities." (Page 6). The subject property is also located inside the Plan 2035 Growth Boundary, and development in this location will reinforce and support this Key Policy. Siting the infill redevelopment in this location allows the plan area to strengthen its economic competitiveness and expand its market position.

The development further conforms to goals, policies, and strategies of the Master Plan. It provides a use that appropriately serves the needs of community residents and is compatible with the proposed location. Although the proposed use is industrial and not commercial, the ultimate building design and use as a consolidated storage facility is compatible with, and does not detract from, the surrounding businesses. The Master Plan also recommends to "[p]romote sustainable, green neighborhoods and construction." (Page 155). The development will meet and exceed the Green Building standards of set forth in Section 27-61603 by implementing measures to conserve water, proactively encourage active transportation, and conserve energy. (*See infra* – regarding Section 27-61603). Additionally, the proposed development meets the goals of "[i]ntegrat[ing] land use and transportation to encourage multimodal transportation options including transit, bicycling, and walking along MD 450" and "[meeting t]he needs of the population . . . with greater connectivity and a built environment conductive to active transportation." (Page 46; page 106). This infill redevelopment will implement the master planned bicycle lane along Old Annapolis Road (MD 4501) (P-308). Additionally, as outlined in the BPIS submitted in conjunction with PPS-2022-014, the proposal will include offsite improvements, to wit: bus shelters at the intersection of MD 450 and Church Road/Highbridge Road, or, alternatively, the thermoplastic continental crosswalks at the western legs of two nearby intersections. New bus shelters will increase the comfort and safety of transit riders, while new crosswalks would increase the safety of pedestrians. Finally, the proposal includes two bicycle parking racks to provide parking for four bicycles in conformance with Section 27-6309.

There are no regulated natural features on the subject property, and the proposed development will be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance ("WCO"). No historic sites are on or abut the subject property, and the property buffers will adhere to the scenic road standards of the Landscape Manual. As such, the approval of the subject application

will not have an adverse impact on any Functional Master Plans. The Water Resources Functional Master Plan addresses broad regulatory policy and large-scale watershed planning, and as such makes no recommendations which are directly applicable to the subject application. No proposed sites for Public Safety facilities are in the area affected by the subject application. Since the proposed consolidated storage project is in keeping with the General Plan's broad land use policies for the Established Communities areas, is a permitted use in the CGO Zone (pursuant Section 3 of CB-011-2023), and is generally in harmony with the applicable Functional Master Plans, approval of the subject application will be in harmony with the Ordinance's purpose of implementing those plans, as applicable.

Finally, the Natural Environment section of the Master Plan provides, "[m]ost of this plan area was developed by the 1970s, before the adoption of environmental regulations regarding woodland conservation, stormwater management, or stream, wetland, and floodplain protections." (Page 140). The subject site exemplifies this statement. Based on a review of aerial imagery, by 1977, the site had been cleared of vegetation and improved with the buildings and associated parking areas that exist onsite today and are impervious. No stormwater management facilities or landscaping has before or since been installed on the property. Specifically, The proposed context-sensitive infill redevelopment implements the Master Plan's vision for the natural environment as follows:

Policy NE1. Ensure that areas of connectivity and ecological functions are maintained, restored, or established during development or redevelopment.

At a high level, the plan advises, "[u]se the green infrastructure network as a guide to decision-making . . . ." (Page 142). The subject property is located outside of both the regulated areas and the evaluation areas of the County's Green Infrastructure Network as defined in the 2017 Approved Resource Conservation Plan. Although both regulated areas and evaluation areas exist in the vicinity, the subject site is not contiguous to these areas, and instead, is separated by improved roadways (MD 450, MD 4501, and Grenville Lane). By siting the proposed infill redevelopment in this location, the proposal makes use of an underutilized infill site, thereby, avoiding areas included in the Green Infrastructure Network and additionally directing development away from any regulated environmental features, as none exist onsite.

Policy NE 2. Preserve, in perpetuity, Nontidal Wetlands of Special State Concern (NTWSSC) within Bowie-Mitchellville and Vicinity (see Map 42. Nontidal Wetlands of Special State Concern [NTWSSC]—2017).

The site does not contain Nontidal Wetlands of Special State Concern. Also, see supra.

Policy NE 3. Proactively address stormwater management in areas where current facilities are inadequate.

DET-2022-012 will proactively address stormwater management in areas where current facilities are inadequate, and will also "[r]etrofit all surface parking lots using ESD and best stormwater

management practices when redevelopment occurs . . . .” (Page 147). The proposed development will improve the site to both reduce impervious surface and treat for stormwater quantity and quality in conformance with City of Bowie regulations. The site has an approved stormwater management concept plan (#02-0823-208NE12), which was issued on August 28, 2023, and which is valid until August 28, 2026. The existing impervious area onsite is 0.79 acres. This will be reduced by 0.19 acres under the proposed infill redevelopment. One (1) ESD device (micro-bioretention) is proposed. Indeed, by reducing impervious area and adding stormwater management to this site, the development will help to address the problem of “the nine sub watersheds associated with the Patuxent River exhibit[ing] fair to very poor water quality.” (Page 140).

Policy NE 4. Support street tree plantings along transportation corridors and streets, reforestation programs, and retention of large tracts of woodland to the fullest extent possible to create a pleasant environment for active transportation users including bicyclists and pedestrians.

DET-2022-012 will conform to this recommendation, as applicable. The Master Plan also recommends to “[p]lant trees wherever possible to increase tree canopy coverage to shade impervious surfaces, to reduce urban heat island effect, limit thermal heat impacts on receiving streams, and slow stormwater runoff . . .” (Page 147). The detailed site plan demonstrates conformance to Landscape Manual requirements as applicable, installing vegetative buffers and landscape plantings that will serve to increase canopy, shade surfaces, and reduce heat island effects.

Policy NE 6. Support local actions that mitigate the impact of climate change.

Not applicable. Pursuant to an email from Christian Meoli (Environmental Planning Section) to undersigned counsel, dated January 31, 2024, this policy does not relate to development review.

Policy NE 7. Continue to expand active transportation opportunities to reduce automobile dependency and carbon emissions.

Not applicable. Pursuant to an email from Christian Meoli (Environmental Planning Section) to undersigned counsel, dated January 31, 2024, this policy does not relate to development review. Notwithstanding, the proposed development will assist in expanding active transportation opportunities to reduce automobile dependency and carbon emissions in the plan area. As required by (or subject to) SHA, the subject development will provide the master planned bike lane along Old Annapolis Road (MD 4501) (P-308). Additionally, as outlined in the BPIS submitted in conjunction with the companion PPS-2022-014, the proposal is intended to install offsite improvements, to wit: bus shelters at the intersection of MD 450 and Church Road/Highbridge Road, or, alternatively, the thermoplastic continental crosswalks at the western legs of two nearby intersections. New bus shelters will increase the comfort and safety of transit riders, while new crosswalks would increase the safety of pedestrians. Finally, the proposal will provide onsite bicycle parking in conformance with Section 27-6309, Bicycle Parking Standards, as applicable.

Policy NE 8. Continue to support street tree plantings, reforestation programs, and retention of large tracts of woodland to increase forest and tree canopy.

Not applicable. Pursuant to an email from Christian Meoli (Environmental Planning Section) to undersigned counsel, dated January 31, 2024, the site is not in the vicinity of BSU MARC Campus Center.

Policy NE 9. Proactively address stormwater management in areas where current facilities are inadequate.

Not applicable. Pursuant to an email from Christian Meoli (Environmental Planning Section) to undersigned counsel, dated January 31, 2024, the site is not in the vicinity of BSU MARC Campus Center.

Policy NE 10. Integrate Primary Management Areas (PMA) into a walkable, mixed-use environment.

Not applicable. Pursuant to an email from Christian Meoli (Environmental Planning Section) to undersigned counsel, dated January 31, 2024, the site is not in the vicinity of BSU MARC Campus Center.

(7) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, 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; and

COMMENT: Not applicable. DET-2022-012 is not a detailed site plan for infrastructure. Nevertheless, and as provided below in Section VI, the proposed development complies with the applicable development standards.

(8) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:

(A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;
(B) When possible, there should be no parking or loading spaces located in the front yard; and
(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.

COMMENT: Not applicable. DET-2022-012 does propose the development of a place of worship

on a lot between one (1) and two (2) acres in size.

V. CONFORMANCE WITH REQUIRED FINDINGS WITH THE CGO ZONE

In accordance with the Zoning Ordinance, the Planning Board must make the following findings or approval of a DET in the CGO Zone as follows:

Sec. 27-4200. Base Zones

Sec. 27-4203. Nonresidential Base Zones

(a) General Purposes of Nonresidential Base Zones

The Nonresidential base zones are established for the general purpose of ensuring there are lands in the County that provide a wide range of retail, office, service, employment, light industrial, heavy industrial, and related uses to meet the needs of County residents and the region, and more specifically to:

(1) Provide appropriately located lands for the full range of business uses needed by the County's residents, businesses, and workers, consistent with the goals and policies of the General Plan and the applicable Area Master Plan or Sector Plan to support quality economic growth;

(2) Strengthen the County's economic base, and provide employment opportunities close to home for County residents;

(3) Create suitable environments for various types of businesses, and protect them from the adverse effects of incompatible development;

(4) Create suitable environments for various types of mixed-use development, where business, office, retail, and residential development is designed and integrated in compatible ways;

(5) Accommodate new infill development and redevelopment that is consistent with the context and the character of the nonresidential zone in which it is located;

(6) Ensure nonresidential development is located and designed to protect and preserve the character of existing single-family zones and neighborhoods; and

(7) Promote sustainable development that conserves energy and is energy-efficient, reduces the emission of greenhouse gases, provides physical and economic access to nutritious foods, employs sustainably-sourced and recycled materials, and meets similar sustainability goals.

COMMENT: The proposed development is consistent with the general purposes of nonresidential base zones. The proposal will strengthen the County's economic base by returning currently vacant land (all prior buildings have been razed, what remains are areas of impervious concrete and asphalt) to productive use, thereby increasing the County's tax base. The proposal will not be

incompatible with surrounding businesses and residential development, nor will it adversely impact any of the surrounding uses; instead, the proposal constitutes context-sensitive infill redevelopment that will provide a necessary function for the community. By siting the proposed infill redevelopment in this location along MD 450, the proposal makes use of an underutilized infill site, thereby promoting sustainable development that avoids areas included in the Green Infrastructure Network and additionally directs development away from any regulated environmental features, as none exist onsite.

(d) Commercial, General and Office (CGO) Zone

(1) **Purposes**	
The purposes of the Commercial, General and Office (CGO) Zone are: (A) To provide lands for a diverse range of business, civic, and mixed-use development, typically at or near major intersections where visibility and good access are important, in a form that supports connections and a balance between automobile access and pedestrian-friendliness; (B) To incorporate development with multiple uses, shared parking, and coordinated signage and landscaping; and (C) To accommodate higher-density residential uses as part of vertically or horizontally mixed-use development.	

COMMENT: DET-2022-012 is consistent with the purposes of the CGO zone. The proposed infill redevelopment will deliver a consolidated storage facility at an intersection with visibility and good access, on a site that is currently vacant. Notwithstanding that the proposed development is an industrial use, consolidated storage is a permitted use in the CGO Zone pursuant Section 3 of CB-011-2023. The development will also construct the master planned bicycle facility along Old Annapolis Road (MD 4501). The proposed development will also include a mix of uses in the form of 1,500 square feet of community space that will be utilized by a future community organization or not-for-profit user. Proposed parking for this development will be shared by both the consolidated storage use and the community space use.

(2) **Intensity and Dimensional Standards**			
Standard (1)	**Townhouse Dwelling**	**Multifamily Dwelling, Artists' Residential Studio, Live-Work Dwelling (2)**	**Other Uses**
Density, max. (du/ac of net lot area)	20.00	48.00	No requirement
Net lot area, min. (sf)	No requirement	7,500	No requirement
1 Lot width, min. (ft)	20	50	No requirement
Lot coverage, max. (% of net lot area)	65 (3)	70	No requirement
2 Front yard depth, min. (ft)	10	10	0
3 Side yard depth, min. (ft)	8 (4)	8	0
4 Rear yard depth, min. (ft)	15	15	0
5 Principal structure height, max. (ft) (5) (6)	50	86	No requirement

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

(1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.

(2) The standards in this column apply to multifamily dwellings, artists' residential studios, and live-work dwellings as stand-alone development. Dwelling units above ground-level nonresidential development shall be subject to the maximum density standard in this column, but otherwise to the standards for Other Uses.

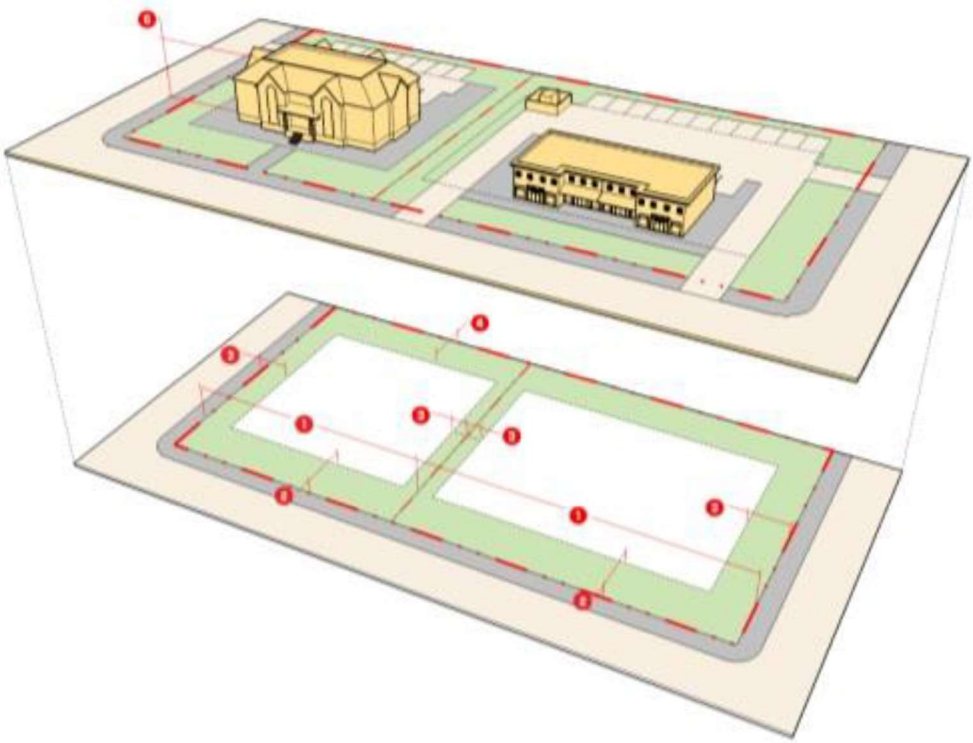
(3) Applicable to the lot coverage of the development lot as a whole rather than individual lots under townhouse units.

(4) Applicable to buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.

(5) Provided those portions of the structure greater than 50 ft high are set back from the minimum front , side, and rear yard depths an additional 0.5 ft for each 1 ft (or major fraction thereof) the height of the portion exceeds 50 ft.

(6) 110 ft for office buildings or mixed-use development consisting primarily of office uses.

(2) Intensity and Dimensional Standards			
Standard (1)	**Townhouse Dwelling**	**Multifamily Dwelling, Artists' Residential Studio, Live-Work Dwelling (2)**	**Other Uses**
Multifamily Dwelling and Other Uses			



COMMENT: DET-2022-012 conforms to the intensity and dimensional standards of the CGO zone, as applicable.

VI. SECTION 27-6 DEVELOPMENT STANDARDS

Sec. 27-6200 Roadway Access, Mobility, and Circulation

27-6201. Purpose and Intent

The purpose of this Section is to ensure that developments are served by a coordinated multimodal transportation system that permits the safe and efficient movement of motor vehicles, emergency vehicles, transit, bicyclists, and pedestrians within the development and between the development and external transportation systems, neighboring development,

and local destination points such as places of employment, schools, parks, and shopping areas. Such a multimodal transportation system is intended to:

a. **Provide transportation options;**
b. **Increase the effectiveness of local service delivery;**
c. **Reduce emergency response times;**
d. **Promote healthy walking and bicycling;**
   Facilitate use of public transportation;
e. **Contribute to the attractiveness of the development and community;**
f. **Connect neighborhoods and increase opportunities for interaction between neighbors;**
g. **Reduce vehicle miles of travel and travel times;**
h. **Reduce greenhouse gas emissions;**
i. **Improve air quality;**
j. **Minimize congestion and traffic conflicts; and**
k. **Preserve the safety and capacity of County transportation systems.**

COMMENT: As will be demonstrated below, as applicable, the proposed development complies with the purposes set forth in 27-6201.

27-6202. Consistency with Plans

The design and construction of access and circulation systems associated with a development shall be consistent with the transportation goals, objectives, and actions in the County's General Plan, the Approved Countywide Master Plan of Transportation, the applicable Area Master Plan or Sector Plan, and other County-adopted plans addressing transportation.

COMMENT: The subject property is located in Planning Area 71B which is included in the 2022 *Bowie Mitchellville and Vicinity Approved Master Plan.* The SMA associated with the Master Plan is currently under review by the District Council, but has been endorsed by the Planning Board. The property was rezoned to the CGO Zone as part of the CMA, which took effect on April 1, 2022. The endorsed SMA recommends retaining the subject property in the CGO Zone. The redevelopment of the subject property with a consolidated storage facility is consistent with this zoning category as well as the Master Plan recommendation for the MD 450 corridor. (*See supra*). In addition to the above, subject to approval by the operating agency, the applicant proposes to construct the master planned bicycle lane along Old Annapolis Road (P-308) across the property frontage. There is an existing side path along the north side of MD 450, and nothing further appears to be master planned. Although there is a master planned side path for the south side of Old Annapolis Road, this proposed development is on the north side of Old Annapolis Road and does not impact the south side. Thus, the applicant does not plan on constructing said

side path. Notwithstanding, the proposed development is consistent with the applicable Master Plan.

27-6203. Multimodal Transportation System

Access and circulation systems associated with a development shall provide for multiple travel modes (pedestrian, transit, bicycle, and vehicular), based on the development's size, character, the zone in which it is located, and its relationship to existing and planned transportation systems. Pedestrian, transit, bicycle, and vehicular access and circulation systems shall be coordinated and integrated as necessary to offer the development's occupants and visitors improved transportation choices while enhancing safe and efficient mobility throughout the development and the community.

COMMENT: Access to the site will be from Old Annapolis Road. The site has frontage on and access to Old Annapolis Road via full access driveway. Bicycle and pedestrian access and circulation are coordinated with vehicular access and circulation for safe and efficient movement of all modalities throughout the site. Two (2) bicycle racks providing parking for four (4) bicycles is provided onsite, and sidewalks are provided on all sides of the building with pedestrian access.

27-6204. Circulation Plan or Site Plan Required

Development applications shall include a circulation plan (unless a site plan meeting the requirements of this Section is submitted) that demonstrates how the development follows the requirements of Sections 27-6205 through 27-6208. A circulation plan may be combined with the parking plan required in Section 27-6303, Parking Plan or Site Plan Required

COMMENT: The Detailed Site Plan includes a Circulation & Parking Plan demonstrating conformance to these requirements, as applicable.

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

If a street is proposed within a development site, the developer shall bond, construct and maintain road, street, bikeway, sidewalk, and other access and circulation improvements in accordance with the standards for design and construction defined in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction, and shall dedicate any required rights-of-way or easements, as required by the Subdivision Regulations and shown on an approved preliminary plan of subdivision.

COMMENT: Not applicable. The DET does not propose any streets within the development site. Notwithstanding, as it relates to the streets external to development site, pursuant to conversations with the State Highway Administration ("SHA"), SHA will only require the master planned bike lane along Old Annapolis Road (P-308). SHA will not require acceleration/deceleration lanes or sidewalks along the frontage of either MD 450 or MD 4501.

27-6206. Vehicular Access and Circulation

(b) Vehicular Accessway Classifications

As a basis for application of many of the vehicular access and circulation standards in this Section, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

(1) Driveways

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones and are not considered streets.

COMMENT: DET-2022-012 proposes that the site be served by one driveway providing direct access from Old Annapolis Road (MD 4501). This will replace the existing driveway, which is located to the east on the site. While a limited portion of the driveway apron will be located in the MD 4501 right-of-way, the principal length of the driveway will be onsite, outside of the public right-of-way. SHA will not require acceleration/deceleration lanes or sidewalks along the frontage of either MD 450 or MD 4501.

(2) Alleys

(A) Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street.

COMMENT: Not applicable. No alleys are proposed with DET-2022-012.

(B) Within the CN, NAC, LTO, RTO-L, RTO-H, LTO-PD, and RTO-PD zones, alleys shall comply with standards established in the Prince George's County Urban Street Design Standards. In all other areas of the County,

alleys shall comply with the standards established in Subtitle 23: Roads and Sidewalks, and Subtitle 24: Subdivision Regulations, of the County Code, and the Prince George's County Specifications and Standards for Roadways and Bridges.

COMMENT: Not applicable. The site is located within the CGO zone and no alleys are proposed with DET-2022-012.

(3) Connectivity

The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

COMMENT: The proposed driveway will provide direct access to MD 4501. *See supra.* The proposed driveway will conform to the design standards of the operating agency (SHA), as applicable and as subject to modification by the operating agency.

(c) Required Vehicular Access and Circulation

A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as any required fire lanes, parking lot drive aisles, and any circulation associated with parking, loading, or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23: Roads and Sidewalks.

COMMENT: The DET has been designed to conform to these standards and provides adequate access and circulation for vehicles normally accessing a consolidated storage facility as well as fire trucks and other emergency vehicles. A circulation and parking plan is included in the DET, demonstrating conformance with these standards as applicable.

(d) Vehicular Access Management

(1) Limitation on Direct Access Along Arterial and Collector Streets

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial or collector street only if:

(A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;

(B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and

(C) The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street.

COMMENT: Not applicable. Access to the site will be provided via Old Annapolis Road (MD 4501) (P-308), a primary road.

(2) Limitation on Direct Driveway Access along Other Streets
The following standards shall apply to vehicular access along a street other than an arterial street.

(A) For single-family detached dwellings, two-family dwellings, and three-family dwellings, one direct driveway access point is allowed if only the frontage of the lot abuts the street's right-of-way. If the street is on a corner lot of two non-arterial or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).

(B) For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and efficiency of travel on the street and any associated bikeways and sidewalks.

(C) Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.

COMMENT: DET-2022-012 conforms with the standards set forth in 27-6206(2)(C). The site is a through lot with frontage on an arterial road, Annapolis Road (MD 450) (A-23), and a primary road, Old Annapolis Road (MD 4501) (P-308). Access will be provided from the lower-classified fronting street, Old Annapolis Road. *See supra.*

(3) Shared Driveways

(A) Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.

(B) Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.

COMMENT: The subject property is bounded by state highway right-of-way on the north, west and south sides. To the east, there is a narrow state-owned strip of property (Parcel U) and beyond a 250' wide parcel owned by PEPCO and improved with a high-tension overhead power lines (Parcel 336). None of these are likely to be developed in a matter that allows for shared driveways, and any cross-access to these properties is impractical and undesirable. Further, and as the Planning Boad held in approving PPS-2022-014:

> The subject property is bound by public rights-of-way on the north, west, and south sides. To the east lies Parcel U, which is zoned LCD, and is owned by the State of Maryland. This property is vacant and narrow in width (15 feet at its widest point). Beyond Parcel U lies a property owned by the Potomac Electric Power Company (PEPCO), which houses high-voltage overhead power lines and utility poles (Parcel 336). . . . both these properties are unlikely to be developed in a manner that allows for cross-access, and that any cross-access to these properties is impractical and undesirable. The Planning Board agrees that cross-access from the subject property to the east would be inappropriate due to the low potential of adjoining properties being developed in future.
>
> . . .
>
> The vehicular, pedestrian, and bicycle transportation facilities will serve the proposed subdivision, meet the required findings of Subtitle 24, and conform to the MPOT and master plan.

(e) Cross-Access

COMMENT: This is not applicable since the development consists of a consolidated storage facility, which is considered in the Zoning Ordinance as an industrial development – notwithstanding, it is a permitted use in the CGO Zone pursuant to Section 3 of CB-011-2023. Moreover, the subject property is bounded by state highway right-of-way on the north, west and south. To the east, there is a narrow state-owned strip of property (Parcel U) and beyond a 250'

wide parcel owned by PEPCO and improved with a high-tension overhead power lines (Parcel 336). None of these are likely to be developed in a manner that allows for cross-access, and any cross-access to these properties is impractical and undesirable. Further, and as the Planning Boad held in approving PPS-2022-014:

> The subject property is bound by public rights-of-way on the north, west, and south sides. To the east lies Parcel U, which is zoned LCD, and is owned by the State of Maryland. This property is vacant and narrow in width (15 feet at its widest point). Beyond Parcel U lies a property owned by the Potomac Electric Power Company (PEPCO), which houses high-voltage overhead power lines and utility poles (Parcel 336). . . . both these properties are unlikely to be developed in a manner that allows for cross-access, and that any cross-access to these properties is impractical and undesirable. The Planning Board agrees that cross-access from the subject property to the east would be inappropriate due to the low potential of adjoining properties being developed in future.
>
> . . .
>
> The vehicular, pedestrian, and bicycle transportation facilities will serve the proposed subdivision, meet the required findings of Subtitle 24, and conform to the MPOT and master plan.

(f) Connectivity Standards for Single-Family (Attached and Detached) Residential Development

COMMENT: Not applicable as the applicant is not proposing single-family development.

(g) Pedestrian Connections

(1) A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:

(A) Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and

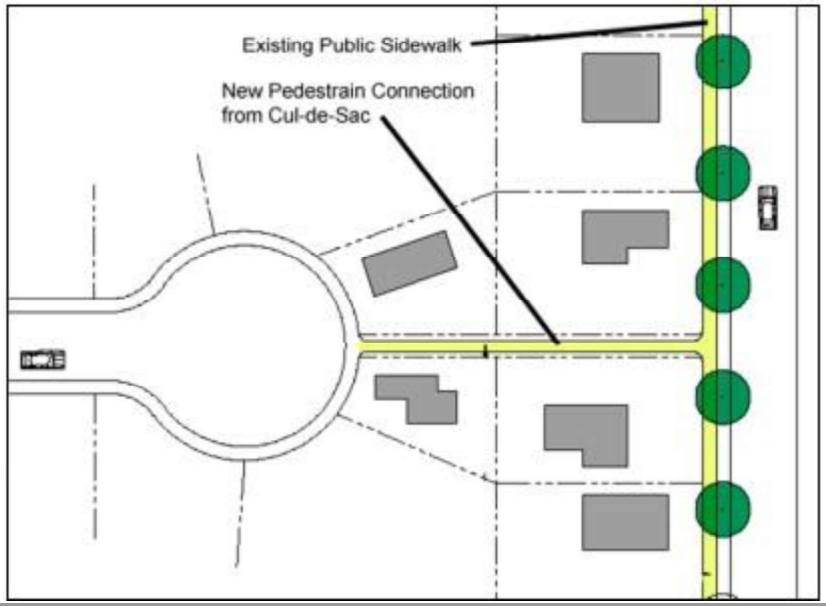
(B) Can be connected to an existing or proposed sidewalk, trail, greenway or other type of pedestrian connection.

(2) Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.

(3) These pedestrian connections shall count as links for the purpose of calculating the connectivity index.

(4) These pedestrian connections may require public use easements in accordance with Subtitle 24: Subdivision Regulations of the County Code.

Figure 27-6206(g): Pedestrian Connections



COMMENT: There are no existing sidewalks on any adjacent parcels. MD 450 does not have a sidewalk on the south side and is built out to its ultimate master-planned width, so sidewalks are not planned for the future. In addition, and as mentioned further herein, there is approximately 10-feet of grade between MD 450 and the site elevation with the subject property sitting below MD 450. This makes providing a sidewalk along MD 450 impractical. Further, and in conformance with the condition of approval for PPS-2022-014, the DET depicts the 5-foot-wide sidewalk and standard bicycle lane along the sites frontage of Old Annapolis Road; however, a note is provided on the DET to reflect that this improvement is subject to modification by SHA. Consequently, if SHA ultimately determines that these improvements/facilities are not warranted, they will not be provided.

(h) External Street Connectivity

(1) The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for

future development, or are developed and include opportunities for such connections.

(2) Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.

(3) At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.

(4) The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.

COMMENT: This standard is not applicable, as the applicant is not proposing to create any new streets as part of the development.

(i) Continuation of Adjacent Streets

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

COMMENT: This standard is not applicable, as the applicant is not proposing to create any new streets as part of this development.

(j) Traffic-Calming Measures for Private Streets

COMMENT: This standard is not applicable, as the applicant is not creating private streets with this development. It should be noted, however, that, currently, there exists one driveway and one very large expansive open section off MD 4501 into the property, which is unsafe. The proposed infill redevelopment of the subject property will facility a modern development – the access of which will be designed in accordance with all applicable SHA design standards, which will improve safety.

(k) Block Design

COMMENT: This standard is not applicable, as the applicant is not proposing any new blocks with this development.

(l) Driveway Layout and Design

(1) Driveway Width

All driveways serving development, except single-family detached dwellings, two-family dwellings, and three-family dwellings, shall comply with the following minimum width standards:

(A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

(B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

(2) Dead-End Driveway Length

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

(3) Driveway Intersections

Driveway intersections shall also comply with the following standards:

(A) Alignment

To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street.

(B) Proximity to Adjoining Land

Except for shared driveways provided in accordance with Section 27-6206(d)(3), Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

(D) No signage is included within the median other than traffic signs and a single monument sign;

(E) Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and

(F) The minimum driveway width is maintained for each travel and turning lane.

COMMENT: The proposed driveway entrance to the site is designed pursuant to all applicable regulatory design standards. It should be noted that, currently, there exists one driveway and one very large expansive open section off MD 4501 into the property, which is an unsafe condition. The proposed infill redevelopment of the subject property will facilitate a modern development – the access of which will be designed in accordance with all applicable SHA design standards, which will improve safety.

(m) Vehicle Stacking Space

(2) For Vehicular Parking Area (Parking Lot) Entrance Driveways

Nonresidential and mixed-use development (excluding industrial uses) shall provide <u>stacking lanes</u> between the edge of the street right-of-way and entrances

into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

COMMENT: Not applicable to industrial development. Notwithstanding, the design of the parking lot provides for the minimum 25-foot stacking lane required for parking lots having between 1 – 49 spaces, pursuant to Section 27-6206(m)(2).

27-6207. Pedestrian Access and Circulation

(a) Required Pedestrian Access

(1) General Pedestrian Access

All new development subject to this Section shall be served by an internal pedestrian circulation system (including sidewalks, pedestrian paths, and/or trails) that permits safe, convenient, efficient, and orderly movement of pedestrians among the following origin and destination points within the development, as well as between the adjoining parts of an existing or planned external, community-wide pedestrian circulation system and any adjoining transit stops, bus stops, public parks, greenways, schools, community centers, and shopping areas:

(A) The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);

(B) Off-street parking bays;

(C) Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and

(D) Recreation facilities and other common use areas and amenities.

(2) Sidewalks Required

(A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).

(B) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.

(C) The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.

COMMENT: Pursuant to sub-subpart (2)(C), "The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs." It is infeasible and impractical to provide this, as the subject property is bounded by state highway right-of-way on the north, west and south. To the east, there is a narrow state-owned strip of property (Parcel U) and beyond a 250' wide parcel owned by PEPCO and improved with a high-tension overhead power lines (Parcel 336). These properties cannot be redeveloped. Although the applicant is depicting a sidewalk along Old Annapolis Road, pursuant to conditions of approval in PPS-2022-014 (further analyzed below), this improvement is conditioned upon approval by SHA. If SHA determines that sidewalk at this location is not desired, the applicant will not be required to contruct the same. No sidewalk is proposed along MD 450 and a waiver is requested. There exists topographic conditions along MD 450, as the site sits below MD 450 approximately 10' making sidewalks impractical. Further, and as the Planning Boad held in approving PPS-2022-014:

> The subject property is bound by public rights-of-way on the north, west, and south sides. To the east lies Parcel U, which is zoned LCD, and is owned by the State of Maryland. This property is vacant and narrow in width (15 feet at its widest point). Beyond Parcel U lies a property owned by the Potomac Electric Power Company (PEPCO), which houses high-voltage overhead power lines and utility poles (Parcel 336). . . . both these properties are unlikely to be developed in a manner that allows for cross-access, and that any cross-access to these properties is impractical and undesirable. The Planning Board agrees that cross-access from the subject property to the east would be inappropriate due to the low potential of adjoining properties being developed in future.
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> . . .
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> The vehicular, pedestrian, and bicycle transportation facilities will serve the proposed subdivision, meet the required findings of Subtitle 24, and conform to the MPOT and master plan.

(b) Pedestrian Connectivity

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

(2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross–access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.

(3) Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

(4) Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages

(A) General Standards

(i) All vehicular parking areas and parking structures containing more than 150 parking spaces shall provide a clearly identified and protected pedestrian path between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas, or to a pedestrian walkway providing direct access from the furthest extent of the parking area to the primary building entrance(s).

(ii) Vehicular parking areas containing more than 150 parking spaces shall, at a minimum, include one pedestrian walkway every 6 parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27-6207(b)(4): Walkways Through Vehicular Parking Area). The pedestrian walkway shall be constructed of a paved surface with concrete similar to that used for sidewalk standards for public streets. Other hardscape materials, such as brick pavers, may be used provided that they allow smooth surfaces along pedestrian paths and at vehicle crossings.

(iii) Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27-6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.

COMMENT: Pursuant to sub-subpart (b)(2), "The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross–access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees." The internal pedestrian circulation system will allow for pedestrian walkway cross-access between the development's buildings and parking areas. No cross-access between the subject property and adjoining lots is proposed or desired. The subject property is surrounded on three sides by road rights-of-way. On the fourth (eastern) side, the subject property abuts a narrow property zoned LCD and owned by the State of Maryland; beyond this property is land within a single-family zone (RR) that is developed with a public utility use. Additionally, only 22 parking spaces are provided. Further, and as the Planning Boad held in approving PPS-2022-014:

> The subject property is bound by public rights-of-way on the north, west, and south sides. To the east lies Parcel U, which is zoned LCD, and is owned by the State of Maryland. This property is vacant and narrow in width (15 feet at its widest point). Beyond Parcel U lies a property owned by the Potomac Electric Power Company (PEPCO), which houses high-voltage overhead power lines and utility poles (Parcel 336). . . . both these properties are unlikely to be developed in a manner that allows for cross-access, and that any cross-access to these properties is impractical and undesirable. The Planning Board agrees that cross-access from the subject property to the east would be inappropriate due to the low potential of adjoining properties being developed in future.
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> . . .
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> The vehicular, pedestrian, and bicycle transportation facilities will serve the proposed subdivision, meet the required findings of Subtitle 24, and conform to the MPOT and master plan.

27-6208. Bicycle Access and Circulation

(a) Required Bicycle Access

(1) Internal and Adjoining Bicycle Access

All new development subject to this Section shall provide for internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient and intuitive, specifically by providing the following, in coordination with the Department of Public Works and Transportation, State Highway Administration, or a municipality with jurisdiction over the streets.

(A) Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;

(B) Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street bicycle facilities outside the development, or internal bicycle systems in adjacent developments.

(C) Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street); and

(D) Connections to any recreational amenities internal to the development, such as open space.

(2) Required Bikeway Network Improvements

(A) All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.

(B) The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due topographic conditions, natural features, or visual obstructions that create hazards.

(C) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.

COMMENT: The applicant is providing two (2) bicycle racks near the entrance to the facility, which will allow for the parking of up to four (4) bicycles. Additionally, subject to approval by the operating agency, the applicant proposes to construct the master planned bicycle lane along Old Annapolis Road (P-308) across the property frontage. There is an existing side path along the north side of MD 450, and nothing further appears to be master planned. Although there is a master planned side path for the south side of Old Annapolis Road, this proposed development is on the north side of Old Annapolis Road and does not impact the south side. The applicant is showing a sidewalk along Old Annapolis Road, as required in the conditions of approval for PPS-2022-014, but said sidewalk is further conditioned on SHA approval. If SHA does not require this sidewalk, the applicant will not be required to construct the same. Beyond this, it is infeasible and impractical to provide additional access, as the subject property is bounded by state highway right-

of-way on the north, west and south sides. To the east, there is a narrow state-owned strip of property (Parcel U) and beyond a 250' wide parcel owned by PEPCO and improved with a high-tension overhead power lines (Parcel 336). These properties cannot be redeveloped and should not accommodate cross-access. Further, and as the Planning Boad held in approving PPS-2022-014:

> The subject property is bound by public rights-of-way on the north, west, and south sides. To the east lies Parcel U, which is zoned LCD, and is owned by the State of Maryland. This property is vacant and narrow in width (15 feet at its widest point). Beyond Parcel U lies a property owned by the Potomac Electric Power Company (PEPCO), which houses high-voltage overhead power lines and utility poles (Parcel 336). . . . both these properties are unlikely to be developed in a manner that allows for cross-access, and that any cross-access to these properties is impractical and undesirable. The Planning Board agrees that cross-access from the subject property to the east would be inappropriate due to the low potential of adjoining properties being developed in future.
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> . . .
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> The vehicular, pedestrian, and bicycle transportation facilities will serve the proposed subdivision, meet the required findings of Subtitle 24, and conform to the MPOT and master plan.

(b) Bicycle Connectivity Between Developments

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

COMMENT: Pursuant to subsection (b)(2), "The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross–access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable." It is infeasible and impractical to provide this connection, as the subject property is bounded by state highway right-of-way on the north, west and south sides. To the east, there is a narrow state-owned strip of property (Parcel U) and beyond a 250' wide parcel owned by PEPCO and improved with a high-tension overhead power lines (Parcel 336). These properties cannot be redeveloped and should not accommodate cross-access. Further, and as the Planning Boad held in approving PPS-2022-014:

The subject property is bound by public rights-of-way on the north, west, and south sides. To the east lies Parcel U, which is zoned LCD, and is owned by the State of Maryland. This property is vacant and narrow in width (15 feet at its widest point). Beyond Parcel U lies a property owned by the Potomac Electric Power Company (PEPCO), which houses high-voltage overhead power lines and utility poles (Parcel 336). . . . both these properties are unlikely to be developed in a manner that allows for cross-access, and that any cross-access to these properties is impractical and undesirable. The Planning Board agrees that cross-access from the subject property to the east would be inappropriate due to the low potential of adjoining properties being developed in future.

. . .

The vehicular, pedestrian, and bicycle transportation facilities will serve the proposed subdivision, meet the required findings of Subtitle 24, and conform to the MPOT and master plan.

(c) General Bikeway Layout and Design

(1) Off-Street Bicycle Facilities

Required bicycle paths shall:

(A) Allow two-way bicycle circulation;

(B) Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;

(C) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and

(D) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23 of the County Code.

(2) On-Street Bicycle Facilities

Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.

COMMENT: The applicant is not proposing any new roads as part of this development, and therefore, these standards are not applicable. Notwithstanding, subject to approval by the operating agency, the applicant proposes to construct the master planned bicycle lane along Old Annapolis Road (P-308) across the property frontage.

Sec. 27-6300 Off-Street Parking and Loading.

27-6301. Purpose and Intent

The purpose of this Section is to ensure provision of off-street parking and loading facilities in proportion to the generalized parking and loading demand of the different zones and different uses allowed by this Ordinance. The standards in this Section are intended to provide for adequate off-street parking and loading while supporting transit-oriented development and walkable areas in appropriate locations, and allowing the flexibility needed to accommodate alternative parking solutions. The standards are also intended to achieve County policies of supporting redevelopment of commercial corridors, accommodating appropriate infill development, and avoiding excessive paved surface areas.

COMMENT: As will be demonstrated below, the proposed development will comply with the purpose and intent of 27-6301.

27-6302. Applicability

In addition to projects that may be subject to this Section pursuant to Section 27-6104, Applicability of Development Standards, existing development is subject to the following. In the event of conflict, the following provisions supersede:

(a) Change in Use

(1) In addition, and except as identified in Section 27-6302(a)(2) below, any change in use of existing development shall be accompanied by provision of any additional off-street parking and loading spaces required for the changed use by this Section.

(2) A change in use in the Transit-Oriented/Activity Center base and PD zones and the Commercial base zones inside the Capital Beltway, where the change in use would increase the amount of required off-street parking by no more than 50 percent of that required for the original use or 40 spaces, whichever is greater, is exempted from the off-street parking requirements of this Section.

(b) Expansion

If an existing structure or use is expanded or enlarged (in terms of the number of dwelling units, floor area, or seating capacity), any additional off-street parking and loading spaces that may be required shall be provided in accordance with the requirements of this Section as applied only to the expanded or enlarged part of the structure or use.

(c) Upgrading of Nonconforming Parking

Nonconforming parking facilities on the site of an enlarged, expanded, or altered structure or use area shall comply with the requirements of this Section in accordance with the standards of PART 27-7, Nonconforming Buildings, Structures, Uses, Lots, and Signs.

COMMENT: Acknowledged.

27-6303. Parking Plan or Site Plan Required

All development applications subject to review for compliance with the standards of this Section shall include a parking plan, unless a site plan meeting the requirements of this

Section is submitted. A parking plan may be combined with the circulation plan required in Section 27-6204, Circulation Plan or Site Plan Required, for developments meeting the threshold required in that Section. A parking plan may also be combined with the alternative parking plan required by Section 27-6307(a), General; Alternative Parking Plan, should the applicant wish to seek off-street parking alternatives. The parking plan or site plan shall accurately designate the number and location of required parking spaces, access aisles, and driveways, and the relation of the off-street parking facilities to the development they are designed to serve, including how the parking facilities coordinate with the pedestrian, bicycle, transit, and vehicular circulation systems for the development. In addition, the parking plan or site plan shall accurately designate the location and design of sidewalks, bike paths, pedestrian or bicycle pavement striping, and any other pedestrian or bicycle pathways.

COMMENT: DET-2022-012 includes a Circulation & Parking Plan that demonstrates conformance to these standards, as applicable.

27-6304. General Standards for Off-Street Parking and Loading Areas

(a) Use of Parking and Loading Areas

(1) General

Off-street parking areas required by this Section shall be used solely for the parking of licensed motorized vehicles in operating condition. Required parking spaces and loading berths may not be used for the display of goods for sale (except for food truck hubs operating pursuant to Subtitle 5 of the County Code, farmers' markets, and flea markets), or the sale, lease, storage, dismantling, or service of any vehicles, boats, motor homes, campers, mobile homes, building materials, equipment, or supplies.

COMMENT: Acknowledged.

(2) Identified as to Purpose and Location

Except for single-family dwellings, off-street parking areas and off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading berths and distinguishing such spaces or berths from aisles. Specific dimensional and marking standards are defined in Section 27-6304(d), Markings.

COMMENT: As shown on the detailed site plan, the off-street parking area proposed with DET-2022-012 includes appropriate pavement markings, wheel stops, and methods of identifying individual parking spaces, and adheres to the specific dimensional and marking standards of Section 27-6304(d), Markings, as applicable.

(b) Surfacing

(1) General

(A) Except as provided for in Section 27-6304(b)(1)(B) and Section 27-6304(b)(2) below, all off-street parking and loading areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent hard, dustless, and bonded surface material. Use of surfacing that includes recycled materials (e.g., glass, rubber, used asphalt, brick, block, and concrete) is encouraged. These surfaces shall be maintained in a smooth, well-graded, clean, orderly, and dust-free condition.

COMMENT: Acknowledged.

(B) Parking for uses in the Rural and Agricultural base zones may be allowed on non-engineered surfaces of grass, gravel, dirt or similar materials, provided, the following uses shall comply with Section 27-6304(b)(1)(A) above:

(i)Agricultural research facilities;

(ii) Farm supply sales or farm machinery/implement sales, rental, or repair; and

(iii)Cemeteries.

COMMENT: Not applicable. The site is located in the CGO zone.

(2) Pervious or Semi-pervious Surfacing

The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and concrete, open-joint pavers, and reinforced grass/gravel/shell grids, is encouraged. Any pervious or semi-pervious surfacing used for aisles within or driveways to parking and loading areas shall be certified as capable of accommodating anticipated traffic loading stresses and maintenance impacts. Where possible, such materials should be used in areas proximate to and in combination with on-site stormwater control devices (see Figure 27-6304(b)(2): Use of Pervious Materials in a Parking Lot).

COMMENT: Acknowledged. DET-2022-012 does not propose the use of pervious or semi-pervious surfacing; however, it does proactively address stormwater management in an area where current facilities are inadequate. The proposed development will improve the site to both reduce impervious surface and treat for stormwater quantity and quality in conformance with City of Bowie regulations. The site has an approved stormwater management concept plan (#02-0823-208NE12), which was issued on August 28, 2023, and which is valid until August 28, 2026. The existing impervious area onsite is 0.79 acres. This will be reduced by 0.19 acres under the proposed infill redevelopment. One (1) ESD device (micro-bioretention) is proposed.

(c) Location and Arrangement

(1) Safe and Convenient Access

(A) Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading

berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.

(B) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.

(C) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, unless within an automated or mechanical parking deck or garage, or part of valet or tandem parking in accordance with Section 27-6307, Off-Street Parking Alternatives.

(D) Off-street loading areas shall be arranged so no loading berth extends into the required aisle of a parking lot.

COMMENT: As demonstrated on the detailed site plan (DET-2022-012), the proposed parking area complies with these standards, as applicable. Off-street parking is convenient, accessible, and designed to avoid conflict between vehicles. Pursuant to Section 27-6310(a), no loading spaces are required for the proposed use.

(2) Backing onto Streets Prohibited

Except for parking areas serving single-family detached, townhouse, two-family, and three-family dwellings, all off-street parking and loading areas shall be arranged so that no vehicle is required to back out from such areas directly onto a street.

COMMENT: As demonstrated on the detailed site plan (DET-2022-012), the proposed parking area complies with this standard, as applicable.

(d) Markings

(1) Each required off-street parking area and space, and each off-street loading area and berth, shall be identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles. Such markings—including striping, directional arrows, lettering on signs and in disabled-designated areas, and labeling of the pavement—shall be maintained so as to be readily visible at all times. The following uses are exempt from the requirements to mark parking and loading areas:

(A) Single-family detached dwellings;

(B) Two-family dwellings;

(C) Three-family dwellings; and

(D) Uses in the Rural and Agricultural base zones, other than agricultural research facilities; farm supply sales or farm machinery/implement sales, rental, or repair; and cemeteries.

(2) One-way and two-way accesses into parking facilities shall be identified by directional arrows. Any two-way access where parking is located at any angle other than 90 degrees to a street shall be marked with a traffic separation stripe running the length of the access. This requirement does not apply to parking lot drive aisles.

COMMENT: As demonstrated on the detailed site plan (DET-2022-012), the proposed parking area complies with these standards, as applicable.

(e) Exterior Lighting

Lighted off-street parking and loading areas shall comply with the standards of Section 27-6700, Exterior Lighting.

(f) Wheel Stop Requirements

(1) Off-street parking areas, except for below-grade or completely enclosed garages, shall comply with the landscaping standards of the Landscape Manual.

(2) Any parking space in a gravel, crushed stone, or similar material lot, at the edge of a parking lot where the parking surface is adjacent to a downward slope of more than five percent, or at the edge of a parking lot where the parking surface ends at a concrete curb or vertical divider, shall include a permanently anchored wheel stop installed at the end of the parking space opposite the drive aisle.

(3) Wheel stops, when used, shall be made of concrete, metal, or other material of comparable durability, and shall be at least six feet long and at least six inches high.

(g) Accessible Parking for Persons with Physical Disabilities

Development providing off-street parking spaces shall ensure that a portion of the total number of off-street parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act Accessibility Guidelines.

COMMENT: As demonstrated on the detailed site plan (DET-2022-012), the proposed parking area complies with these standards, as applicable. The photometric plan and the landscape plan submitted herewith demonstrate compliance with the lighting standards of Section 27-6700 and the Landscape Manual, respectively. One accessible van space is provided at the entrance to the facility.

(h) Maintained In Good Repair

(1) Maintained at All Times

All off-street parking and loading areas shall be maintained in safe condition and good repair at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to surrounding land.

COMMENT: Acknowledged.

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(i) Large Vehicular Use Areas (300 or More Spaces)
Vehicular use areas containing 300 or more parking spaces, whether developed at one time or in phases, shall be configured in accordance with the following standards:

COMMENT: Not applicable. The applicant is not proposing a large vehicular use area.

27-6305. Off-Street Parking Space Standards

(a) Minimum Number of Off-Street Parking Spaces
Except as otherwise provided for multiple use developments (see Section 27-6305(c) below), new development or a change in use or expansion shall provide the minimum number of off-street parking spaces in accordance with Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, based on the principal use(s) involved and the extent of development. Interpretation of the off-street parking space standards for uses with variable parking demands or unlisted uses is provided in Section 27-6305(b), Unlisted Uses.

(b) Unlisted Uses

COMMENT: Minimum off-street parking requirements for a consolidated storage facility are to be met onsite, as shown on the detailed site plan submitted herewith and as calculated in the attendant Parking Tabulation included on the plan and reproduced below. The proposed development includes twenty-two (22) 90-degree pull-in parking spaces. Seven (7) of these are standard 9'x18' spaces; seven (7) are 8'x16' compact spaces; four (4) are reduced in size pursuant to Section 27-6306(b)(2), which allows for reduction in parking space width to 8' and length to 18' under certain circumstances; and three (3) are oversized 10'x28' spaces to accommodate a standard SU-30 vehicle. The proposal also includes one (1) accessible van parking space and associated access aisle.

PARKING TABULATION

Proposed Building	Uses	SQ. Ft.	Parking Ratio Required*	Parking Required	Parking Provided
Self-Storage Warehouse	Consolidated Storage	80,189 (gross) 58,538 (rentable)	1.0 per 3,000 SF rentable storage area; 4.0 per 1,000 SF office space;	22 spaces	7 standard 9'x18' spaces 4 reduced size 8'x18' spaces 3 oversized 10'x28' spaces 7 compact 8'x16' spaces 1 ADA (8'x18' with 8' access aisle) space
Accessible	-	-		1 ADA space	1 ADA space
Total Number of Parking Spaces				**22 spaces**	**22 spaces**

*PARKING RATIO PER PRINCE GEORGE'S COUNTY ZONING CODE SECTION 27-6305

(c) Mixed-Use Developments and Shared Parking

COMMENT: Not applicable. The applicant is not proposing a mixed-use development.

(d) Maximum Number of Off-Street Parking Spaces

The maximum number of off-street parking spaces allowed is listed in Table 27-6305(d): Maximum Number of Off-Street Parking Spaces. Existing parking areas in excess of this maximum shall not be required to remove excess parking.

COMMENT: The parking schedule is included on the detailed site plan submitted herewith. Parking is provided in accordance with the required parking for a consolidated storage facility.

(e) Electric Vehicle (EV) Charging Stations

Parking spaces used as EV charging stations shall consist as one or more group(s) of contiguous spaces located where they can be readily identified by drivers of EV vehicles (e.g., through directional signage), but where their use by non-electric vehicles is discouraged. EV charging for commercial purposes is prohibited at an EV charging station located at a residential development.

COMMENT: The applicant is not proposing any EV charging stations.

(f) Driveways Used to Satisfy Standards

For single-family detached dwellings, two-family dwellings, and three-family dwellings, driveways may be used to satisfy minimum off-street parking space standards, provided a minimum of 19 feet of driveway length is available outside a street right-of-way or sidewalk to store the length of a general purpose vehicle and satisfy the standards of this Section and this Ordinance.

COMMENT: Not applicable. Notwithstanding, parking requirements, as applicable, are satisfied as demonstrated on the detailed site plan.

(g) Visitor Parking

Visitor parking spaces shall be provided for all residential and mixed-use development of at least 20 dwelling units. Such visitor parking spaces shall be provided at a minimum ratio of 1 visitor parking space for every 20 dwelling units or fraction thereof, rounded up.

COMMENT: Not applicable. The applicant is not proposing a residential or mixed-use development.

(h) Parking of Vehicles Owned or Used by the Occupants of the Premises or Their Bona Fide Guests

(1) Private passenger vehicles shall be permitted in all zones.

(2) The parking of the following vehicles shall be permitted in the ROS, AG, AR, RE, RR, RSF-65, RSF-95, and RMH Zones subject to the provisions of this Subsection:

(A) Boats;

(B) Boat trailers;

(C) Camping trailer (unoccupied), not to exceed one per lot or parcel; and/or

(D) Not more than 1 commercial vehicle:

(i) If parked on the premises, having a maximum manufacturer's gross vehicle weight specification of up to 8,500 pounds, no advertising (other than a firm name or similar designation not exceeding 4 inches high), and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, and vehicles with dual rear axles; or

(ii) The commercial vehicle does not exceed a maximum manufacturer's gross vehicle weight specification of 17,000 pounds, and which may include unlimited advertising on the side of the vehicle, and shall be parked within a wholly enclosed private parking garage.

COMMENT: This standard is not applicable to the proposed use.

27-6306. Dimensional Standards for Parking Spaces and Aisles

(a) General

Except as otherwise provided in Section 27-6306(b) below, standard vehicle parking spaces and parking lot aisles shall comply with the minimum dimensional standards established in Table 27-6306(a), Minimum Dimensional Standards for Parking Spaces and Aisles. See Figure 27-6306(a).2: Measurement of Parking Space and Aisle Dimension.

(b) Smaller Parking Spaces for Tandem Parking and Certain Uses

The dimensions of off-street parking stalls may be reduced to a width of eight feet and a depth/length of 18 feet per vehicle where the parking stalls are:

(1) Used for tandem parking (see Section 27-6307(g), Valet and Tandem Parking); or

(2) Located within a development containing exclusively industrial services uses, manufacturing and production uses, or warehouse and freight movement uses.

(c) Vertical Clearance

All off-street parking spaces shall have a minimum overhead clearance of 7 feet for vehicle parking, with a minimum overhead clearance of 8.5 feet for van-accessible parking.

(d) Compact Parking Spaces

(1) Up to one-half (1/2) of the required number of parking spaces in any parking lot may be compact car spaces. Any parking spaces provided in any lot, in excess of the number required, may also be compact car spaces.

(2) All compact car spaces shall be marked as such.

COMMENT: As demonstrated in the parking schedule contained on the detailed site plan (DET-2022-012), the proposed parking complies with these standards, as applicable. The proposed development includes twenty-two (22) 90-degree pull-in parking spaces. Seven (7) of these are standard 9'x18' spaces; seven (7) are 8'x16' compact spaces; four (4) are reduced in size pursuant to Section 27-6306(b)(2), which allows for reduction in parking space width to 8' and length to 18' under certain circumstances; and three (3) are oversized 10'x28' spaces to accommodate a standard SU-30 vehicle. The proposal also includes one (1) accessible van parking space and associated access aisle.

27-6307. Off-Street Parking Alternatives

COMMENT: The applicant is not proposing any alternatives to the off-street parking requirements. All parking design standards will be evaluated further during the review of DET-2022-012.

27-6308. Reduced Parking Standards for Parking Demand Reduction Strategies

COMMENT: The applicant is not proposing any reduction to the parking requirements, and all parking is in conformance with Section 27-6305, as applicable.

27-6309. Bicycle Parking Standards

COMMENT: The applicant is proposing to provide 2 bike racks for a total of 4 bicycle parking spaces, at the main entrance to the building in an area that does not conflict with pedestrian or vehicular access. The racks will be extended U racks that will allow bicycle frames to rest against the rack in at least two places, and for both a wheel and a section of the rack to be secured to the rack simultaneously.

27-6310. Loading Area Standards

(a) Minimum Number of Off-Street Loading Berths

Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. Table 27-6310(a): Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 27-6310(a): Minimum Number of Off-Street Loading Berths, the requirement for a use most similar to the proposed use shall apply.

(b) Dimensional Standards for Loading Areas

Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general industrial,

distribution, or warehousing uses. For all other uses, a berth as short as 33 feet may be allowed. The Planning Director may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.

(c) Location of Loading Areas

(1) To the maximum extent practicable, loading areas shall be placed away from a public street and screened from view in accordance with the Landscape Manual (see Figure 27-6310(c): Loading Area Configuration).

(2) Loading areas shall be located adjacent to the building's loading doors, in an area that promotes their practical use.

(3) Loading areas shall be located and designed so vehicles using them can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public rights-of-way, parking spaces, parking lot aisles, or pedestrian pathways.

(4))Loading areas shall be set back a minimum of 50 feet from any residential use or vacant land in a Residential or Rural and Agricultural zone.

COMMENT: This standard is not applicable to the proposed use, pursuant to Section 27-6310(a).

Section 27-6400. Open Space Set-Aside.

27-6401. Purpose and Intent

Open space set-asides are intended for the use and enjoyment of a development's residents, employees, or users. Open space set-asides serve numerous purposes, including preserving natural, historical, and archeological resources, ensuring resident access to open areas and active recreation (incorporating land dedicated as parkland in accordance with Subtitle 24: Subdivision Regulations, Section 24-4600, Parklands and Recreation Facilities, as open space set-asides), reducing the heat island effect of developed areas, providing civic and meeting spaces, enhancing storm water management, and providing other public health benefits.

27-6402. Applicability

(a) In addition to the exemptions specified in Section 27-6103, General Exemptions, the following development shall be exempted from the standards in this Section:

(1) Uses in the Agriculture/Forestry Uses, Agriculture/Forestry Related Uses, and Open Space Uses principal use categories; and

(2) Any individual single-family detached dwelling or two-family dwelling on a single lot.

COMMENT: The applicant is required to provide open space. As demonstrated on Sheet C-200 of DET-2022-2012 and shown in the table below, 5% (1,837sf) open space is required, and 22% (8,256sf) open space is provided.

OPEN SPACE SET-ASIDE AREA		
PROPERTY AREA	OPEN SPACE REQUIRED(5%)	OPEN SPACE PROVIDED
36,736 SF	1,837 SF	8,256 SF

27-6403. Amount of Open Space Set-Asides Required

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification. Open space set-aside requirements shall not replace requirements for open spaces, mandatory dedication of parkland, stormwater management, or other similar requirements imposed by any other Subtitle of the County Code. However, such requirements may be counted toward open-space set asides pursuant to Section 27-6404(b), below.

COMMENT: DET-2022-2012 conforms to this standard. *See supra.*

27-6404. Areas Counted as Open Space Set-Asides

(a) The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for development in the areas indicated

(b) Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.

COMMENT: In accordance with Section 27-6404, the open space provided with DET-2022-012 consists entirely of landscape areas designed pursuant to Landscape Manual requirements.

27-6405. Areas Not Counted as Open Space Set-Asides

The following areas shall not be counted as open space set-asides:

(a) Private yards not subject to an open space or conservation easement;
(b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;
(c) Vehicular parking areas or lots (excluding the landscaped areas);
(d) Driveways for dwellings;
(e) Land covered by structures not designated for active recreational uses;
(f) Designated outdoor storage areas; and

(g) Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).

COMMENT: Acknowledged. DET-2022-012 conforms to the open space set-aside standard.

27-6406. Design Standards for Open Space Set-Asides

Land used as an open space set-aside shall comply with the following design standards

(a) Location

Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

(b) Configuration

(1) Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.

(2) If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).

(c) Orientation of Adjacent Buildings

To the maximum extent possible, buildings adjacent to the required open space set-asides shall have at least one entrance facing the open space set-aside.

(d) Prioritization of Open Space Set-Aside

(1) Except in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:

(A) Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;

(B) Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;

(C) Protected trees and other mature trees;

(D) Parks and trails (regardless of public or private ownership);

(E) Lands with active agricultural uses and activities;

(F) Perimeter buffers or visual transitions between different types or intensities of uses;

(G) Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and

(H) Historic and archeological features.

(2) In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.

COMMENT: As demonstrated on the Open Space Set-Aside Exhibit submitted in conjunction with DET-2022-2012, 5% (1,837sf) open space is required, and 22% (8,256sf) open space is provided. In accordance with Section 27-6404, the open space provided with DET-2022-012 consists entirely of landscape areas designed pursuant to Landscape Manual requirements.

(e) Open Space Set-Asides on Property in the Industrial, Heavy (IH) Zone

COMMENT: Not applicable. The subject property is not located in the IH Zone.

27-6407. Development in Open Space Set-Asides

Development within open space set-asides shall be limited to that appropriate to the purposes of the type(s) of open space set-asides. Where appropriate, such development may include, but is not limited to, walking, jogging, and biking paths or trails; benches or other seating areas; meeting areas; tables, shelters, grills, trash receptacles, and other picnic facilities; docks and other facilities for fishing; environmental education guides and exhibits; historic interpretive signage; gazebos and other decorative structures; fountains or other water features; play structures for children; gardens or seasonal planting areas; pools; athletic fields and courts; and associated clubhouses.

COMMENT: As demonstrated on the Open Space Set-Aside Exhibit submitted in conjunction with DET-2022-2012, 5% (1,837sf) open space is required, and 22% (8,256sf) open space is provided. In accordance with Section 27-6404, the open space provided with DET-2022-012 consists entirely of landscape areas designed pursuant to Landscape Manual requirements.

27-6408. Ownership, Management, and Maintenance of Open Space Set-Asides

(a) Open space set-asides required by this Ordinance or by Subtitle 24: Subdivision Regulations, shall be managed and maintained in compliance with all applicable provisions of Maryland law. To the extent not inconsistent with Maryland law, such open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:

(1) Conveyance of open space set-aside areas to a property owners' or homeowners' association that holds the land in common ownership;

(2) Conveyance of open space set-aside areas to a third party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;
(3) Establishment of easements or covenants; or
(4) If public stormwater management facilities are treated as site amenities, through stormwater management easements.

(b) All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.

(c) Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.

COMMENT: Acknowledged.

27-6500 Landscaping

All development shall comply with the requirements of the Prince George's County Landscape Manual, which is incorporated herein by reference, and made a part of this Ordinance with the same force and effect as the regulations set forth herein.

COMMENT: A Landscape Plan prepared in accordance with the requirements of the Landscape Manual, as applicable, has been submitted in conjunction with DET-2022-012. Alternative compliance is not sought with DET-2022-012.

27-6600 Fences and Walls

COMMENT: The applicant is not proposing any retaining walls as part of this proposal. The applicant is proposing an ornamental fence along MD-450 pursuant to Landscape Manual Section 4.2(c)(6)(VI).

27-6601. Applicability
(a) General
Unless exempted in accordance with Section 27-6601(b) below, the standards in this Section shall apply to all construction, reconstruction, or replacement of fences or walls.
(b) Exemptions
In addition to the exemptions specified in Section 27-6103, General Exemptions, the following fences and walls are exempt from the standards of this Section:

(1) Fences and walls required for the physical support of a principal or accessory structure;
(2) Fences and barricades around construction sites;
(3) Replacement in-kind of an existing residential fence associated with a live/work, single-family detached, three-family, townhouse, or two-family dwelling;
(4) Fences for wireless telecommunications towers, which shall instead follow the requirements of Section 27-5102(d)(1)(A);
(5) Fences for outdoor storage (as a principal use), which shall instead follow the requirements of Section 27-5102(f)(4)(B);
(6) Fences for junkyards or vehicle salvage yards, which shall instead follow the requirements of Section 27-5402(ii), Junk Yard.
(7) Fences for tree protection (temporary and permanent);
(8) Noise attenuation walls installed by a public agency within the right-of-way of a public roadway
(9) Fences and walls necessary for soil erosion and control;
Retaining walls, except for the standards of Section 27-6609, Retaining Walls; Fences at parks and schools, where such uses are owned by public agencies or are subject to the County's Mandatory Referral process;
(10) Specialized fences used for protecting livestock or for other similar agricultural functions if part of a use in the Rural and Agricultural Uses use classification; and
(11) Fencing required or provided for medical cannabis uses.

COMMENT: The applicant is not proposing any retaining walls as part of this proposal. The applicant is proposing an ornamental fence along MD-450 pursuant to Landscape Manual Section 4.2(c)(6)(VI), as shown in the detailed site plan and landscape plan submitted herewith.

27-6602. General Standards

(a) General
(1) Fences and walls shall be located outside of the public right-of-way.
(2) Fences and walls are allowed on the property line between two or more parcels of land held in private ownership.
(3) Fences and walls may be located within any required yard.
(4) Nothing in this Section shall be construed to prevent the installation of temporary fencing to protect existing trees, limit sedimentation, or control erosion.

(b) In Utility Easements
Fences located within utility easements shall receive written authorization from the easement holder or the County, as appropriate. The County shall not be responsible for damage to, or the repair or replacement of, fences that must be removed to access utility easements or facilities.

(c) Within Required Landscaping Areas
Fences and walls may be installed within required landscaping areas, subject to an approved landscaping plan.

(d) Avoidance of Traffic Hazards

Notwithstanding other provisions of this Subsection, fences and walls shall not be allowed within the triangle formed by the intersection of the street lines and points on the street lines 25 feet from the intersection, or in a location that is determined by an agency will create a traffic hazard.

COMMENT: The applicant is proposing an ornamental fence along MD-450 pursuant to Landscape Manual Section 4.2(c)(6)(VI).

27-6603. Height Standards

(a)General Unless otherwise stated in Section 27-6600, Fences and Walls, fences and walls shall comply with the standards in Table 27-6603(a): Fence and Wall Height.

COMMENT: The applicant is proposing an ornamental fence along MD-450 pursuant to Landscape Manual Section 4.2(c)(6)(VI).

27-6604. Materials

(a) General Unless otherwise specified in Section 27-6604(b) below, fences and walls shall be constructed of any one or more of the following materials:

- **(1) Masonry, concrete, or stone;**
- **(2) Ornamental metal, except that fencing shall not incorporate spiked tops within a residential zone without approval of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan;**
- **(3) Painted wood, pressure treated wood, or rot-resistant wood such as cedar, cypress, or teak;**
- **(4) Composite materials designed to appear as wood, metal, or masonry;**
- **(5) Metal (wrought iron, welded steel; and/or electro-statically plated black aluminum, except chain-link fencing);**
- **(6) Vinyl;**
- **(7) Walls clad with substrate material intended to support living vegetation; and**
- **(8) Any material demonstrated by the applicant to have a similar or equal appearance and durability as a material listed in Subsections (1) through (7) above, as determined by the Planning Director (or decision-maker if the fence or wall is associated with a parent application).**

COMMENT: The applicant is proposing an ornamental fence along MD-450 pursuant to Landscape Manual Section 4.2(c)(6)(VI).

(b) Transit-Oriented/Activity Center Zones

COMMENT: Not applicable. The property is not located in a Transit-Oriented/Activity Zone.

27-6605. Perimeter Fences and Walls Abutting Street Right-of-Way

COMMENT: The applicant is proposing an ornamental fence along MD-450 pursuant to Landscape Manual Section 4.2(c)(6)(VI).

27-6606. Appearance

COMMENT: The applicant is proposing an ornamental fence along MD-450 pursuant to Landscape Manual Section 4.2(c)(6)(VI). The fence will be located within 15 feet of the MD 450 street right of way, and will be provided in conjunction with the required 6-foot landscape buffer.

27-6607. Fence and Wall Construction

Fences and walls shall comply with all applicable Building Code requirements.

COMMENT: Acknowledged.

27-6608. Gates

Gates shall comply with the following standards:

(a) All gates shall have hardware to secure the gate in a closed position.

(b) All unattended gates and gates opening onto a public sidewalk area shall be self-closing, self-latching, and locked when not in use.

COMMENT: No gates are proposed with the development.

27-6609. Retaining Walls

Retaining walls are to be used in appropriate locations to reduce the steepness of slopes and to provide planting pockets conducive to revegetation. They shall comply with the following standards:

(a) A retaining wall may be permitted to support steep slopes but should not exceed six feet in height from the finished grade, except for:

(1) A structure's foundation wall, or

(2) As necessary to construct a driveway from the street to a garage or parking area, or

(3) As otherwise expressly allowed by this Ordinance.

(b) In all exceptions identified in Subsection (a) above, a retaining wall shall not exceed ten feet in height.

(c) Retaining walls greater than six feet in height shall comply with the building setbacks in the zone which they are located, unless it is constructed because grades are lower on the site where it is located.

(d) The width of any terrace between any two six-foot vertical retaining walls should be at least three feet. Retaining walls higher than six feet should be separated from any other retaining wall by a minimum of five horizontal feet. Terraces created between retaining walls shall be permanently landscaped or revegetated with native vegetation.

(e) Retaining walls used to support existing road cuts may exceed the height limits and other requirements in Subsections (a), (b), and (c) above.

(f) Retaining walls shall be faced with stone, brick, or earth-colored materials similar to the surrounding natural landscape.
(g) All retaining walls shall comply with the Building Code.

COMMENT: The applicant is not proposing a retaining wall.

27-6610. Security Exemption Plan

COMMENT: The applicant is not proposing a wall or fence that exceed 6 feet in height.

27-6700 Exterior Lighting

27-6701. Purpose and Intent
The purpose and intent of this Section is to regulate exterior lighting to:
(a) Ensure all exterior lighting is designed and installed to maintain adequate lighting levels on site;
(b) Assure that excessive light spillage and glare are not directed at adjacent lands, neighboring areas, and motorists;
(c) Curtail light pollution, reduce skyglow, and preserve the nighttime environment;
(d) Conserve energy and resources to the greatest extent possible; and
(e) Provide security for persons and land.

27-6702. Exemptions
In addition to the exemptions specified in Section 27-6103, General Exemptions, the following types of lighting are exempted from the standards of this Section:
(a) Lighting exempt under State or Federal law;
(b) FAA-mandated lighting associated with a utility tower or airport;
(c) Lighting for public monuments and statuary;
(d) Lighting solely for signage (see Section 27-61500, Signage);
(e) Outdoor lighting fixtures that are necessary for worker safety at farms and other agricultural uses, but not including lighting of residential buildings or parking areas associated with a farm or agricultural use;
(f) Lighting for outdoor recreational uses such as ball diamonds, playing fields, tennis courts and similar uses, provided that:
(1) Maximum illumination at the property line is not brighter than two foot-candles; and
(2) Exterior lighting is extinguished no later than 11:00 p.m. except to complete an activity that is in progress prior to 11:00 p.m.
(g) Temporary lighting for circuses, fairs, carnivals, theatrical and other performance areas, provided such lighting is discontinued upon completion of the activity;
(h) Temporary lighting of construction sites, provided such lighting is discontinued upon completion of the construction activity;
(i) Temporary lighting for emergency situations, provided such lighting is discontinued upon abatement of the emergency situation;

(j) Security lighting controlled and activated by motion sensor devices for a duration of 15 minutes or less;
(k) Underwater lighting in swimming pools, fountains, and other water features;
(l) Holiday or festive lighting-provided such lighting does not create unsafe glare on street rights-of-way;
(m) Lighting provided by the Federal, State, or a local government (including but not limited to the County and a municipality); and
(n) Outdoor lighting fixtures that do not comply with provisions of this Section on April 1, 2022, provided they are brought into compliance with this Section when they become unrepairable and must be replaced.

27-6703. Lighting Plan
To ensure compliance with the standards of this Section, a lighting plan demonstrating how exterior lighting will comply with the standards of this Section shall be included as part of a development application for a site plan or building permit, as appropriate.

COMMENT: The applicant has submitted a photometric plan as part of the detailed site plan which demonstrates conformance to these standards, as applicable.

27-6704. Prohibited Lighting
The following exterior lighting is prohibited:
(a) Light fixtures that imitate an official highway or traffic control light or sign;
(b) Light fixtures that have a flashing or intermittent pattern of illumination, except signage with an intermittent pattern of illumination allowed in accordance with Sec. 27-61500, Signage.
(c) Privately-owned light fixtures located in the public right-of-way;
(d) Searchlights, except when used by Federal, State, or local authorities, or where they are used to illuminate alleys, parking garages, and working (maintenance) areas, so long as they are shielded and aimed so that they do not result in lighting on any adjacent lot or public right-of-way exceeding two foot-candles; and
(e) Light types of limited spectral emission, such as low-pressure sodium or mercury vapor lights. Light sources shall be color-correct types such as Halogen, LED, or metal halide.

COMMENT: Acknowledged, if applicable.

27-6705. Private Street Lighting
(a) All private street lights shall be located inside full cut-off fixtures mounted on non-corrosive poles served by underground wiring.
(b) The light fixture and light color of private street lights in an individual subdivision or development shall be consistent throughout the subdivision or development.
(c) Correlated color temperature (CCT) of street lights shall not exceed 3000K

COMMENT: The applicant is not proposing any private streets.

27-6706. General Standards for Exterior Lighting

Development subject to this Section shall comply with the following standards:

(a) Hours of Illumination

Public, civic, and institutional uses, commercial uses, mixed-uses, and industrial uses that are adjacent to existing residential development shall extinguish all exterior lighting by 11:00 P.M. or within one hour of the closing of the establishment open latest, whichever occurs last. Lighting necessary for outdoor recreational uses such as ball diamonds, playing fields, tennis courts, and similar uses; lighting necessary for security as listed in Subsections 27-6702(e) and 27-6702(j) and Section 27-6709; or lighting necessary for emergency situations as listed in Subsection 27-6702(i), shall be exempt from this requirement. For the purposes of this paragraph, lighting "necessary for security" shall be construed to mean the amount of exterior lighting necessary to provide an average of 2.5 foot-candles of light, with a maximum of 3 foot-candles of light at any point, in the following areas: possible points of entry or exit into a structure, illumination of exterior walkways, or illumination of outdoor storage areas. Lighting activated by motion sensor devices is strongly encouraged.

(b) Shielding with Full Cut-off Fixtures

All exterior luminaries, including security lighting, shall be full cut-off fixtures that are directed downward, consistent with Figure 27-6706(b).1: Full Cut-off Fixtures. In no case shall lighting be directed above a horizontal plane through the lighting fixture (see Section 27-6706(b).2: Examples of Fully-Shielded Light Fixtures).

(c) Maximum Illumination Levels

(1) Except for private street lighting (see Section 27-6705, Private Street Lighting), all exterior lighting and indoor lighting visible from outside shall be designed and located so that the maximum illumination measured in foot-candles at ground level at a lot line shall not exceed the standards in Table 27-6706(c).1: Maximum Illumination Levels. See Figure 27-6706(c).2: Maximum Illumination Levels.

(2) All exterior light fixtures shall generate at least 80 lumens per watt of energy consumed, as shown on the manufacturers specifications for the fixture.

(d) Maximum Height

Except for athletic field lighting fixtures, which shall not exceed 95 feet in height, and private street lighting (see Section 27-6705, Private Street Lighting), the height of exterior light fixtures, whether mounted on poles, walls, or by other means, shall comply with the standards in Table 27-6706(d): Maximum Height for Exterior Lighting.

COMMENT: As demonstrated on the photometric plan included with this detailed site plan, the proposed exterior lighting complies with the applicable standards set forth in Section 27-6700. Proposed lighting is a combination of wall sconces and pole-mounted lighting to illuminate both the exterior of the building and the parking areas. All lighting will be full cut-off fixtures, and maximum illumination at ground level at any lot line is to be 0.5 footcandles. Wall sconces are to

be mounted at a height of either 10 feet or 14 feet, while pole-mounted lighting will be at a height of 16 feet. The applicant acknowledges the hours of illumination contained in Section 27-6706(a).

27-6707. Lighting Design Standards for Specific Uses and Site Features

In addition to complying with all applicable standards in Section 27-6706, General Standards for Exterior Lighting, the specific uses and site features identified in this Section shall comply with the standards established for that type of use or site feature.

(a) Awnings

Awnings used for building accents over doors and windows shall not be internally illuminated (i.e., from underneath or behind the awning) unless the awning material is entirely opaque.

(b) Canopies

Lighting under a canopy shall be designed so as not to create glare off-site. Acceptable methods to address this include one or both of the following:

(1) A recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface (ceiling) of the canopy that provides full cutoff or fully-shielded light distribution; or

(2) A surface-mounted fixture incorporating a flat glass that provides a full cutoff or fully-shielded light distribution.

(c) Sports and Performance Venues

Lighting fixtures for outdoor sports areas, athletic fields, and performance areas shall be equipped with a glare control package (e.g., louvers, shields, or similar devices) and aimed so that their beams are directed and fall within the primary playing or performance area.

(d) Wall Pack Lights

Wall packs on the exterior of the building shall be fully shielded (e.g., true cut-off type bulb or light source not visible from off-site) to direct the light vertically downward and be of low wattage (100 watts or lower).

(e) Pedestrian Lighting

Pedestrian light fixtures shall comply with the following:

(1) Light fixtures for sidewalks, walkways, trails, and bicycle paths shall provide at least 1.2 foot candles of illumination, but not exceed 2.0 foot candles.

(2) Pedestrian bollard lamps shall be mounted no higher than four feet above grade and shall not exceed 900 lumens for any single lamp (see Figure 27-6707(e): Examples of Pedestrian Bollard Lamps)

(f) Decorative Landscaping and Lighting

Outdoor light fixtures used for decorative effects shall comply with the following standards.

(1) Decorative lighting intended to enhance the appearance of a building and/or landscaping shall cast all light downward (rather than upward) against the building surface or onto a landscape feature, or shall be calibrated to illuminate features of the building or landscaping such that light spill-over and skyglow are avoided.

(2) Decorative lighting shall not exceed 100 watts of incandescent illuminance or the equivalent.

COMMENT: Acknowledged, if applicable.

27-6708. Measurement
Light-level measurements shall be made at the lot line of the land upon which light to be measured is being generated. If measurement on private property is not possible or practical, light level measurements may be made at the boundary of the public street right-of-way that adjoins the land. Measurements shall be made at finished grade (ground level), with the light-registering portion of the meter held parallel to the ground pointing up. The meter shall have cosine and color correction and have an accuracy tolerance of no greater than plus or minus five percent. Upon installation, the applicant shall demonstrate compliance with this Section by submitting measurements taken with a light meter to the Planning Director. The light meter shall have been calibrated within the prior two years.

COMMENT: Acknowledged, if applicable.

27-6709. Security Exemption Plan

COMMENT: The proposed lighting will comply with these standards and the applicant is not proposing to request a waiver.

27-6800 Environmental Protection and Noise Control

27-6801. Purpose and Intent
The purpose of this Section is to ensure that development complies with County environmental protection regulations referenced in Sections 27-6802 through 27-6809 and the noise control standards of Section 27-6810, Noise Control, below.

27-6802. Natural Resource Inventory (NRI)
An approved NRI, in conformance with the Environmental Technical Manual, is required for applications for Subtitle 32, Division 2, Erosion and Sediment Control; Subtitle 32, Division 3, Stormwater Management; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation; Subtitle 5B, Chesapeake Bay Critical Area; Planned Development (PD) Zoning Map Amendment applications (Section 27-3602); special exception applications (Section 27-3604); detailed site plan applications (Section 27-3605); and preliminary plan of subdivision (minor or major) applications (Subtitle 24: Subdivision Regulations)

COMMENT: *See* NRI-184-2022.

27-6803. Trees and Vegetation

As described in the applicability sections of Subtitle 25: Trees and Vegetation, development shall comply with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code.

COMMENT: *See* S-155-2022.

27-6804. Floodplain Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for floodplain management in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code

COMMENT: Not applicable. *See* NRI-184-2022.

27-6805. Erosion and Sedimentation Control

An approved Grading, Erosion, and Sediment Control Plan is required as described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

COMMENT: Acknowledged. An approved Concept Grading, Erosion, and Sediment Control Plan is included with this submittal.

27-6806. Stormwater Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for stormwater management in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code.

COMMENT: *See* Stormwater Management Concept Approval (02-0823-208NE12).

27-6807. Chesapeake Bay Critical Area

For all land within the CBCAO Zone, see Section 27-3601, Zoning Map Amendment (ZMA), Section 27-3603, Chesapeake Bay Critical Area Overlay (CBCAO) Zoning Map Amendment, Section 27-4402(a), Chesapeake Bay Critical Area Overlay (CBCAO) Zones, and Subtitle 5B: Chesapeake Bay Critical Area, of the County Code, for applicable regulations and submittal requirements.

COMMENT: Not applicable.

27-6808. Regulated Environmental Features

All land located outside the CBCAO Zone is subject to the requirements of Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

COMMENT: Not applicable. No REF exists onsite.

27-6809. Unsafe Lands
All applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

COMMENT: *See supra*.

27-6810. Noise Control

COMMENT: Section 27-6810 is not applicable, as the consolidated storage use is not subject to this requirement.

27-61100 Industrial Design and Form Standards

27-61101. Purpose and Intent
The purpose and intent of these industrial form and design standards are to ensure a minimum quality of form and design for all types of industrial development in a way that results in greater predictability during the development review process.

27-61102. Industrial Form and Design Standards
Development subject to this Section shall comply with the following standards.

(a) Building Orientation

(1) Single-Building Development
An industrial development composed of a single building shall orient the building façade containing its primary patron entrance to face the street from which the building derives its street address.

(2) Multi-Building Development
A development composed of multiple buildings should locate and configure the buildings to conceal operations and loading areas from off-site views, to the maximum extent practicable.

(3) Accessory Uses and Structures
Accessory uses and structures shall not front a street and shall be located in a manner that minimizes their impacts on adjacent development.

COMMENT: The subject property is not in an industrial zone; however, is considered an industrial use that is permitted on the subject property pursuant to CB-011-2023. The building entrance faces Old Annapolis Road, which is the street from which the building derives its street address. There are no other points of vehicular access to the property.

(b) Façade Articulation

Each street-facing building façade shall be horizontally and/or vertically articulated to avoid long, blank wall planes, by meeting at least two of the following standards:

(1) Wall Plane Horizontal Articulation

Each façade greater than 100 feet in width shall be articulated with wall offsets (e.g., projections or recesses in the façade plane), changes in façade color or material, or similar features that visually interrupt the wall plane horizontally such that the width of uninterrupted façade does not exceed 60 feet (see Figure 27-61102(b): Example of Façade Articulation for Industrial Building).

(2) Vertical Articulation

Each façade greater than 30 feet in height shall incorporate a change in the wall surface plane or in façade color or material that visually interrupts the wall plane vertically such that the height of the uninterrupted façade does not exceed 30 feet.

(3) Roof Line Variation

The façade shall include variations in roof planes and/or in the height of a parapet at least every 100 feet of roofline length along the façade

COMMENT: The subject property is not in an industrial zone; however, is considered an industrial use that is permitted on the subject property pursuant to CB-011-2023. As demonstrated on the elevations submitted in conjunction with the detailed site plan, the proposed building complies with the wall plane horizontal articulation, vertical articulation, and roof line variation standards set forth above, as applicable. As illustrated in the color elevations/renderings, the façade is comprised of a combination of masonry, exterior insulation finish system (EIFS), aluminum storefront and glass windows. The base portion consists of a light-gray brick veneer. The upper levels include sections of rust color brick veneer coupled with a dark color EIFS field. A pattern of white and light gray EIFS accents creates a regular, vertical pattern to complement the brick and dark EIFS fields. Dark color aluminum storefront, roof canopies and accent metals provide additional accents. Clear glazing, strategically located, provides visual access into the building. The sales office is surrounded by glass, and its prominent front corner location offers a clear visual entrance marker for visitors from the street.

(c) Entrance

(1) Each principal building shall have clearly defined, highly visible primary entrances for occupants and patrons that incorporate at least two of the following design features to emphasize the importance of the entrance:

(A) Canopy or portico;
(B) Roof overhang;
(C) Horizontal recess or projection;
(D) Arcade or arch;
(E) Peaked roof form;
(F) Outside patio;
(G) Display window;
(H) Architectural tile work or moldings integrated into the design of the building façade;

(I) Integrated planters or wing walls that incorporate landscaped area or seating areas; or

(J) Similar architectural features not found on the remainder of the building façade.

(2) Street-facing façades of the ground level floor shall not include overhead doors, sliding glass doors, removable panels, or similar type of doors.

COMMENT: As demonstrated on the elevations submitted in conjunction with the detailed site plan, the entrance is protected by a canopy and is associated with two display windows.

(d) Building Façade Materials

The use of corrugated metal siding or any other similar metal siding, unfinished or untreated tilt-up concrete panels, or standard single- or double-tee concrete systems as a primary exterior façade material shall be limited to those portions of rear and side building façades that are not visible from the public right-of-way or an adjacent residential, public, civic, or institutional, or commercial use.

COMMENT: As demonstrated on the elevations submitted in conjunction with the detailed site plan, the building façade material complies with this standard. As illustrated in the color elevations/renderings, the façade is comprised of a combination of masonry, exterior insulation finish system (EIFS), aluminum storefront and glass windows.

(e) Location of Loading and Service Areas

Loading and service areas shall be separated from patron parking, pedestrian areas, and main drive aisles, and shall be located a minimum of 200 feet from any abutting single-family detached dwellings, two-family dwellings, or vacant lands in a residential single-family zone (the RE, RR, RSF-95, and RSF-65 zones).

COMMENT: Pursuant to Section 27-6310(a), loading spaces are not required for the proposed use. Service areas comply with this requirement and will be screened pursuant to Landscape Manual requirements through use of board-on-board wood fence planks and opaque gate as shown on the detailed site plan and landscape plan.

(f) Off-Street Parking Location

No more than 60 percent of the off-street parking spaces may be located in surface parking lots between the front building façade and the street it faces.

COMMENT: Acknowledged, if applicable.

27-61200 Neighborhood Compatibility Standards

COMMENT: As demonstrated on the site plan and elevations submitted herewith, the proposed development complies with Neighborhood Compatibility Standards as applicable. This includes

building height and setbacks, open space, and locations/design of other site features. The Site Plan and Architectural Plans demonstrate that the proposed Consolidated Storage building meets the various dimensional standards for the CGO Zone.

27-61203. Neighborhood Compatibility Standards

Development subject to this Section shall comply with the following standards:

(a) Building Height and Setbacks

(1) Setbacks of buildings shall be consistent with other buildings on the block face to maintain a consistent plane or edge of buildings along public frontages. Instead of the required setback or build-to line of the zone, setbacks of buildings shall vary no more than 15 percent from the setbacks of adjacent buildings.

(2) Building height shall not exceed the maximum height established in Table 27-61203(a)(2): Maximum Height in Transitional Areas.

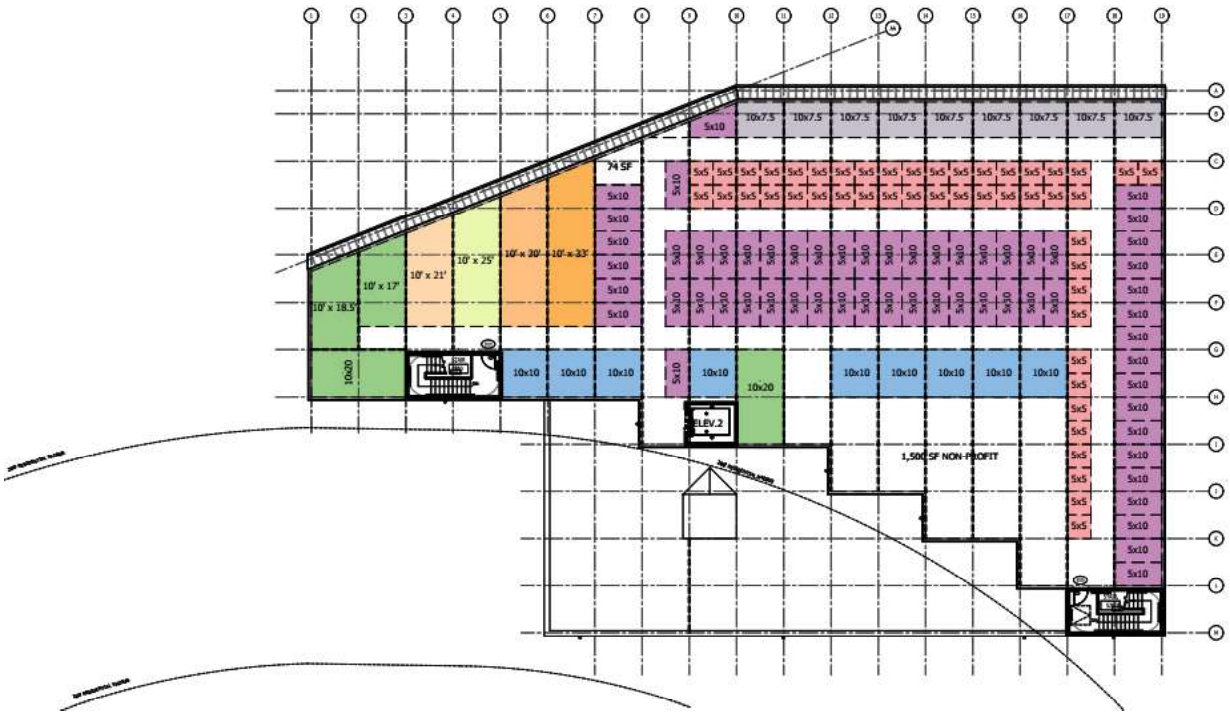
Table 27-61203(a)(2): Maximum Height in Transitional Areas

Distance from Single-Family Dwelling, Two-Family Dwelling, or Vacant Land in a Single-Family Zone (1)	Maximum Height	
	Parcels Fronting US 1 Between the Northern Corporate Boundaries of the City of College Park and the County's Boundary with the District of Columbia, and Parcels Fronting 34th St between Sheperd St and Otis St	All Other Areas
50 feet or less	Lesser of: 3 stories or 35 feet	Lesser of: 3 stories or 35 feet
Greater than 50 feet but less than 150 feet	Lesser of: 6 stories or 65 feet	
150 to 200 feet	No requirement	Lesser of: 4 stories or 45 feet

NOTES:
(1) The distance from an existing single-family dwelling, two-family dwelling, townhouse, or vacant land in a single-family zone is to be measured from the closest portion of the dwelling (in the case of single-family and two-family dwellings and townhouses) or from the minimum front yard setback line (in the case of vacant land).

COMMENT: This standard is met. Land in a single-family zone (RR) exists within 200 feet of the subject property to the south and east. The RR-zoned land to the east is improved with a public utility and therefore does not impact the subject property pursuant to this standard, as it is neither vacant nor improved with a single-family or two-family dwelling. The nearest single-family dwelling to the south is within 150 to 200 feet of the proposed development. The portion of the proposed building that falls within 150 to 200 feet of the dwelling will be four stories, as shown on the 5th floor plan and the roof plan of the architectural drawings submitted herewith. The portion of the building that is greater than 200 feet from the closest portion of the nearest dwelling steps

up to five stories. In addition, no other buildings exist on the block with which to establish a plane or edge that would be alternative to the setback for the zone.



(b) Building Orientation

Except for when a mews or open space is located in front of the building, buildings shall be oriented towards the street from which they derive their street address.

COMMENT: DET-2022-012 conforms to this standard. The building derives access from and is oriented toward Old Annapolis Road (MD 4501).

(c) Building Design

(1) Buildings shall (see Figure 27-61203(c): Compatible Building Design):

(A) Use a similar roof type to adjacent single-family detached dwellings, two-family dwellings, or townhouse dwellings in terms of slope and arrangement to prevent abrupt changes in roof form;

(B) Configure all roof-mounted equipment to avoid or minimize its view from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant

lands in a single-family residential zone;

(C) Use exterior colors, where possible, that are similar to those found on adjacent single-family detached dwellings two-family dwellings, or townhouse dwellings;

(D) Use similarly sized and patterned architectural features such as windows, doors, awnings, arcades, pilasters, cornices, wall offsets, building materials, and other building articulations found on adjacent single-family detached, two-family dwellings, and townhouse dwellings; and

(E) Orient porches, balconies, and outdoor activity areas away from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

COMMENT: The proposed architecture is not incompatible with adjacent single-family detached dwellings, two-family dwellings, or townhouse dwellings. The proposed architecture improves upon while also complimenting the existing development in the area through the utilization similar design cues – although in a more contemporary approach. *See also* the Bowie Site Context exhibit submitted in conjunction with DET-2022-012.

(d) Building Materials

(1) Transparency

Building façades facing single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, shall comply with the standards in Table 27-61203(d)(1), Transparency Standards:

Table 27-61203(d)(1): Transparency Standards

Building Story	Minimum Façade Area Percentage to be Transparent (Percent of Façade) (1),(2),(3)
1st Floor (2)	35 (3)
2nd Floor	20
3rd or Higher Floor	20

NOTES:
(1) The façade area shall be measured from the grade to the underside of the eaves, or from story line to story line on upper building stories.
(2) Façades abutting sidewalks, plazas, gathering areas, or other pedestrian areas shall incorporate transparent glazing.
(3) The first two feet of façade area closest to the grade are not required to be glazed and shall be excluded from the façade area calculation.

COMMENT: The southern façade of the building will face single-family detached dwellings across Annapolis Road. DET-2022-012 meets this standard, as follows:

First Floor = 35% required, 36.9% provided *(Façade area = 1,573 sf with 551 sf transparency required, 580 sf provided)*
Second Floor = 20% required, 20.2% provided *(Façade area = 1,936 sf with 387 sf transparency required, 392 sf provided)*
Third or Higher Floor = 20% required, 20.2% provided *(Façade area = 1,936 sf with 387 sf transparency required, 392 sf provided)*

The applicant has provided a building elevation demonstrating conformance with Section 27-61203(d)(1).

(2) Exterior Materials
Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, façades facing single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall comply with the following exterior materials standards:
(A) Materials and material configurations shall be similar to those commonly used on adjacent single-family detached dwellings and two-family dwellings.
(B) Plywood, standard (versus decorative) concrete block, and corrugated metal are prohibited as exterior materials.
(C) Vinyl siding shall not exceed 25 percent of a building façade.

COMMENT: DET-2022-012 meets this standard. As illustrated in the color elevations/ renderings, the façade is comprised of a combination of masonry, exterior insulation finish system (EIFS), aluminum storefront and glass windows. The base portion consists of a light-gray brick veneer. The upper levels include sections of rust color brick veneer coupled with a dark color EIFS field. No plywood, concrete block, corrugated metal, or vinyl siding is used.

(e) Multi-Building Placement

Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, multi-building development that includes varying use and/or development intensities in different buildings should locate buildings with the least intense use and/or development nearest to the abutting single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, to the maximum extent practicable.

COMMENT: Not applicable. DET-2022-012 proposes one building.

(f) Off-Street Parking

The total amount of off-street parking shall not exceed 1.1 times the required minimum specified in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces.

(1) Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, for development that is within 200 feet of single-family detached dwellings, two-family dwellings, townhouses, or vacant land within a single-family residential zone, the total amount of off-street parking shall not exceed 1.1 times the required minimum specified in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, and may be reduced through an alternative parking plan (see Section 27-6307, Off-Street Parking Alternatives) that demonstrates such reduction will not have an adverse impact on the adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

(2) When required, off-street parking shall be established in one or more of the following locations, listed in order of priority:

- **(A) Within a structured parking facility;**
- **(B) Adjacent to off-street parking lots serving nonresidential development on abutting lots;**
- **(C) Adjacent to lot lines abutting nonresidential development;**
- **(D) Adjacent to lot lines abutting mixed-use development;**
- **(E) Behind the building;**
- **(F) Within a lot's corner side yard;**
- **(G) In front of the building; or**
- **(H) When all of the above options are infeasible, adjacent to lot lines abutting single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.**

(3) Off-street surface parking areas located adjacent to single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall be treated in accordance with Section 4.3, Parking Lot Requirements, of the Landscape Manual.

(4) The façade of any parking structure facing adjacent single-

family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, shall be designed in accordance with the exterior materials standards of this Section and be landscaped to soften its visual impact.

COMMENT: This standard is met. The total amount of off-street parking does not exceed 1.1 times the required minimum specified in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces. As provided on the DET, the minimum parking requirement is 22 spaces. The applicant is providing 22 spaces. The proposed lot is a through-lot, and parking is proposed adjacent to lot lines abutting public rights-of-way and screened pursuant to Section 4.2 of the Landscape Manual. Proposed off-street surface parking will also be treated in accordance with Section 4.3 of the Landscape Manual.

(g) Other Site Features

(1) Loading, Service, Recycling Collection, and Refuse Collection Areas shall be located at least 50 feet from residential development and:

(A) Located behind or to the sides of buildings away from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family zone, and screened with walls and/or landscaping, and provided with access that is integrated with parking areas and the vehicular circulation network;

(B) Screened from view of single-family detached dwellings, two-family dwellings, townhouses, and vacant lands in a single-family residential zone, using materials that are the same as, or of equal quality to, the materials used for the principal building; or

(C) Incorporated into the overall design of the site so that the visual impacts of these functions are fully contained within an enclosure, or are otherwise out of view from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

COMMENT: DET-2022-012 conforms to this standard. The service area will be located greater than 50 feet from residential land and will be fully screened in conformance with Landscape Manual requirements through use of board-on-board wood fencing and opaque gate. No loading area is proposed.

(2) Drive-Through Service Facilities

(A) In no instance shall a drive-through or pick-up window be located on a building façade that faces a single-family detached dwelling, two-family dwelling, townhouse, or

vacant lands in a single-family residential zone.

(B) Order boxes associated with a drive-through or pick-up window shall be at least 200 feet from a lot containing a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

COMMENT: Not applicable. The proposed development does not propose any drive-through service facilities.

(3) Exterior Lighting

(A) Exterior lighting fixtures shall have a maximum height of 14 feet and illumination that does not exceed 0.5 foot candle at the lot line if located within 100 feet of a lot containing a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

(B) Exterior lighting fixtures shall have a maximum height of 18 feet if between 100 and 150 feet of such lot or lands (and illumination that does not exceed 0.5 foot candle at the lot line).

(C) Exterior lighting shall be extinguished by 10:00 p.m. or Within one hour after closing, whichever occurs first.

COMMENT: DET-2022-012 meets this standard. Land in a single-family zone (RR) exists within 100 and 150 feet of the subject property to the south and east; however, the RR-zoned land to the east is improved with a public utility and, therefore, does not impact the subject property pursuant to this standard, as it is neither vacant nor improved with a single-family, two-family, or townhouse dwelling. As provided on the photometric plan filed in conjunction with the DET, the mounting height of all pole-mounted fixtures located between 100 and 150 feet of the single-family lots to the south is proposed to be 16 feet, while the wall-mounted sconces do will be mounted at 14 feet. Illumination at the lot line will average 0.09 footcandles and will not exceed 0.5 footcandles.

(4) Signage Standards

(A) To the maximum extent practicable, signage shall be located a minimum of 50 feet from lot lines shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

(B) Signage within 50 feet of a lot line shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, shall be limited to directional signage.

(C) Within 100 feet of lot lines shared with a single-family

detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, the maximum sign area for signs shall be reduced by 25 percent.

(D) Projecting signs are prohibited if the sign is located across the street from or within 200 feet of a development with single-family detached dwellings, two-family dwellings, townhouses dwellings, or vacant lands in a single-family residential zone.

COMMENT: Not applicable. The property does not share any lot lines with detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

(5) Open Space Set-Asides

(A) Required open space set-asides shall be located between a proposed development and an adjacent single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, to the maximum extent practicable.

(B) Outdoor recreation features such as swimming pools, tennis courts, playgrounds, and similar features shall be at least 50 feet from any lot line shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

COMMENT: DET-2022-012 conforms to this standard. Required open space set-asides have been located between the proposed development and single-family detached dwellings across Old Annapolis Road (MD 4501) to the maximum extent practicable.

(6) Natural Features

Natural features such as existing vegetation, natural differences in topography, streams, wetlands, and other such features shall be used as transitions where possible.

COMMENT: DET-2022-012 meets this standard. The proposal constitutes infill redevelopment on a site that has previously been fully improved. No regulated environmental features exist onsite. Vegetated buffers will be provided in accordance with Landscape Manual requirements.

(h) Operational Standards

Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and

along 34th Street between Sheperd Street and Otis Street, development within 200 feet of any single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone shall:

(1) Prohibit outdoor dining or other outdoor activities such as, but not limited to, outdoor entertainment areas where alcohol is served or music is played, and outdoor recreation areas that are open after 8:00 p.m. in the evening;

1. **(2) Limit trash collection or other service functions to only between the hours of 7:00 a.m. and 7:00 p.m.; and**
2. **(3) Extinguish amplified music, singing, or other forms of noise audible at shared lot lines after 10:00 p.m. Sunday through Thursday nights, and after 12:00 a.m. Friday and Saturday nights.**
3. **(4) These standards shall not apply to new development locating within 200 feet of any nonconforming dwellings.**

COMMENT: Acknowledged.

27-61300 Agriculture Compatibility Standards

COMMENT: This development is not subject to the Agriculture Compatibility Standards.

27-61400 Urban Agriculture Compatibility Standards

COMMENT: This development is not subject to the Urban Agriculture Compatibility Standards.

27-61500 Signage

27-61502. Applicability

(a) General

(1) Unless exempted in accordance with Subsection 27-61502(b) below or in Subsection 27-61502(c), Exemptions from Sign Permits, no sign shall be erected, installed, constructed, altered, or moved except in accordance with the requirements of this Section and approval of a Sign Permit (Section 27-3606).

(2) Any sign authorized by this Section may contain noncommercial copy, whether or not it is related to the subject property, or commercial copy as long as the sign complies with the requirements of this Section. The placement of noncommercial copy on an authorized sign does not make the sign an outdoor advertising sign.

COMMENT: Acknowledged. The applicant is proposing two 36" face-lit channel letter signs (one on the southern façade; one on the northern façade which is visible from both the north and the west due to the angle of the façade); along with one canopy 'Office' sign and one flat cut out (FCO) sign on the western façade of the building.

27-61504. General Standards

(a) Illumination

(1) Static Illumination

Static illumination of signs is allowed in all zones except the Rural and Agricultural base zones, for all sign types except canopy signs, provided any external light source shall be directed toward the sign and shall not cast direct light or create glare upon adjacent lands or streets.

(2) Animated Illumination

(A) Animated sign illumination is prohibited, except in accordance with Subsection 27-61504(a)(2)(B) below.

(B) Signs on which the only copy that changes is the electronic indication of time, temperature, stock market, or similar information are permitted in all districts except the Rural and Agricultural and Residential base zones and the R-PD Zone. Changes in copy shall be spaced at least eight seconds apart and shall be accomplished without the use of animation, movement, or scrolling.

COMMENT: The proposed building mounted signs will comply with Section 27-61504(a)(1). Two of the proposed signs are face-lit channel letter signs, which employ static illumination.

(b) Materials

Permanent signs shall not be made of plywood, corrugated plastic sheets, cardboard, paper, cloth, vinyl banners, or other similar materials.

COMMENT: Signage complies with this standard. Signage will be made primarily of acrylic and aluminum.

(c) Digital Display

Digital displays shall comply with the standards in this Subsection.

(1) Location and Sign Type

(A) In the Rural and Agricultural and Residential base zones and the R-PD Zone, digital displays shall be permitted only on freestanding signs for uses in the Community Service Uses and Educational Uses Principal Use Categories.

(B) In the Transit-Oriented/Activity Center base and PD zones, digital displays shall be permitted only on building wall or roof signs.

(C) In all other base and PD zones, digital displays shall be permitted only on building wall or roof signs or freestanding signs.

(2) Standards

(A) A digital display shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign or its supporting structure. Each static message shall not include flashing or the varying of light intensity.

(B) Automatic changes in display are permitted for digital displays, provided such changes shall be:

(i) Spaced at least 8 seconds apart;

(ii) Accomplished in 0.25 seconds or less; and

(iii)Accomplished without the use of animation, movement, or scrolling.

(C) Except when part of a digital billboard (see Subsection 27-61506(g)), the luminance of a digital display during daylight hours shall be no greater than 1500 nits. At all other times, luminance shall be no greater than 150 nits. Automatic dimming is required to maintain the appropriate illumination levels at all times.

COMMENT: Not applicable. The applicant is not proposing signage that utilizes digital display.

(d) Signs Within Proposed Right-of-Way

(1) Sign permits may be issued for signs on land located within the right-of-way, property, or acquisition lines of a proposed street, rapid transit route, or rapid transit facility, or proposed relocation or widening of an existing street, rapid transit route, or rapid transit facility as shown on the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans) only if such signs are placed on:

(A) Land which:

(i) Was in reservation but is now not in reservation; and

(ii) Has not been acquired and is not being acquired; or

(B) Land which was subdivided after the adoption of the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans), but was not reserved or required to be dedicated for a street or rapid transit route or facility shown on the General Plan or other County plan.

COMMENT: Not applicable. The applicant is not proposing to install signage within a proposed right-of-way.

27-61505. Standards for Specific Sign Types

Unless exempted in accordance with Section 27-61502(b), Exemptions, all signs except special purpose signs (see Section 27-61506, Standards for Special Purpose Signs) and temporary signs (see Section 27-61507, Standards for Temporary Signs) shall comply with the standards in Table 27-61505: Standards for Specific Sign Types, based on the zone in which the sign is located.

COMMENT: DET-2022-012 conforms to the standards set forth in Section 27-61505, as demonstrated in the signage schedule included on plans and reproduced below.

SIGNAGE CODE COMPLIANCE - WALL-MOUNTED SIGNS			
SIGN ATTRIBUTE	LOCATION	MAXIMUM HEIGHT	MAXIMUM AREA
REQUIREMENT	Allowed on any wall if set back at least 10 feet from the adjoining ROW. No more than 50 percent of the sign area can be on a side wall	12 ft. above roofline or parapet, whichever is higher.	Two sq. ft. of sign area per linear ft. along front of building
SIGN A1	Complies - located on face of wall set back 10 ft. from MD-450 ROW.	Complies - located below parapet.	Complies - 96.90 linear ft. building frontage, 193.80 sq. ft. permitted. Sign area is 95.84 sq. ft.
SIGN A2	Complies - located on face of wall set back 21 ft. from Old Annapolis Road ROW.	Complies - located below parapet.	Complies - 130.00 linear ft, building frontage, 260.00 sq. ft. permitted. Sign area is 95.84 sq. ft.

SIGNAGE CODE COMPLIANCE - CANOPY SIGNS			
SIGN ATTRIBUTE	LOCATION	HEIGHT	MAXIMUM AREA (Greater than 30 ft. from street line)
REQUIREMENT	A canopy sign shall be located a minimum of 10 ft. behind the street line and shall note be located on top of the canopy	Not allowed on top of a canopy	Two sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater.
SIGN B	Complies - located 45 ft. behind MD-450 street line and is not located on top of the canopy.	Complies - not placed on top of a canopy.	Complies - front of building is 30.83 linear ft. and max sign area is 61.66 sq. ft. Sign area is 3.64 sq. ft.
SIGN C	Complies - located 73 ft. behind Old Annapolis Road street line and is not located on top of the canopy.	Complies - not placed on top of a canopy.	Complies - front of building is 50.01 linear ft. and max sign area is 100.02 sq. ft. Sign area is 4.02 sq. ft.

27-61506. Standards for Special Purpose Signs

COMMENT: The applicant is not proposing a special purpose sign.

27-61600 Green Building Techniques

27-61601. Purpose and Intent

The purpose of this Section is to ensure development in the County includes a minimum degree of green building features as a means of protecting and conserving resources, supporting a healthy lifestyle for citizens, reducing greenhouse gas emissions, and ensuring a high quality of life for County residents. Specifically, this Section is intended to ensure development practices:

(a) Support walkable areas in appropriate places;
(b) Support multiple modes of mobility;
(c) Conserve energy;
(d) Promote the use of alternative energy;
(e) Conserve water resources;
(f) Protect water quality;

(g) Promote a healthy landscape;
(h) Support urban agriculture;
(i) Encourage innovation in green building practices;
(j) Reduce landfill wastes; and
(k) Promote healthy and safe lifestyles.

27-61602. Exemptions
In addition to the exemptions specified in Section 27-6103, General Exemptions, the following development is exempt from the standards of this Section:

(1) New residential development that contains less than 10 dwelling units;
(2) New non-residential development with a gross floor area of less than 25,000 square feet;
(3) New buildings that have achieved requirements necessary to receive certification from the U.S. Green Building Council at the LEED® gold level or above or an equivalent level of sustainable development performance under an alternative rating system such as the National Green Building Standard™/NGBS Green or the International Code Council's *International Green Construction Code*, as determined by the Planning Director;
(4) Expansion of vehicular parking lots where it is the only development or redevelopment occurring; and
(5) Changes or addition of landscaping where it is the only development or redevelopment occurring

27-61603. Green Building Standards
(a) Minimum Amount of Points Required
Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(b): Green Building Point System.

(1) Minimum Requirements for Residential Development
(A) 10 to 25 units: 3 points.
(B) 25 or more units: 4 points.
(2) Minimum Requirements for Non-Residential Development
(A) 25,000 to 75,000 square feet: 3 points.
(B) More than 75,000 square feet: 4 points.

(b) Green Building Point System
Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.
(c) Documentation Required
Applicants shall provide documentation of techniques that will be used to satisfy the green building standards of this Section at the time of submittal of a development application.

COMMENT: The project will meet these requirements. The applicant anticipates achieving a minimum of 4 points, as follows:

Water Conservation and Water Quality:	
• All toilets are 1.28 GPF or less	0.50 points
Transportation:	
• Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft	1.00 point
Energy Conservation:	
• Meet AHSRAE standards for lighting	0.75 points
• Stated water heater efficiency of 0.82 or more	1.25 points
• Air conditioner with stated efficiency greater than 16 SEER is included as standard	1.25 points
• Install a cool roof on a minimum of 50% of the single-family dwellings or subdivision. The cool roof shall cover the entire roof of the dwelling	1.50 points
• Use central air conditioners that are Energy Star Qualified	0.50 points
Total Anticipated Points	**6.75 points**

Please also see the letter outlining the techniques that will be used to satisfy green building standards, submitted herewith.

VII. REQUIREMENTS FOR CONSOLIDATED STORAGE

Section 27-5102(f)(4)(A) provides the specific use requirements for a consolidated storage facility.

(A) Consolidated Storage

(i) The subject property shall front on and have direct vehicular access to an existing street with sufficient capacity to accommodate the type and amount of traffic expected to be generated by the use.

COMMENT: The consolidated storage use is a low traffic generating use and there is sufficient capacity on the roads serving the site to accommodate the vehicle trips generated. This is supported by the fact that the Transportation Planning staff did not require the preparation of a Transportation Impact Study. Staff did require that counts be conducted at the intersection of Grenville Lane and MD 450, and that intersection was found to have sufficient capacity to accommodate the vehicle trips generated by this facility.

(ii) The exterior and architectural façade of the building shall be compatible with the prevailing architecture and appearance of other development in the surrounding neighborhood.

COMMENT: The prevailing context surrounding this project is a mix a residential homes, small retail and office, as well as larger strip-retail and stand-alone retail buildings. Directly adjacent to

the proposed site is a power right of way with large electric towers and wires. Within 400' to the south is Stewarts Landing, a residential neighborhood comprised of single family, two-story homes. To the southeast and within the 400' radius is Afrik International Food market, a small, single-story grocery, that fronts a number of smaller, single story retail buildings. Within the 500' radius sits a Texas Roadhouse and Exxon gas station. Within 600' to the east and north, set a two-story Verizon office and CVS pharmacy. To the northeast is the KLNB retail center and to the southeast the Victory Temple, both single-story with raised parapets.

As described above, the existing fabric surrounding the proposed site is varied in scale, style and use of material. Masonry veneer appears to be the predominant material choice, as illustrated with the contemporary styled Verizon office, the CVS Pharmacy and food market, both with more transitional design features. The large retail center to the northwest has an equal amount of masonry and EFIS, as is typical with retail centers, also with more traditional elements. The Texas Roadhouse presents a wooden, western storefront style, while the Lidl store to the west is much more contemporary, with large areas of dark storefront and dark metal accents, exposed steel with earth toned masonry infill.

The pharmacy and Verizon office present design features of predominantly masonry, the Lidl store offers a more contemporary feel in its use of glass, metal and masonry. We consider these examples as the extents of the fabric the proposed facility should fall within. Given the scale of the proposed project, a more contemporary style seems appropriate, as it lends itself to the function-driven, interior nature of the use while using a combination of many of the materials that are predominant in the surrounding area. The color palette is earth tone, with rust color and gray brick and gray tones in EIFS. By drawing upon a similar material palette, combined in a style that falls within the variations seen within the existing area, we feel this facility and its relative location are compatible and will be a complement to the fabric of the neighborhood. *See also* the Site Context Exhibit submitted in conjunction with DET-2022-012.

(iii) No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Rural and Agricultural or Residential base zone, Transit-Oriented/Activity Center base or PD zone, or the CN, CS, or CGO zones, or from land approved for a residential or commercial use.

COMMENT: As shown on the architectural plans submitted with the detailed site plan, all entrances to individual consolidated storage units are interior to the building.

(iv) 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.

COMMENT: As shown on the architectural plans submitted with the detailed site plan, all entrances to individual consolidated storage units are interior to the building.

(v) For consolidated storage units having direct access to areas outside the building, there shall be provided driveways and areas between buildings for vehicular access, loading, and unloading. Sufficient width shall be provided to permit a moving vehicle to safely and efficiently pass a vehicle parked adjacent to an individual consolidated storage unit. In no case shall a width of more than 25 feet be required.

COMMENT: Acknowledged. The consolidated storage units will not have direct access to outside areas. Pursuant to Section 27-6310(a), no loading spaces are required for the consolidate storage use, and none are proposed.

(vi) In the IE Zone, the expansion of an existing consolidated storage use within a building shall be limited to a maximum of 50 additional individual units and shall not be located within one-half mile of another consolidated storage use in the IE Zone. However, this Subsection shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan of subdivision, final plat, and detailed site plan, where the consolidated storage use is buffered from view from any public right-of-way. 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.

COMMENT: Not applicable as the property is located in the CGO Zone.

(vii) In the CGO Zone, the property owner shall set aside of minimum of 1,500 square feet of gross floor area of commercial/retail/office space at ground level or above ground level at zero base rent to be leased as a business incubator or Community Non-Profit Space, as defined in Section 27-2500 of this Code, subject to the following:

(aa) If the Community Non-Profit Space is located above ground level, the property owner shall ensure that space is handicapped accessible, and shall provide adequate signage so that the public can locate the space.

(bb) Occupancy and use of the Community Non-Profit Space shall be subject to a Community Benefit Agreement executed by the property owner and Community Non-Profit Organization, as approved by the District Council. Said Community Benefit Agreement shall be binding on all successors, heirs, and assigns of the property.

COMMENT: Acknowledged. Although the applicant questions the legality of such a requirement as an unconstitutional taking, the consolidated storage building has been designed to provide a minimum of 1,500 square feet for Community Non-Profit Space.

VIII. COMPLIANCE WITH PRIOR APPROVALS

Although the subject property is subject to prior approvals (to wit: DSP-12008 and Plat Book 68 and Page 65), PPS-2022-014 and DET-2022-12 will supersede these, and a new plat will be recorded. As mentioned, the applicant also filed a companion Preliminary Plan of Subdivision (PPS-2022-014) application, to consolidate the property into one (1) parcel. PPS-2022-014 was approved by the Prince George's County Planning Board on April 4, 2024 (PGCPB No. 2024-022 adopted on April 25, 2024) with 4 conditions. It is noted that condition 1 deals with signature approval (certification) of the PPS, which will be addressed with that submittal and are not relevant to the DET review.

2. In conformance with the recommendations of the 2009 Approved Countywide Master Plan of Transportation and the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following bicycle and pedestrian facilities, and shall show these facilities on the detailed site plan prior to approval:

a. A minimum 5-foot-wide sidewalk and standard bicycle lane along the site's frontage of Old Annapolis Road, unless modified by the operating agency, with written correspondence.

COMMENT: The DET depicts the 5-foot-wide sidewalk and standard bicycle lane along the sites frontage of Old Annapolis Road; however, a note is provided on the DET to reflect that this improvement is subject to modification by SHA. Consequently, if SHA ultimately determines that these improvements/facilities are not warranted, they will not be provided.

3. Prior to approval, the final plat of subdivision shall include:

a. The granting of a public utility easement along Old Annapolis Road, as delineated on the approved preliminary plan of subdivision.

b. A note indicating the Prince George's County Planning Board's approval of a variation from Section 24-4205 and Section 24-4401 of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision PPS-2022-014, for the omission of the public utility24 PPS-2022-014 easements along MD 450 (Annapolis Road), and eastern 100 feet of the property's frontage on Old Annapolis Road.

COMMENT: This condition will be addressed and satisfied with the approval of the final plat.

4. Development of this site shall be in conformance with City of Bowie Stormwater Management Concept Plan 02-0823-208NE12, and any subsequent revisions.

COMMENT: This is acknowledged.

IX. CONCLUSION

The applicant is proposing to develop the site with a consolidated storage facility. The applicant believes that the detailed site plan meets or exceeds each of the requirements set forth and demonstrates compliance with the development standards in the Zoning Ordinance – subject to the requested waivers herein, which the Planning Director is authorized to approve. The applicant therefore requests the approval of this Detailed Site Plan.

Respectfully submitted,

MCNAMEE HOSEA, P.A.

Matthew C. Tedesco
Attorney for the owner/applicant

Date: ~~February 15, 2024~~
~~(First Pre-Acceptance Submittal)~~
~~April 25, 2024~~
~~(Post SDRC Submittal)~~
May 1, 2024
(Post SDRC Supplemental Submittal)

michael parker studios

December 1, 2023

Premier A-2 Bowie MD, LLC
13600 Old Annapolis Road
Bowie, MD 20720

Attn: Reviewers

Re: Premier A-2 Bowie MD, LLC
Anticipated Points per Section 27-61603 Green Building Standards

To Whom it My Concern:

Please see the list below outlining the points we anticipate that can be achieved for the above project per Section 27-61603 Green Building Standards. This project consists of a 4-story and partial 5-story self-storage facility of 80,189 SF. We understand per section 27-61603, a non-residential project of this size shall achieve a minimum of 4 points.

Water Conservation and Water Quality:	
• *All toilets are 1.28 GPF or less*	0.50 points
Transportation:	
• *Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft*	1.00 point
Energy Conservation:	
• *Meet AHSRAE standards for lighting*	0.75 points
• *Stated water heater efficiency of 0.82 or more*	1.25 points
• *Air conditioner with stated efficiency greater than 16 SEER is included as standard*	1.25 points
• *Install a cool roof on a minimum of 50% of the single-family dwellings or subdivision. The cool roof shall cover the entire roof of the dwelling*	1.50 points
• *Use central air conditioners that are Energy Star Qualified*	0.50 points
Total Anticipated Points:	**6.75 points**

Sincerely,

Eric P. Lowder, NCARB
Principal

STORMWATER MANAGEMENT CONCEPT PLAN APPROVAL
CITY OF BOWIE

DEPARTMENT OF PUBLIC WORKS
15901 FRED ROBINSON WAY, BOWIE, MARYLAND 20716
PH. (301) 262-6200 FAX (301) 809-2309

APPROVAL NO: **02-0823-208NE12**

Approval has been given for the stormwater concept plan for:

Development Name: Bowie Self Storage — Location: 13600 & 13604 Annapolis Rd; 20720
Applicant: Scoco Investments (c/o Scott Cooper). — Phone: 410-967-2720
Engineer/Architect/Surveyor: Kimley-Horn (c/o Emily Dean, P.E.) — Phone: 443-743-3470

RESIDENTIAL ___ COMMERCIAL X OPEN SPACE___ ROAD IMPROVEMENTS ONLY___ RENEWAL___ EXEMPT___

TOTAL SITE AREA: 0.84 Ac TOTAL DISTURBANCE AREA: 0.90 Ac

___ Public storm drainage/stormwater management construction required

X Private storm drainage/stormwater management construction required

___ Watershed Protection Branch (WPB) design approval required

X CITY OF BOWIE, Department of Public Works design approval required

___ Floodplain easement required

___ Infiltration required:

X Environmental Site Design (ESD) Practices: For WQ treatment of minimum Pe =1.0" for re-development impervious surfaces.

___ 1 year (Cp_v): _____

___ 10 year attenuation

___ 100-year attenuation

___ Flow attenuation devices required

___ A stormwater management fee of $_____ must be paid.

___ Wildlife Habitat Management Guidelines for City of Bowie Required.

X Conditions of Approval: This approval supersedes SWM Concept Approval No. 01-1222-208NE12 which is now null and void and no longer applies. This project is considered "re-development", thusly, at least 50% of the existing impervious area shall either be removed or treated for water quality to a Pe = 1.0", and all "new" impervious area shall be treated for ESD to the MEP. The existing impervious area = 0.79 Ac and the proposed impervious = 0.60 Ac. For the current design, the target WQv for existing impervious is 707 CF. There is no "new development" in the project. Ten-year and 100-year quantity control is achieved in the design without structural attenuation.

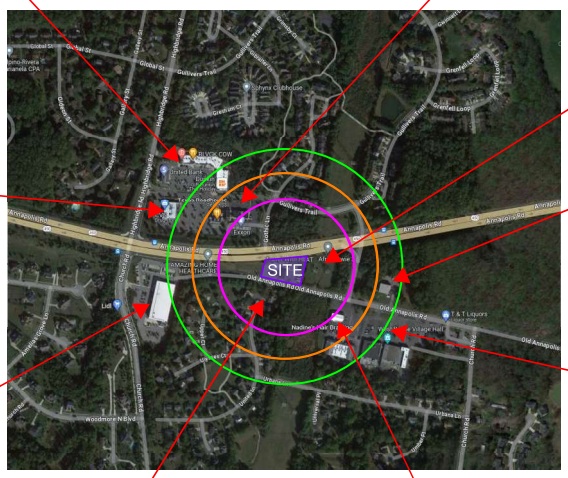
Recommend for approval by:

City Engineer (FCM) 8/23/23 Date

Director of Public Works 8/28/23 Date

Approval date: 8/28/23

Expiration date: 8/28/26
(3 years after approval date)



400' Radius
500' Radius
600' Radius

Approximate Scale

CONTEXT IMAGES AND PROXIMITY TO PROPOSED SITE

Premier Storage
Bowie, Maryland

THE MARYLAND-NATIONAL CAPITAL
Park and Planning Commission
Prince George's County Planning Board | Office of the Chairman

1616 McCormick Drive, Largo, MD 20774
301-952-3560
pgcpb@ppd.mncppc.org
www.pgplanningboard.org

PGCPB No. 2024-022 File No. PPS-2022-014

R E S O L U T I O N

WHEREAS, Premier A-2 Bowie MD, LLC is the owner of a 0.84-acre tract of land known as Parcel 51 and Lot 1, said property being in the 14th Election District of Prince George's County, Maryland (subject property), and being zoned Commercial, General and Office (CGO); and

WHEREAS, on January 23, 2024, Premier A-2 Bowie MD, LLC filed an application for approval of a Preliminary Plan of Subdivision to subdivide the subject property into one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as PPS-2022-014 for Premier Bowie MD was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission at a public hearing on April 4, 2024; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, at the April 4, 2024 public hearing, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plan of Subdivision PPS-2022-014, including Variations from Sections 24-4205 and 24-4401, for one parcel, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be modified as follows:

    a. Show the ultimate right-of-way width along MD 450 (Annapolis Road) as a minimum of 120 feet.

    b. Revise General Note 13 to list the existing use of the property as commercial and institutional.

    c. Label all proposed easements on the subject property, providing their width and purpose.

    d. Label all proposed storm drains and stormwater management facilities.

2. In conformance with the recommendations of the 2009 *Approved Countywide Master Plan of Transportation* and the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following bicycle and pedestrian facilities, and shall show these facilities on the detailed site plan prior to approval:

a. A minimum 5-foot-wide sidewalk and standard bicycle lane along the site's frontage of Old Annapolis Road, unless modified by the operating agency, with written correspondence.

3. Prior to approval, the final plat of subdivision shall include:

a. The granting of a public utility easement along Old Annapolis Road, as delineated on the approved preliminary plan of subdivision.

b. A note indicating the Prince George's County Planning Board's approval of a variation from Section 24-4205 and Section 24-4401 of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision PPS-2022-014, for the omission of the public utility easements along MD 450 (Annapolis Road), and eastern 100 feet of the property's frontage on Old Annapolis Road.

4. Development of this site shall be in conformance with City of Bowie Stormwater Management Concept Plan 02-0823-208NE12, and any subsequent revisions.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the applicable legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background—**The subject site consists of Parcel 51, recorded in the Prince George's County Land Records in Book 49437 page 173, and Lot 1, recorded in Plat Book WWW 68 Plat 65. The property is 0.84 acre and is located in the Commercial, General and Office (CGO) Zone. The site is subject to the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan), applicable provisions of Subtitles 24 and 27 of the Prince George's County Code, and other applicable plans, as outlined herein. In accordance with Section 24-4503 of the Prince George's County Subdivision Regulations, this preliminary plan of subdivision (PPS) is supported by, and subject to an approved Certificate of Adequacy, ADQ-2022-041.

This PPS includes one parcel for development of 80,189 square feet of industrial use on the property. A new PPS is required for the construction of more than 5,000 square feet of development, pursuant to Section 24-3402(b)(3) of the Subdivision Regulations. The property is currently improved with three buildings for commercial and institutional uses. All existing buildings on the property are proposed to be razed. The applicant participated in a pre-application conference for the subject PPS on July 1, 2022, pursuant to Section 24-3302(b)(1) of the Subdivision Regulations, and held a pre-application neighborhood meeting on August 29, 2022, pursuant to Section 24-3303(b)(1) of the Subdivision Regulations.

A variation from Section 24-4205 of the Subdivision Regulations, which requires a public utility easement (PUE) to be provided along public roads, was requested by the applicant. A variation from Section 24-4401 of the Subdivision Regulations was also requested, which requires that all necessary utility easements be shown on a PPS. For this development, the applicant proposed not to provide any PUEs along the property's frontage of MD 450 (Annapolis Road), nor along 100 linear feet of the frontage of Old Annapolis Road. These variation requests are discussed further in the Public Utility Easement finding of this resolution.

3. **Setting**—The subject property is 0.84 acre and is located on the south side of MD 450, east of its intersection with Old Annapolis Road. The property has frontage on MD 450 to the north, and Old Annapolis Road to the south. Site access is proposed from Old Annapolis Road, which is classified as a historic road.

The subject site is located on Tax Map 46 in Grid C1 and is within Planning Area 71B. MD 450 is located north of the site, and the properties beyond consist of open space land and commercial retail space in the Legacy Comprehensive Design (LCD) Zone. To the east is a property owned by the State of Maryland, in the LCD Zone, and a parcel owned by the Potomac Electric Power Company (PEPCO), in the Residential, Rural (RR) Zone. The property fronts Old Annapolis Road to the south, and properties beyond consist of single-family detached dwellings in the RR Zone, and retail and institutional uses in the CGO Zone. To the west of the subject property is land owned by the Maryland State Highway Administration (SHA), which is part of the MD 450 and Old Annapolis intersection right-of-way. Beyond the intersection, in the CGO Zone, is a grocery store.

4. **Development Data Summary**—The following information relates to the subject PPS application and the evaluated development.

	EXISTING	EVALUATED
Zone	CGO	CGO
Use(s)	Commercial/Institutional	Industrial
Acreage	0.84	0.84
Lots	0	0
Parcels	2	1
Dwelling Units	0	0
Gross Floor Area	5,989 sq. ft.	80,189 sq. ft.
Variance	No	No
Variation	No	Yes, Sections 24-4205 and 24-4401

The subject PPS was accepted for review on January 23, 2024. Pursuant to Section 24-3305(e) of the Prince George's County Subdivision Regulations, this case was referred to the Subdivision and Development Review Committee (SDRC), which held a meeting on February 16, 2024, where comments were provided to the applicant. Pursuant to Section 24-3403(a)(6) of the Subdivision Regulations, the request for variations from Section 24-4205 and Section 24-4401

was submitted on January 23, 2024, and was also reviewed at the SDRC meeting on February 16, 2024. Revised plans were received on February 29, 2024, which were used for the analysis contained herein.

5. **Previous Approvals—**The subject property includes a tax parcel known as Parcel 51, which has never been the subject of a PPS or a final plat. Parcel 51 was last subdivided by deed in 1969. By deed dated December 26, 2002, and recorded in Liber 16650 at folio 282, 5,328 square feet of land was conveyed to the Maryland State Highway Administration (SHA) for public use. This division of land was exempt from approval of a PPS, in accordance with Section 24-1404(e) of the Subdivision Regulations. The Maryland Department of Assessments and Taxation records and aerial imagery indicate that the two structures on Parcel 51 have existed on the property since 1938. The structures are currently in use for commercial purposes. The subject property also includes Lot 1, which was previously platted in June 1968, on a plat titled Schneider Subdivision, recorded in Plat Book WWW 68 Plat 65. Lot 1 is the subject of a prior PPS, 4-68038, approved on June 26, 1968. The resolutions of approval and other documents from the approval of 4-68038 are no longer available. By deed dated November 26, 2001, and recorded in Liber 15312 at folio 220, six square feet of land was conveyed to SHA for public use. This division of land was exempt from approval of a PPS, in accordance with Section 24-1404(e). The Maryland Department of Assessments and Taxation records and aerial imagery indicate that the structure on Lot 1 has existed on the property since 1969. Lot 1 is currently used for a church.

   Detailed Site Plan DSP-12008 was approved by the Prince George's County Planning Board on November 8, 2012 (PGCPB Resolution No. 12-106), for a day care and before and after school care, in addition to the existing church use on Lot 1. However, the DSP was remanded by the Prince George's County District Council on May 6, 2013. The case was subsequently dismissed by the Planning Director in 2015, due to inactive status.

   In accordance with the current development proposal, all structures on the subject property will be razed to develop the property, and a new final plat of subdivision will be required before any permits can be approved for development of the subject site.

6. **Community Planning—**Pursuant to Section 24-4101(b)(1) of the Subdivision Regulations, consistency with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the master plan land use recommendations are evaluated as follows:

   Plan 2035
   Plan 2035 places this subject site in the Established Communities Growth Policy Area (Map 1. Prince George's County Growth Policy Map, page 18). Plan 2035 classifies established communities as existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers. Established communities are most appropriate for context-sensitive infill and low- to medium-density development.

   This PPS is consistent with Plan 2035's Land Use and Growth Management goals because the intensity of the proposed industrial use, specifically a consolidated storage facility, is compatible (context-sensitive infill) with surrounding nonresidential uses and low- to medium-density development.

Plan 2035 also includes the following relevant strategies:

Transportation and Mobility:

- **TM1.8: Coordinate future transportation and mobility improvements as outlined in the *Master Plan of Transportation*, the Plan 2035 Transportation and Mobility Element…. (page 153).**

- **TM4.4: Design new transportation systems to accommodate all modes of transportation. Continuous sidewalks on both sides of the road and on-road (bike lanes) bicycle facilities should be included, to the extent feasible and practical, and based on the type and location of the facility proposed (page 156).**

The PPS is consistent with Plan 2035's Transportation and Mobility strategies because the evaluated development includes installing 5-foot-wide sidewalks and on-site bicycle facilities. However, the applicant must work with staff to determine the feasibility of installing a bicycle lane and shared-use path on P-308 (Old Annapolis Road, from MD 197 (Collington Road) to MD 450), since the master plan amended the recommendations for transportation improvements outlined in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). See the master plan Transportation and Mobility section below.

Housing and Neighborhoods (page 215):

- **HD9.6: Orient and relate building frontages, rather than parking, to the street.**

  Based upon the conceptual site layout depicted on the bicycle and pedestrian facilities plan and the stormwater management (SWM) concept plan, the proposed building will front on both MD 450 and Old Annapolis Road, consistent with Strategy HD9.6. The parking lot is conceptually located to the side of the building. Also, the layout of the property meets Section 24-4103, Layout Design Guidelines, of the Subdivision Regulations, which seeks to set back and screen the building from the nearby residential properties. The open space set-aside exhibit proposes landscape bufferyards and screening along property lines closest to the neighboring residences. Building orientation and site layout will be further reviewed with the detailed site plan (DET), which is required for the proposed development.

- **HD 9.7: Identify and prioritize areas for street tree installation.**

  Landscape planting along rights-of-way will be evaluated at the time of DET. The site does not contain existing woodland on-site that could be retained along transportation corridors.

Master Plan
The master plan recommends commercial land use on the subject property. The industrial land use proposed by the applicant does not conform to the master plan's recommended land use. However, on February 21, 2023, the District Council adopted Prince George's County Council Bill CB-011-2023, which permitted consolidated storage use in the CGO Zone, subject to certain requirements. The master plan recommendation is in direct conflict with the zoning of the property (CGO) that permits consolidated storage use. This conflict cannot be reconciled. Therefore, pursuant to Section 24-4101(b)(3) of the Subdivision Regulations, the uses permitted by the Prince George's County Zoning Ordinance supersede the recommendations set forth in the master plan, for the purpose of finding conformity.

While the proposed use is allowed on the subject property, pursuant to Section 24-4101(b)(1), the PPS is still required to conform to other relevant strategies of the master plan that are applicable to the subject property. These strategies are related to transportation and mobility, and the natural environment, and are discussed further in the Transportation and Environmental findings.

Zoning
The 2006 *Approved Sectional Map Amendment for Bowie and Vicinity* retained the subject property in the prior Commercial Shopping Center (C-S-C) Zone. On November 29, 2021, the District Council approved Prince George's County Council Resolution CR-136-2021, the Countywide Map Amendment, which reclassified the subject property from the C-S-C Zone to the CGO Zone, effective April 1, 2022. The pending 2023 *Endorsed Bowie-Mitchellville and Vicinity Sectional Map Amendment* proposes to retain the existing CGO Zone.

7. **Stormwater Management—**Pursuant to Section 24-4303(b) of the Subdivision Regulations, a PPS shall not be approved until evidence is submitted that a SWM concept plan has been approved by the Prince George's County Department of Permitting, Inspections and Enforcement.

   A SWM Concept Plan (02-0823-208NE12) approved by the City of Bowie, which shows the use of micro-bioretention facilities, was submitted. This SWM concept plan was approved on August 28, 2023, and expires on August 28, 2026. The development proposal will reduce the existing impervious area by 0.19 acre.

   Development of the site, in conformance with SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs, satisfies the requirements of Sections 24-4303 and 24-4403 of the Subdivision Regulations.

8. **Parks and Recreation—**This PPS has been reviewed for conformance with the requirements and recommendations of Plan 2035, the master plan, the 2022 *Land Preservation, Parks and Recreation Plan for Prince George's County*, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the Subdivision Regulations, as they pertain to public parks and recreational facilities.

Subdivision Regulations Conformance
Section 24-4601 of the Subdivision Regulations, which relates to mandatory dedication of parkland, provides for the dedication of land, the payment of a fee-in-lieu, and/or the provision of private recreational facilities to meet the park and recreation needs of the residents of the subdivision. This application is exempt from Section 24-4601 because it is a non-residential development.

Master Plan Conformance
The master plan contains goals and policies related to recreation centers (pages 176–187). However, these are not specific to the subject site, or applicable to the proposed development.

9. **Transportation (pedestrian, bicycle, and vehicular)—**This PPS was reviewed for conformance with the MPOT, the master plan, and the Subdivision Regulations, to provide the appropriate transportation facilities.

Master Plan Right-of-Way
The subject property has frontage on Old Annapolis Road (P-308), along the southern bounds of the site. The MPOT does not contain any right-of-way recommendations for this portion of Old Annapolis Road. The master plan recommends this portion of Old Annapolis Road as a two-lane primary roadway, with an ultimate right-of-way width of 60 feet, which is accurately reflected on the PPS.

The subject property also has frontage on MD 450 (A-23), along the northern bounds of the site. The MPOT recommends this portion of MD 450 as a four to six lane arterial roadway, with an ultimate right-of-way width of 120–150 feet. The master plan recommends this portion of MD 450 as a four-lane arterial roadway, with a minimum right-of-way width of 120 feet. The PPS accurately displays MD 450 as a variable width right-of-way, along the northern bounds of the subject site.

Master Plan Pedestrian and Bike Facilities
The MPOT recommends the following master-planned facilities:

- Planned Bicycle Lane: MD 450 (Annapolis Road)
- Planned Bicycle Lane: Old Annapolis Road

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

> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

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

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The master plan discusses active transportation elements along Old Annapolis Road, which is copied below (page 135):

MD 197 – Active Transportation: Bicycle/Pedestrian/Micro-Mobility

Policy TM 25: Increase transportation options by constructing new active transportation facilities in the MD 197 corridor.

- **TM 25.3: Add shared-use path and designated bicycle lanes along Old Annapolis Road from MD 197 (Collington Road) to MD 450 (Annapolis Road)**

Although the site is bounded by the arterial roadway (MD 450), the site does not have direct access to this roadway, and no facilities are to be provided at this time along MD 450. The subject site is currently developed without pedestrian or bicycle facilities along its frontage of Old Annapolis Road. The applicant provided email correspondence from SHA stating they do not foresee a need for a sidewalk to be provided. However, SHA shall determine if a sidewalk, and the planned bicycle lane along Old Annapolis Road, are to be provided. As a condition of approval, the applicant shall provide a 5-foot-wide sidewalk and bicycle lane along the site's Old Annapolis Road frontage, unless modified by the operating agency, with written correspondence.

Zoning Ordinance Development Standards – Access and Circulation
A bicycle and pedestrian facilities plan was submitted with the PPS, showing the vehicular and pedestrian circulation proposed throughout the site, which will also be required to be reflected on the future DET, as required by Section 27-6204 of the Zoning Ordinance. One point of vehicle access is included along Old Annapolis Road. This internal driveway is confined only to the site, thereby ensuring that no cut through traffic will take place. The applicant provided a truck turning plan, which shows that heavy vehicles can move throughout the site without any encumbrances. The vehicular access and circulation for the proposed development to be adequate.

Sections 27-6207(b) and 27-6208(b) of the Zoning Ordinance contain requirements for cross-access between adjoining developments' internal pedestrian and bicycle circulation systems (respectively), which apply to this site. The subject property is bound by public rights-of-way on the north, west, and south sides. To the east lies Parcel U, which is zoned LCD, and is owned by the State of Maryland. This property is vacant and narrow in width (15 feet at its widest point). Beyond Parcel U lies a property owned by the Potomac Electric Power Company (PEPCO), which houses high-voltage overhead power lines and utility poles (Parcel 336). The applicant provided a statement of justification (SOJ) dated February 29, 2024, in which they stated that both these properties are unlikely to be developed in a manner that allows for cross-access, and

that any cross-access to these properties is impractical and undesirable. Cross-access from the subject property to the east would be inappropriate due to the low potential of adjoining properties being developed in future. Conformance to the requirements of Section 27-6200 of the Zoning Ordinance will be further evaluated with the DET.

Based on the preceding findings, vehicular, pedestrian, and bicycle transportation facilities will serve the subdivision, meet the required findings of Subtitle 24, and conform to the MPOT and master plan.

10. **Public Facilities**—This PPS was reviewed for conformance to the master plan, in accordance with Section 24-4104(b)(1) of the Subdivision Regulations. The master plan identifies the following goals for the provision of public facilities (pages 176–187):

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

These goals are further broken down into specific policies for geographic areas. The proposed development will not impede achievement of the above-referenced goals. This PPS is subject to Certificate of Adequacy ADQ-2022-041, which established that pursuant to adopted tests and standards, public safety facilities are adequate to serve the proposed development. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries proposed on the subject property in the master plan.

The subject property is located in Planning Area 71B – "City of Bowie". The *2024–2029 Fiscal Year Approved Capital Improvement Program Budget* does not identify any new construction project proposed for this area.

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

The subject property is located in Sustainable Growth Tier I and is served by public water and sewer, as required by Section 24-4404 of the Subdivision Regulations. Pursuant to Section 24-4405 of the Subdivision Regulations, the 2018 *Water and Sewer Plan* placed this property in Water and Sewer Category 3, Community Systems. Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid PPS approved for public water and sewer. Tier 1 includes those properties served by public sewerage systems.

11. **Public Utility Easement—**In accordance with Section 24-4401, when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

> "Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748."

The standard requirement for public utility easements (PUE) is given in Section 24-4205. PUEs must be located outside of the sidewalk, and must be contiguous to the right-of-way. The subject property has frontage on MD 450 and Old Annapolis Road. The PPS shows a PUE along 170 linear feet of frontage on Old Annapolis Road, at a minimum of 10 feet wide. The applicant did not propose to provide PUEs along the property's frontage of MD 450 and 100 linear feet of frontage on Old Annapolis Road. To be allowed to do so, the applicant needed to obtain a variation from this requirement. A variation from Section 24-4205, which requires a PUE to be provided along public roads, and from Section 24-4401, which requires that all necessary utility easements be shown on a PPS, was submitted.

Variation from Section 24-4205 and Section 24-4401
The applicant proposed not to provide a PUE contiguous to MD 450 and 100 linear feet of Old Annapolis Road. Section 24-4205 states the following:

> **"All roads (public or private) shall have a public utility easement at least ten feet in width. For Redevelopment and Revitalization projects, the public utility easement may be reduced by the Planning Director for good cause, after due consideration of any adverse impacts. The public utility easement shall be located outside the sidewalk, where a sidewalk is constructed or these Regulations or Subtitle 27: Zoning Ordinance require a sidewalk, and shall be contiguous to the right-of-way."**

Section 24-4401 states the following:

> **"Preliminary plans of subdivision (minor or major) and final plats of subdivision (minor or major) must be designed to show all utility easements necessary to serve anticipated development on the land being subdivided, consistent with the recommendations and standards relevant to public utility companies. When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents: Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748."**

The standard requirement of public utility companies is to provide a 10-foot-wide PUE along all public roadways. Section 24-3403 of the Subdivision Regulations sets forth the required findings for approval of variation requests, as follows:

(a) Purpose

Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article, Annotated Code of Maryland; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:

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

Ten-foot-wide PUEs are required along both sides of all public rights-of-way, to ensure that utilities will be able to serve the subject site and provide for the continuity for placement of public utilities along the right-of-way, to and from abutting properties. However, the applicant proposed to not provide the easements along the public rights-of-way fronting the subject site, except at one location along Old Annapolis Road. The subject property abuts MD 450 (north side of the property), and Old Annapolis Road (south side of the property). The site's frontage along Old Annapolis Road is irregular; 100 feet from the eastern property line, the property boundary turns 15 feet south before continuing westerly along the Old Annapolis Road vehicle travel lanes for another 170 feet. The public rights-of-way for MD 450 and Old Annapolis Road have been improved, and all utilities required to serve the proposed development currently exist either within the right-of-way of Old Annapolis Road, or within the property area close to the 140 linear feet of right-of-way line. The existing utilities located within the street currently serve the subject property, which has been previously developed and will continue to serve the industrial development evaluated with this PPS. The PPS shows a 10-foot-wide PUE to cover the existing utilities running within the subject property, and along Old Annapolis Road. The omission of the PUE along MD 450, and along the remaining 100 feet of Old Annapolis Road, will have no impact on the utilities already provided and available for this development, and to surrounding developments. Not providing a PUE in these areas will not prevent adjacent properties from accessing utilities in the Old Annapolis Road right-of-way. Further, not providing a PUE along MD 450 will not limit other properties from accessing existing utilities, as it is not an existing utility corridor. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare or injurious to others or other property.

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

The conditions on which the variation request is based are unique to the site. The site is limited in size, constrained by existing public rights-of-way on three sides, and contains existing development. The subject property is bound by Old Annapolis Road to the south, and MD 450 to the north and west, all of which are improved. The irregular property boundary along Old Annapolis Road is not conducive to continuity of a PUE along the easterly most 100 feet, which is stepped back from the right-of-way 15 feet. No utilities are in place along MD 450, and the site will continue to be served by existing utilities along Old Annapolis Road. East of the property is a parcel owned by the State of Maryland, and beyond is a property owned by PEPCO and utilized for high-voltage utility lines and poles. None of the adjacent properties will require extension of public utilities typically found in a PUE, to be run across the subject parcel. Furthermore, all necessary utilities that normally would be provided within a PUE are provided in or along the existing right-of-way of Old Annapolis Road. The utilities required to serve the proposed development will be extended from their location within the right-of-way of Old Annapolis Road. These factors are unique to the subject property and not generally applicable to other properties.

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

The approval of a variation from Sections 24-4205 and 24-4401 is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board. In addition, this PPS and variation request for the location of PUEs was referred to the affected public utility companies and the municipality of City of Bowie, and none have opposed the variation request. There are no other known laws, ordinances, or regulations that would be impacted by this request.

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

The site is small, just a little under one-acre in size, is previously developed, and is surrounded by public streets on three sides. Parcel U, which is owned by the State of Maryland, lies to the east of the site. This property is vacant and narrow in width (15 feet at its widest point).

Beyond Parcel U, is a property owned by PEPCO which houses high-voltage overhead power lines and utility poles (Parcel 336). Both these properties are unlikely to be developed in a manner which will require extension of utilities. This limits the ability to expand the land area available for development. Steep slopes and vegetation in and adjacent to the MD 450 right-of-way make the installation of future utilities unlikely and impractical in this area. In addition, the property's frontage along Old Annapolis Road contains all required utilities within, or close to its rights-of-way. Along the eastern 100 feet of the site's southern frontage to Old Annapolis Road (the area of the southern frontage which is the subject of the variation request), utilities exist within the public right-of-way. Along the western 170 feet of the site's southern frontage to Old Annapolis Road, a PUE will be provided. Strict adherence to this regulation will require placing a 10-foot-wide PUE along the north (along MD 450) and south (eastern 100 feet of Old Annapolis Road) sides of the property, which would result in superfluous easement areas that would be undevelopable on the subject property.

The existing development surrounding the subject property and the existing utility locations available to the subject site constitute the particular physical surroundings applicable to this property. The requirement to provide additional 10-foot-wide PUEs along MD 450 and Old Annapolis Road would impede the ability to provide screening required per the 2018 *Prince George's County Landscape Manual* (Landscape Manual), while still avoiding steep slopes for construction. In addition, the PUEs would serve no additional purpose since utilities have already been established. These factors create a particular hardship to the owner in meeting the standard requirement.

(5) In the RMF-12, RMF-20, and RMF-48 zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The site is not located in any of the listed zones. Therefore, this criterion does not apply.

(6) A petition for any such variation shall be submitted in writing by the subdivider prior to the meeting of the Subdivision and Development Review Committee and at least thirty (30) calendar days prior to hearing by the Planning Board. The petition shall state fully the grounds for the application and all the facts relied upon by the

petitioner. The variation application shall be reviewed concurrently with the preliminary plan of minor or major subdivision application.

The subject PPS was accepted for review on January 23, 2024. Pursuant to Section 24-3403(a)(6), the request for variations from Section 24-4205 and Section 24-4401 was concurrently referred to SDRC, which held a meeting on February 16, 2024, where comments were provided to the applicant. A revised petition for the variation requested was received on February 29, 2024, which was used for the analysis contained herein.

Based on the proceeding findings, the variations from Section 24-4205 and Section 24-4401, for provision of PUEs along public rights-of-way of MD 450 and 100 linear feet of Old Annapolis Road, are approved.

12. **Historic—**The master plan contains goals and policies related to Historic Preservation (pages 157–165). However, these are not specific to the subject site, or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not required.

The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.

13. **Environmental—**This PPS is in conformance with the environmental regulations of Sections 24-4101(b) and 24-4300 of the Subdivision Regulations, and Section 27-6800 of the Zoning Ordinance, as discussed herein. The following applications and associated plans were previously reviewed for the subject site:

Development Review Case Number	Associated Tree Conservation Plan Number	Authority	Status	Action Date	Resolution Number
NRI-184-2022	N/A	Staff	Approved	12/22/2022	N/A
PPS-2022-014	N/A	Planning Board	Approved	4/4/2024	2024-022

Grandfathering
The project is subject to the current environmental regulations and woodland conservation requirements contained in Subtitles 24, 25, and 27 of the Prince George's County Code because the application is for a new PPS.

Environmental Site Description
The subject property is 0.84 acre and is located east of the intersection of MD 450 and Old Annapolis Road. The site is within the CGO Zone and currently fully developed with three buildings and associated parking lots.

Prince George's Plan 2035
The site is located within Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and within the Established Communities of the General Plan Growth Policy (Plan 2035).

Environmental Conformance with Applicable Plans

Master Plan
The master plan contains policies and strategies in the Natural Environment section. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the master plan, and the plain text provides comments on the plan's conformance.

Policy NE 1: Ensure that areas of connectivity and ecological function are maintained, restored, or established during development or redevelopment.

Policy NE 1.1 Use the green infrastructure network as a guide to decision-making, and as an amenity in the site design and development review processes.

Utilizing Strategy NE 1.1., the applicant proposes the redevelopment of an existing site that is outside of regulated and evaluation areas. The PPS proposes no woodland clearing or impacts to the green infrastructure network.

Policy NE 2: Preserve, in perpetuity, Nontidal Wetlands of Special State Concern (NTWSSC) within Bowie-Mitchellville and Vicinity (see Map 42. Nontidal Wetlands of Special State Concern [NTWSSC] -2017).

The site does not contain Nontidal Wetlands of Special State Concern.

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

A SWM Concept Plan (02-0823-208NE12) approved by the City of Bowie, which shows the use of micro-bioretention facilities for SWM on the site, was submitted. In addition, the development proposal will reduce the existing impervious area by 0.19 acre.

Policy NE 4: Support street tree plantings along transportation corridors and streets, reforestation programs, and retention of large tracts of woodland to the fullest extent possible to create a pleasant environment for active transportation users including bicyclists and pedestrians.

Landscape planting along rights-of-way will be evaluated at the time of DET. The site does not contain existing woodland on-site that could be retained along transportation corridors.

Policy NE 5: Reduce urban heat island effect, thermal heat impacts on receiving streams, and reduce stormwater runoff by increasing the percentage shade and tree canopy over impervious surfaces.

Tree canopy coverage (TCC) and landscape plantings for heat island mitigation will be evaluated at the time of DET. A SWM Concept Plan (02-0823-208NE12) approved by the City of Bowie, which shows the use of micro-bioretention facilities for SWM on the site, was submitted. In addition, the development proposal will reduce the existing impervious area by 0.19 acre and proposes to provide 8,256 square feet of open space.

Policy NE 6: Support local actions that mitigate the impact of climate change.

This policy is not applicable to this PPS review, since it pertains to the implementation of climate actions plans.

Policy NE 7: Continue to expand active transportation opportunities to reduce automobile dependency and carbon emissions.

As noted in the applicant's SOJ, a master-planned bike lane will be provided along the site's frontage on Old Annapolis Road, subject to SHA's standards and approval. In addition, the applicant has submitted a bicycle and pedestrian impact statement scoping agreement which will further improve pedestrian and biking facilities in the vicinity of this development.

Policy NE 8: Continue to support street tree plantings, reforestation programs, and retention of large tracts of woodland to increase forest and tree canopy.

Policy NE 9: Proactively address stormwater management in areas where current facilities are inadequate.

Policy NE 10: Integrate Primary Management Areas (PMA) into a walkable, mixed-use environment.

Policies NE 8, 9, and 10 are for the Bowie State University MARC Campus Center and do not apply to this PPS.

2017 Green Infrastructure Plan

The *Countywide Green Infrastructure Plan* was approved on March 17, 2017, with the adoption of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017). According to the approved Green Infrastructure Plan, this site does not contain regulated and evaluation areas. The text in **BOLD** is the text from the Green Infrastructure Plan, and the plain text provides comments on the plan's conformance.

POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan 2035.

Strategies

1.1 Ensure that areas of connectivity and ecological functions are maintained, restored and/or established by:

a. Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.

b. Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.

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

d. Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these landscapes.

1.2 Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored, and protected.

a. Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.

This PPS proposes a redevelopment of an improved site and will result in no woodland clearing. There are no mapped regulated or evaluation areas on or abutting this property. The property is not within a special conservation area. Existing natural resources are maintained by proposing the redevelopment of this existing developed site, which is outside of regulated and evaluation areas.

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

2.4 Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.

2.5 Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.

2.6 Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.

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

4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.

There are no mapped regulated or evaluation areas on or abutting this property. The site contains no woodland. In addition, the site is exempt from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is less than 40,000 square feet in size. The project proposes no woodland clearing or impacts to regulated environmental features (REF).

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

5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.

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

The site does not contain REFs or a primary management area (PMA). A SWM Concept Plan (02-0823-208NE12) approved by the City of Bowie, which shows the use of micro-bioretention facilities for SWM on the site, was submitted. In addition, the development proposal will reduce the existing impervious area by 0.19 acre and proposes to provide 8,256 square feet of open space. SWM structures are not proposed within REFs.

POLICY 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.

7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.

7.2 Protect, restore, and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.

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

7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.

7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.

7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.

The site is exempt from the WCO because the property is less than 40,000 square feet in size. The project proposes no woodland clearing or impacts to REFs. The development proposal will reduce the existing impervious area by 0.19 acre and proposes to provide 8,256 square feet of open space.

Environmental Review

Natural Resources Inventory
Section 27-6802 of the Zoning Ordinance requires an approved natural resources inventory (NRI) plan with PPS applications. The approved NRI-184-2022 determines that the site is not wooded. A small area of vegetation is in the northeast of the property, which does not meet the qualifications to be considered woodland. The site does not contain specimen trees, REFs, or PMA.

Woodland Conservation
This application is not subject to the provisions of the WCO because the property is less than 40,000 square feet in size. The site has an approved Standard Letter of Exemption (S-155-2022), which was approved on August 19, 2022, and expires on August 19, 2024.

Specimen Trees
NRI-184-2022 confirms that there are no specimen trees, champion trees, or trees that are part of a historic site or are associated with a historic structure on this property.

Preservation of Regulated Environmental Features
REFs are required to be preserved and/or restored to the fullest extent possible under Section 24-4300, Environmental Standards, of the Subdivision Regulations; however, the approved NRI-184-2022 confirms that the site does not contain REFs.

Erosion and Sediment Control
Section 24-4303(d)(7) of the Subdivision Regulations requires the approval of a concept grading, erosion, and sediment control plan. Development shall comply with the requirements for sedimentation and erosion control, in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code/Chapter 21A, Article I, Soil, Erosion, and Sedimentation Control, of the Bowie City Code.

An approved Concept Erosion and Sediment Control Plan (CSC No.48-23-01) was submitted with this application. The plan was approved on January 27, 2023, and expires on January 27, 2026.

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

The predominant soils found to occur, according to the United States Department of Agriculture, Natural Resource Conservation Service Web Soil Survey, include Collington-Wist-Urban land complex and Udorthents, highway. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property. No major geotechnical issues are anticipated.

Based on the preceding findings, the PPS conforms to the relevant environmental policies of the master plan and the Green Infrastructure Plan, and the relevant environmental requirements of Subtitles 24, 25, and 27 of the County Code.

14. **Urban Design—**Construction of nonresidential development consisting of more than 25,000 square feet of gross floor area (GFA) requires DET approval. In this case, the PPS evaluates the construction of a consolidated storage facility of approximately 80,189 square feet.

Per Section 27-3605 of the Zoning Ordinance, at the time of DET review, the applicant will be required to demonstrate conformance with the applicable requirements of the Zoning Ordinance, including, but not limited to, the following:

- Section 27-4203(d), requirements for the CGO Zone as applicable.
- Section 27-5102(f)(4)(A), requirements for consolidated storage use as permitted principal use.
- Section 27-6200, Roadway Access, Mobility, and Circulation.
- Section 27-6300, Off-Street Parking and Loading.
- Section 27-6400, Open Space Set-Asides.
- Section 27-6600, Fences and Walls.
- Section 27-6700, Exterior Lighting.
- Section 27-61100, Industrial Form and Design Standards.
- Section 27-61500, Signage.
- Section 27-61600, Green Building Standards.

2018 Prince George's County Landscape Manual
The proposed development is subject to the provisions of the Landscape Manual. Conformance with the following requirements of the Landscape Manual will be evaluated at the time of DET: Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; and Section 4.9, Sustainable Landscaping Requirements.

Per Section 4.2(c)(6) of the Landscape Manual, a landscape strip shall be provided at the rear of the property where it abuts MD 450. In addition, Old Annapolis Road is a historic roadway. Per Section 4.6 of the Landscape Manual, a minimum 20-foot-wide buffer is required to be planted with a minimum of 80 plant units per 100 linear feet of frontage. All plant material required by this section shall be located outside of PUEs adjacent to the right-of-way.

Conformance with Open Space Set-Aside Requirements
The proposed development is required to provide a five percent minimum open space set-aside, per Table 27-6403 of the Zoning Ordinance. For a site area of 0.84 acre, a minimum of 0.04 acre (1,837 square feet) is required to be placed in an open space set-aside. An exhibit was submitted by the applicant, with the PPS, which demonstrates that this requirement will be met through the provision of landscape buffering totaling 8,256 square feet. Conformance with open space set-aside requirements will be confirmed at the time of DET.

Tree Canopy Coverage Ordinance
Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of TCC on projects that require a grading permit or propose 5,000 square feet or greater of GFA or disturbance. Properties that are zoned CGO are required to provide a minimum of 10 percent of

the gross tract area in TCC. The subject site is 0.843 acre and will be required to provide a minimum of 0.084 acre of the tract area in TCC. Conformance with this requirement will be evaluated at the time of DET review.

15. **Health Department**—The Prince George's County Health Department completed a health impact assessment review of the PPS and provided the following standard regulatory requirements:

> "During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. The proposed development should conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code. Also, during the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. The proposed development should conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

These requirements will be addressed at the time of DET and permitting stage.

16. **Citizen Feedback**—The Prince George's County Planning Department did not receive any written correspondence from members of the community regarding this PPS, prior to the deadline for submission.

17. **Referral to Municipalities**—The subject property is located within the municipal boundaries of the City of Bowie (City). The PPS application was referred to the City for review and comments on January 23, 2024. A memorandum was received from the City dated March 19, 2024, incorporated by reference herein. The City Council provided one condition for consideration, which is summarized below, with response:

1. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

a. Install 135 linear feet of five-foot-wide Americans with Disabilities Act (ADA)-compliant sidewalk along the south side of MD 450, as detailed in Appendix B-2 of the applicant's "Bicycle Pedestrian Impact Statement" (BPIS) dated November 30, 2022 and updated February 27, 2024.

b. Install a thermoplastic crosswalk along the west leg of the intersection of Church Road and Sweet Emily Court, as detailed in Appendix C-2 of the applicant's BPIS.

c. Install a thermoplastic crosswalk along the west leg of the intersection of Church Road and Woodmore N Boulevard, as detailed in Appendix C-3 of the applicant's BPIS.

This recommendation is included as a condition of approval of Certificate of Adequacy ADQ-2022-041, which was approved on March 19, 2024.

18. **Planning Board Hearing—**At the April 4, 2024 Planning Board hearing, staff presented the PPS to the Planning Board. One member of the community signed up to speak at the hearing. The community member, who is a resident of a nearby neighborhood, noted that this proposed storage facility will be the 9th of its kind within a 5-mile radius. The resident also commented on the height, signage, and negative visual impact of the proposed building on the neighborhood, and specifically along MD 450. The resident was concerned that the proposed use may impact housing values in the neighborhood and recommended that the use of the property be in keeping with the existing retail uses on the site, which are patronized by the neighborhood. The resident requested that the Planning Board review the height of the building and landscape screening, signage, and architecture to soften the visual impact. A PPS does not approve the use on a property, but analyses the subdivision layout with the applicable design standards of the Zoning Ordinance, the Subdivision Regulations, and the applicable recommendations of the master plans, in context with a proposed use. Council Bill CB-011-2023 permits consolidated storage use in the CGO Zone, subject to certain requirements. The applicant will need to meet any design requirements for the proposed use at the time of DET. Issues of signage, landscaping, and building form are relevant to the DET stage and will be reviewed at that time. The applicant's representative stated that the applicant will continue to be involved in a discussion of the project with the residents.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of 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 Geraldo, seconded by Commissioner Doerner, with Commissioners Geraldo, Doerner, Bailey, and Shapiro voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, April 4, 2024, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 25th day of April 2024.

Peter A. Shapiro
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

PAS:JJ:MG:rpg

Laura Tallerico

Approved for Legal Sufficiency
M-NCPPC Office of General Counsel

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Certificate of Adequacy

ADQ-2022-041

General Information

Project Name: Premier Bowie MD

Case Number: ADQ-2022-041

Associated Preliminary Plan of Subdivision or Final Plat: PPS-2022-014

Use Type: Industrial (nonresidential)

Dwelling Unit Type and Number: N/A

Gross Floor Area (nonresidential): 80,189 SF

Project Location

Project Location: Located east of the intersection of MD 450 (Annapolis Road) and Old Annapolis Road.

Lot/Parcel: Parcel 51, Lot 1

Tax Account: 1587740, 1642024

Property Zone: CGO

Council District: 4

Planning Area: 71B

Municipality: Bowie

Election District: 14

Transportation Service Area: 2

Police District: II

School Cluster Area: N/A

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 2	LOS "D" (Critical Lane Volume of 1301-1450)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
Parks and Recreation *(Transit-Oriented/ Activity Center Zones and Employment Areas)*	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation *(All Other Zones)*	15 acres per 1,000	N/A	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	N/A	No
Fire and Rescue—Residential Use	7 minutes travel time	N/A	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	Yes
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	N/A	No

This Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

- *Transportation Planning Section (Ryan to Gupta, March 7, 2024)*
- *Special Projects Section (Walker to Gupta, March 5, 2024)*
- *Department of Parks and Recreation (Holley to Gupta, February 2, 2024)*

Based on the forgoing analysis, this Certificate of Adequacy is:

☐ Approved ☑ Approved with the conditions (indicated here):

☐ Denied

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

   a. Install and maintain a sprinkler system that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party.

   b. Install and maintain automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), in sufficient numbers, so that no employee is more than 500 feet from an AED.

2. Total development within the Preliminary Plan of Subdivision shall be limited to uses which generate no more than 7 AM peak-hour trips and 12 PM peak-hour trips.

3. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to approval of the detailed site plan.

4. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

   a. Install 135 linear feet of five-foot-wide Americans with Disabilities Act (ADA)-compliant sidewalk along the south side of MD 450, as detailed in Appendix B-2 of the applicant's "Bicycle Pedestrian Impact Statement" (BPIS) dated November 30, 2022 and updated February 27, 2024.

   b. Install a thermoplastic crosswalk along the west leg of the intersection of Church Road and Sweet Emily Court, as detailed in Appendix C-2 of the applicant's BPIS.

   c. Install a thermoplastic crosswalk along the west leg of the intersection of Church Road and Woodmore N Boulevard, as detailed in Appendix C-3 of the applicant's BPIS.

SIGNATURE

Lekisha Hull (Mar 19, 2024 11:13 EDT)
Planning Director

03/19/2024
Date of Approval

This certificate of adequacy is valid for 12 years from the date of approval of the associated preliminary plan of subdivision, subject to the additional expiration provisions of Section 24-4503(c).

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

March 7, 2024

MEMORANDUM

TO: Mridula Gupta, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division

VIA: NS Noelle Smith, Transportation Planning Section, Countywide Planning Division

SUBJECT: ADQ-2022-041 – Premiere Bowie

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) PPS-2022-014. The subject application seeks to raze the existing structures to construct an 80,189 square-foot consolidated storage facility. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Prior Conditions of Approval

There are no prior conditions of approval on the subject property that are relevant to the subject application.

Criteria for Establishing Transportation Adequacy

The applicant has submitted traffic counts at the request of staff. The counts are used as the basis for a determination of adequacy.

The subject property is located within Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's* 2035 *Approved General Plan*. As such, the subject property is evaluated according to the following standards:

> Links and Signalized Intersections: Level-of-Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.
>
> Unsignalized Intersections:
>
> For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds,

(c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if the delay exceeds 50 seconds, the CLV is computed.

Analysis of Traffic Impacts

Trip Generation

The subject application is projected to generate fewer than 50 or more trips during the peak hour periods, therefore a full traffic impact statement (TIS) is not required. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2022-041								
			AM Peak Hour			PM Peak Hour		
Land Use	**Quantity**	**Metric**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Consolidate-d Storage	80,189	Square-Feet	4	3	7	6	6	12
Total Trip Cap Recommendation			**7**			**12**		

The ADQ submission includes turning movement counts for the below listed intersections which staff determined will be impacted by traffic generated by the proposed development.

- MD 450 / Grenville Lane (unsignalized)

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 450 / Grenville Lane (signalized)	727	923	A	A

The applicant's submission indicates that the intersection of MD 450 and Grenville Lane operates at level of service (LOS) A which is acceptable.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 450 / Grenville Lane (signalized)	844	1071	A	B

Utilizing Maryland Department of Transportation, State Highway Administration (MDOT, SHA) Annual Average Daily Traffic (AADT) segments, staff applied a 2.5% growth rate to the studied intersection. The above-listed table shows that the studied intersection will operate at LOS A during the AM peak-hour and LOS B during the PM peak-hour, which is acceptable.

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 450 / Grenville Lane (signalized)	845	1073	A	B

The above-listed tables reflect the total traffic for the studied intersection. Based on the existing conditions, trip generation of the proposed use and factoring for background developments, , the application will not significantly impact the surrounding network.

Transportation Planning Review

Based on the methods provided in the "Transportation Review Guidelines – 2022 Supplement", the proposed residential development will generate 8 AM and14 PM vehicle trips. Staff finds that all critical intersections will operate at acceptable levels to serve the proposed development based on the findings and conclusions provided in the traffic analysis. The Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-4505 and Section 24-4506 of the Prince George's County Code.

Bicycle & Pedestrian Adequacy

The subject property is in the Commercial, General Office (CGO) zoning district and is, therefore subject to Section 24-4506 for pedestrian and bicycle adequacy. Per Section 24-4506(c)(1)(B)(i), the cost cap for the proposed development's off-site facilities is $32,956.00, adjusted for inflation to $36,980.70.

Off-Site Adequacy

The applicant has provided a bicycle and pedestrian impact statement (BPIS) which details off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. The applicant proposes the following options:

1. Install 135 linear feet of five-foot-wide ADA-compliant sidewalk along the south side of MD 450, as detailed in Appendix B-2 of the applicant's BPIS.

2. Install a thermoplastic crosswalk along the west leg of the intersection of Church Road and Sweet Emily Court, as detailed in Appendix C-2 of the applicant's BPIS.

3. Install a thermoplastic crosswalk along the west leg of the intersection of Church Road and Woodmore N Boulevard, as detailed in Appendix C-3 of the applicant's BPIS.

Estimated total: $14,973.

On-Site Adequacy

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. 24-4506(a). The applicant has submitted a bicycle and pedestrian facilities plan which displays a sidewalk along the western and southern frontage of the building, along with an area reserved for bicycle parking at the northern bounds of the site. In addition, staff recommended five-foot-wide

sidewalk and the planned bicycle lane along Old Annapolis Road be provided as part of the PPS application.

Demonstrated Nexus
The proposed off-site improvements assist in creating a continuous and separated pedestrian connection to the subject site and the network surrounding the site. While the proposed use generates a relatively low number of vehicular trips, the improvements facilitate alternative methods of travel to the site.

Comment: Pursuant to Sec. 24-4506(c)(1)(B), staff find that there is a demonstrated nexus between the proposed off-site facilities and improvements for the proposed development and nearby destinations.

Recommendations

Based on the findings presented above, staff conclude that transportation facilities will exist to serve the proposed subdivision as required under the prior and current Subtitle 24, if the following conditions are met:

1 Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 7 AM peak-hour trips and 12 PM peak-hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities.

2 The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detail site plan submission.

3 Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

a) Install 135 linear feet of five-foot-wide ADA-compliant sidewalk along the south side of MD 450, as detailed in Appendix B-2 of the applicant's BPIS.
b) Install a thermoplastic crosswalk along the west leg of the intersection of Church Road and Sweet Emily Court, as detailed in Appendix C-2 of the applicant's BPIS.

c) Install a thermoplastic crosswalk along the west leg of the intersection of Church Road and Woodmore N Boulevard, as detailed in Appendix C-3 of the applicant's BPIS.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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Countywide Planning Division
Special Projects Section

March 5, 2024

MEMORANDUM

TO: Mrdula Gupta, Planner IV, Subdivision Section, DRD

FROM: ***BR*** Bobby Ray, AICP, Supervisor, Special Projects Section, CWPD

SUBJECT: PPS-2022-014 + ADQ-2022-041 - Premier Bowie MD

Project Summary:
The project proposes the creation of one lot for the development of an 80,189 square foot self-storage building. The site, located at 13600 and 13604 Annapolis Road, totals .837-acres. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on January 16, 2024.

PPS-2022-014

The Certificate of Adequacy associated with preliminary plan PPS-2022-014 is being reviewed for public facility adequacy standards per Section 24-4502 as follows:

24-4502. Applicability

(b) Applicability of Public Facility Adequacy Standards

(2) An application listed in Section 24-4502(a) above[1] shall not be approved until a certificate of adequacy or conditional certificate of adequacy is approved in accordance with the procedures and standards of this Section. No certificate of adequacy or conditional certificate of adequacy shall be approved unless and until it is reviewed and approved in conjunction with one of the applications or subdivision reviews identified in Section 24-4502(a) above and Section 24-4503(a).

[1] **24-4502. Applicability**
(a) **Applications / Approvals Subject to this Section**
This Section applies to:
(1) An application for a preliminary plan of subdivision (minor or major).

Water and Sewer:

24-4405.

For purposes of determining whether water and sewerage complies with the standards of this Section, the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage and compliance with the standards for the provision of public sewer and water.

The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 3, "Community Systems". Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer. The property is also within Tier 1 of the Sustainable Growth Act, which includes those properties served by public sewerage systems.

Capital Improvement Program (CIP):

The subject property is located in Planning Area 71B – "City of Bowie". The *2024-2029 Fiscal Year Approved CIP Budget* doesn't identify any new construction project proposed for this area.

Conformance to the Master Plan:

24-4101. General

(b) Conform to Comprehensive Master Plan

(1) Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.

The 2022 Approved Bowie – Mitchellville and Vicinity Master Plan contains a chapter (Section XIII "Public Facilities") dedicated to establishing goals and policies for the provision of adequate public facilities. The 3 goals of the Public Facilities chapter are:

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

These goals are further broken down into specific policies for geographic areas as well as a list of Parks Recreation and Open Space improvements. The analysis provided in this memo illustrates that, pursuant to adopted tests and standards, as well as appropriate mitigation, public safety facilities and Water & Sewer service are adequate to serve the proposed development. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries proposed on the subject property.

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

ADQ-2022-041

Police Facility Adequacy:
Per Table 24-4502 (Summary of Public Facility Adequacy Standards) non-residential development is not an area of applicability for the testing of police facility adequacy.

Fire and Rescue Adequacy:
Table 24-4502. Summary of Public Facility Adequacy Standards

Table 24-4502 (Summary of Public Facility Adequacy Standards) of the current Subdivision Regulations requires a fire and rescue standard of five (5) minutes response time for any non-residential uses. The subject property is served by the Glenn Dale Station #818 located at 11900 Glenn Dale Boulevard as the first due station**.** Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of March 4, 2024, the site fails the four-minute travel time test for non-residential development from the closest or 'first due' Fire/EMS station. Because the location fails the four-minute travel time, it also fails the non-residential standard of a five-minute response time.

Per Section 24-4509 (c) (D) any non-residential development that does not meet the response time test may provide mitigation through:

> **(i)** The installation and maintenance of a sprinkler system that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party; and
>
> **(ii)** The installation and maintenance of automated external defibrillators (AEDs) in accordance with COMAR 30.06.01-05, including a requirement for a sufficient number of AEDs to be installed so that no employee is more than 500 feet from an AED.

Schools Adequacy:
Per Table 24-4502 (Summary of Public Facility Adequacy Standards) non-residential development is not an area of applicability for the testing of school adequacy.

CONCLUSION
Pursuant to the Fire and Rescue Adequacy mitigation of Section 24-4509 (c)(D)referenced above, the Special Projects Section finds that the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Regulations,

Gupta, Mridula

From: Holley, Edward
Sent: Friday, February 2, 2024 12:48 PM
To: Gupta, Mridula; PPD-PGCReferrals
Cc: Thompson, Ivy
Subject: PPS-2022-014 (Bowie Self Storage) PP&ES 1st Referral

Good afternoon Mridula,

I hope all is well.

DPR has no comments for this application as it is not adjacent to MNCPPC owned property and it is not a residential use.

Have a great rest of your day and weekend.

Edward Holley
Planning Technician III
Park Planning and Environmental Stewardship Division
M-NCPPC, Department of Parks and Recreation, Prince George's County
6600 Kenilworth Avenue, Suite 301
Riverdale, MD 20737
Edward.Holley@pgparks.com
DIRECT: 301-699-2518 MAIN: 301-699-2525 FAX: 301-277-9041
Stay connected:

ADQ-2022-041.f

Final Audit Report 2024-03-19

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The Maryland-National Capital Park and Planning Commission
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April 22, 2024

MEMORANDUM

TO: Dominique Lockhart, Planner III, Zoning Section, Development Review Division

VIA: David A. Green, MBA, Planner IV, Long-Range Planning Section, Community Planning Division DG

VIA: Kierre McCune, Supervisor, Master Plans and Studies Section, Community Planning Division

FROM: Thomas Lester, Planner IV, Master Plans and Studies Section, Community Planning Division TEL

SUBJECT: DET-2022-012 Premier A-2 Bowie

FINDINGS:

Pursuant to Section 27-3605(e)(6) Detailed Site Plan Decision Standards of the Zoning Ordinance, this detailed site plan application to construct 80,189-square-feet Consolidated Storage shall be consistent with the general plan and shall conform to the goals, policies, and strategies of the master plan.

The applicable master plan is the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan). The master plan recommends commercial land use on the subject property. The proposed land use is an Industrial land use, which does not conform to the master plan's recommended land use.

However, this application does not need to conform to the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* land use recommendations because the District Council approved of CB-011-2023 on February 21, 2023, permitting consolidated storage in the CGO Zone if any proposed development of a consolidated storage use located outside I-95/I-495 has completed a Pre-Application Neighborhood Meeting (PANM). In this case, the applicant held a PANM for the detailed site plan (DET-2022-012) on August 29, 2022, making the use permitted in the CGO Zone. While the recommended land use is allowed, staff finds that the detailed site plan is still required to conform to other relevant strategies of the master plan that are applicable to the subject property.

BACKGROUND

Application Type: Detailed Site Plan (DET)

Planning Area: 71B

Community: City of Bowie

Location: 13600 and 13604 Annapolis Road, Bowie, Maryland 20720

Size: 0.843 Acres

Existing Uses: Commercial

Proposal: Industrial (80,189-square-feet Consolidated Storage)

Existing Zoning: CGO

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan:

Land Use and Growth Management: Plan Prince George's 2035 Approved General Plan (Plan 2035) places this application is in the Established Communities (Map 1. Prince George's County Growth Policy Map, p. 18). Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met" (page 20).

The proposed detailed site plan is consistent with the general plan's Land Use and Growth Management goals because the density of the proposed consolidated storage facility is compatible (context-sensitive infill) with surrounding uses and low- to medium-density development.

Plan 2035 also includes the following relevant strategies:

Transportation and Mobility:

- **TM 1.8:** Coordinate future transportation and mobility improvements as outlined in the Master Plan of Transportation (MPOT), the Plan 2035 Transportation and Mobility Element…" (p. 153).
- **TM 4.4:** Design new transportation systems to accommodate all modes of transportation. Continuous sidewalks on both sides of the road and on-road (bike lanes) bicycle facilities should be included, to the extent feasible and practical, and based on the type and location of the facility proposed (p. 156).

The proposed DSP is consistent with the general plan's Transportation and Mobility goals because the proposed project includes installing 5-foot-wide sidewalks and onsite bicycle facilities. However, the applicant must work with the Transportation Section to determine the feasibility of installing a bicycle lane and shared use path on P-308 (Old Annapolis Road from MD 197 to MD 450) since the application must coordinate transportation improvements outlined in the MPOT. The MPOT recommendations were amended by the 2022 Bowie-Mitchellville and Vicinity Master Plan. See the master plan transportation and mobility section below.

Master Plan: This detailed site plan is required to conform to the following master plan strategies that affect the subject property:

Land Use: The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* recommends Commercial land uses on the subject property.

The application does not conform to the Land Use goals for Commercial land use since Consolidated Storage is an Industrial use. However, Consolidated Storage is a permitted use per Section 3 of CB-011-2023.

In addition, the Sector Plan also makes the following policies, and recommendations that affect the subject property:

Transportation & Mobility:

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

- **TM 2.4** Reconstruct or construct streets as recommended in Appendix D. Recommended Master Plan Transportation Facilities (p. 113) and **TM 3.2:** Construct the pedestrian and bicycle facilities identified in Appendix D. Recommended Master Plan Transportation Facilities (p. 113).
    - **Appendix D** recommends installing bicycle lanes and a shared-use path on the segment of P-308 (Old Annapolis Road from MD 197 to MD 450) (p. 251).

Natural Environmental:

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

- **NE 3.4** Identify opportunities to retrofit portions of properties to enhance stormwater infiltration (p. 145).
- **NE 4.2** Plant street trees to the maximum extent permitted along all roads and trail rights-of-way (p. 145).

Policy NE 5: Reduce urban heat island effect, thermal heat impacts on receiving streams, and reduce stormwater runoff by increasing the percentage shade and tree canopy over impervious surfaces.

- **NE 5.1** Retrofit all surface parking lots using environmental site design (ESD) and best stormwater management practices when redevelopment occurs. Plant trees wherever possible to increase tree canopy coverage to shade impervious surfaces, to reduce urban heat island effect, limit thermal heat impacts on receiving streams, and slow stormwater runoff (p. 147).

The proposed DSP is consistent with the general plan's Natural Environment goals because the proposed project includes improving onsite stormwater management by planting trees and vegetation and removing existing impervious surface. However, the applicant must work with the Environmental Section to ensure stormwater management meets regulatory requirements.

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

SMA/Zoning: The 2006 *Approved Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* retained the C-S-C (Commercial Shopping Center) Zone for the subject property. On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from C-S-C (Commercial Shopping Center) Zone to the CGO (Commercial, general and Office) Zone effective April 1, 2022. The ongoing 2023 *Endorsed Bowie-Mitchellville and Vicinity Sectional Map Amendment* proposes retaining the CGO Zone.

MASTER PLAN CONFORMANCE ISSUES:

None

MASTER PLAN CONFORMANCE ANALYSIS:
Community Planning Division staff finds that this application does meet the requirements of Section 27-3605(e)(6) because the application is consistent with the Transportation and Mobility goals an proposes installing a bicycle lane and shared use path on P-308 (Old Annapolis Road from MD 197 to MD 450). The application conforms to the Natural Environment goals because the proposal includes improving onsite stormwater management by planting trees and vegetation and removing existing impervious surface.

cc: Long-Range Agenda Notebook

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

April 25, 2024

MEMORANDUM

TO: Dominique Lockhart, Subdivision Section, Development Review Division

FROM: Evan Shaw, Planner II, Countywide Planning Division ES

VIA: NS Noelle Smith, AICP Transportation Planning Section, Countywide Planning Division

SUBJECT: DET-2022-012, Premier A-2 Bowie

Proposal
The subject application is a Detailed Site Plan (DET) to construct a consolidated storage facility consisting of approximately 80,189 square feet. The subject property is located at 13600 and 13604 Old Annapolis Road within the City of Bowie. The Transportation Planning Section's (TPS) review of the referenced DET application was evaluated using the standards of Section 27 of the current Zoning Ordinance.

Prior Conditions of Approval
The application is subject to a prior approved Preliminary Plan of Subdivision (PPS)-2022-014 and Certificate of Adequacy (ADQ)-2022-041, which includes the following conditions applicable to the subject application:

PPS-2022-014

2. Prior to the acceptance of a detailed site plan, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:

a. A minimum five-foot-wide sidewalk and standard bicycle lane along the site's frontage of Old Annapolis Road, unless modified by the operating agency with written correspondence.

Comment: Staff maintains the condition for the applicant to provide a five-foot-wide sidewalk and bicycle lane along the frontage of Old Annapolis Road, unless modified by the operating agency with written correspondence.

ADQ-2022-041

2.Total development within the Preliminary Plan of Subdivision shall be limited to uses which generate no more than 7 AM peak-hour and 12 PM peak-hour trips.

Comments: The subject application is consistent with the approval of the PPS and is not projected to exceed the established trip cap.

3. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detail site plan submission.

Comment: The applicant provided a bicycle and pedestrian plan with the DET. This condition has been satisfied.

Master Plan Compliance

The site is subject to the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2022 *Approved Bowie-Mitchellville and Vicinity Plan*.

Master Plan Right of Way

The subject property has frontage on Old Annapolis Road (P-308) along the southern bounds of the site. The MPOT does not contain any right-of-way recommendations for this portion of Old Annapolis Road. The 2022 *Approved Bowie-Mitchellville and Vicinity Plan* recommends this portion of Old Annapolis Road as a two-lane primary roadway with an ultimate right-of-way of 80 feet, which is accurately reflected on the submitted plans.

The subject property also has frontage along Annapolis Road (A-23) along the northern bounds of the site. The MPOT recommends this portion of Annapolis Road as a 4 to 6 lane arterial roadway with an ultimate right-of-way of 120-150 feet. The 2022 *Approved Bowie-Mitchellville and Vicinity Plan* this portion of Annapolis Road as a 4-lane arterial roadway with a minimum right-of-way of 120 feet. The applicant's submission accurately displays Annapolis Road as a variable width right-of-way along the northern bounds of the subject site.

Master Plan Pedestrian and Bike Facilities

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

> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
>
> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.**
>
> **Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The 2022 *Approved Bowie-Mitchellville and Vicinity Plan* expresses several transportation goals that are applicable to this application:

- **There is a robust bicycle, pedestrian, and micro-mobility infrastructure that allows residents, workers, students, and visitors to travel safely and efficiently to a wide range of destinations while reducing the share of travel by single-occupant vehicle and vehicle miles traveled (VMT).**
- **The needs of the public are met with greater connectivity and a built environment conducive to active transportation.**
- **There is a comprehensive trail network that connects key centers and destinations and provides multimodal options for residents and visitors alike.**

Comments: The site plan includes a six-foot-wide sidewalk along the roadway frontage to include a crosswalk across the access point. Staff maintain the condition for the planned bicycle lane along Old Annapolis Road to meet the intent of the master planned policies and goals. The site also proposes bicycle parking to accommodate multimodal use to the site.

Transportation Planning Review
Zoning Ordinance Compliance
Section 27-3605 provides specific requirements for detailed site plans. Additionally, the proposed development was evaluated using the design guidelines described in Sections 27-6000 (Development Standards) of the Prince George's County Zoning Ordinance (Ordinance).

Sec. 27-6200 Roadway Access, Mobility, and Circulation
Section 27-6200 describes the requirements regarding roadway access, mobility and circulation. The relevant sections that were evaluated with the subject application are 27-6202, 27-6203, 27-6204, 27-6206, 27-6207 and 27-6208 which detail the requirements for conformance to plans and vehicular, pedestrian and bicycle cross-access.

Section 27-6202 describes the requirement of the design to be consistent with the transportation goals of the County's General Plan and MPOT and area plan. The site includes a six-foot-wide sidewalk along the frontage. Staff maintain the condition for a dedicated bicycle lane to be provided along the property frontage. The installation of this facility is subject to the approval of the operating agencies. These facilities meet the intent of the goals of the master plans.

Section 27-6203 describes the standard for providing a multimodal transportation system with the development. The site proposes one full access driveway to the site, a direct pedestrian path along the frontage and to the building entrance, crosswalk crossing the vehicular access point and bicycle parking provided on site. Staff find the standards of this section have been met.

Section 27-6204 states the requirement for a circulation or site plan, to which both are provided. The standard of this section has been met.

Section 27-6206 describes the standards for vehicular access and circulation. The site proposes one full movement driveway along a local primary roadway, that provides access only to the site. The proposed development generates a low number of trips that will not significantly impact the surrounding roadway network. A truck turning exhibit was provided to demonstrate the movement of larger vehicles. Staff find the applicable

standards of this section have been met.

Section 27-6207 describes the standards for pedestrian access and circulation. The site plan includes six-foot-wide sidewalk along the property frontage and a pathway along the frontage of the building. A continental crosswalk is provided crossing the vehicular access point. No cross-access between the subject property and adjoining lots is proposed or desired. No additional pedestrian walkways are required as 22 parking spaces are proposed. Staff find the applicable standards of this section have been met.

Section 27-6208 describes the standards for bicycle access and circulation. The applicant is providing two (2) bicycle racks near the entrance to the facility, which will allow for the parking of up to four (4) bicycles. The bicycle racks are located within 50-feet of the building entrance and are spaced at least 30inches apart. Staff find the applicable standards of this section have been met. Additionally, subject to approval by the operating agency, the applicant proposes to construct the master planned bicycle lane along Old Annapolis Road (P-308) across the property frontage.

Sec. 27-6300 Off-Street Parking and Loading

Section 27-6300 describes the requirements regarding off-street parking and loading. The relevant sections that were evaluated with the subject application are 27-6303, 27-6305, 27-6306, 27-6309 and 27-6310 which detail the requirements for parking space standards, dimensions, and bicycle parking.

Section 27-6303 states the requirement for a circulation or site plan, to which both are provided. The standard of this section has been met.

Section 27-6305 describes the standards for the amount of parking. The site plan proposed 22 parking spaces of which 1 is an ADA accessible space. The proposed parking spaces meet the requirements and does not exceed the maximum number. Staff find the applicable standards of this section have been met.

Section 27-6306 describes the standards for the dimensions of parking and aisles. The proposed parking meets the required dimensions of which, 7 standard, 7 compact, 4 reduced, 3 oversized and 1 ADA accessible. Staff find the applicable standards of this section have been met.

Section 27-6309 describes the standards for bicycle parking. The site plan includes designated space for 2 inverted u-style bicycle racks to accommodate space for 4 bicycles. The bicycle racks are located within 50-feet of the building entrance and are spaced at least 30 inches apart. Staff find the applicable standards of this section have been met.

Conclusion

Based on the findings presented above, staff concludes that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27 and meets the findings for pedestrian and bicycle transportation purposes if the following conditions are met:

1. Prior to the certification of the Detailed Site Plan, the applicant and the applicant's heirs, successors, and/or assignees shall revise the site plan to include a dedicated bicycle lane along the property frontage of Old Annapolis Road, unless modified by the operating agency with written correspondence.

Countywide Planning Division
Environmental Planning Section 301-952-3650

April 29, 2024

MEMORANDUM

TO: Dominique Lockhart, Planner III, Urban Design Section, DRD

VIA: Tom Burke, Planning Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Christian Meoli, Planner II, Environmental Planning Section, CWPD *CM*

SUBJECT: **Premier A-2 Bowie MD: DET-2022-012**

The Environmental Planning Section (EPS) has reviewed the above referenced detailed site plan (DET) application received on March 21, 2024. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on April 12, 2024.

The EPS finds the application in conformance with Sections 27,3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 within the Sec. 27-6800 Environmental Protection and Noise Control section of the Zoning Ordinance and recommends approval of DET-2022-012, subject to the findings at the end of this memorandum.

BACKGROUND
The EPS has reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
NRI-184-2022	N/A	Staff	Approved	12/22/2022	N/A
PPS-2022-014	N/A	Planning Board	Approved	4/4/2024	PGCPB No. 2024-022
DET-2022-012	N/A	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The current application is a DET for the development of 80,189 square feet of industrial development.

GRANDFATHERING
The project is subject to the current environmental regulations contained in Subtitles 24, 25, and 27 because the site has an approved preliminary plan of subdivision (PPS) under the current subdivision regulations (PPS-2022-014).

SITE DESCRIPTION
The subject property is 0.84 acre and is located east of the intersection of Annapolis Road (MD 450) and Old Annapolis Road. The site is currently fully developed with three buildings and associated parking lots.

The current zoning for the site is within the Commercial, General and Office (CGO) Zone.

REVIEW OF PREVIOUSLY APPROVED CONDITIONS

Review of Preliminary Plan of Subdivision PPS-2022-014
PPS-2022-014 was approved by the Planning Board on April 4, 2024 (PGCPB Resolution No. 2024-022) to consolidate two parcels into one parcel for the development of 80,189 square feet of industrial development. The approval conditions, which are environmental in nature, are shown in **BOLD** and are addressed below:

> **4. Development of this site shall be in conformance with City of Bowie Stormwater Management Concept Plan 02-0823-208NE12, and any subsequent revisions.**
>
> This DET is in conformance with the approved City of Bowie Stormwater Management Concept Plan (02-0823-208NE12).

MASTER PLAN CONFORMANCE

***PLAN PRINCE GEORGE'S* 2035 *APPROVED GENERAL PLAN* (2014)**
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* (Plan 2035), and within the Established Communities of the General Plan Growth Policy of Plan 2035.

MASTER PLAN CONFORMANCE
The site is located within the *Bowie-Mitchellville and Vicinity Master Plan* (2022). It is not mapped as Regulated or Evaluation areas within the *Countywide Green Infrastructure Plan* (2017).

APPROVED BOWIE-MITCHELVILLE AND VICINITY MASTER PLAN
The *Bowie-Mitchellville and Vicinity Master Plan* contains environmentally related policies and strategies in Section IX: Natural Environment that are applicable to the subject application. The text below in **BOLD** is from that master plan, and the plain text provides comment:

Policy NE 1: Ensure that areas of connectivity and ecological function are maintained, restored, or established during development or redevelopment.

Strategies:

> **NE 1.1: Use the green infrastructure network as a guide to decision-making, and as an amenity in the site design and development review processes.**

Utilizing Strategy NE 1.1., the applicant is proposing the redevelopment of an existing site that is outside of Regulated and Evaluation areas. The application proposes no woodland clearing or impacts to the green infrastructure network.

Policy NE 2: Preserve, in perpetuity, Nontidal Wetlands of Special State Consern (NTWSSC) within Bowie-Mitchellville and Vicinity (see Map 42. Nontidal Wetlands of Special State Concern [NTWSSC] -2017).

The site does not contain NTWSSC.

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

The approved stormwater concept plan shows the use of micro-bioretention facilities for stormwater management on the site and the reduction of impervious area.

Policy NE 4: Support street tree plantings along transportation corridors and streets, reforestation programs, and retention of large tracts of woodland to the fullest extent possible to create a pleasant environment for active transportation users including bicyclists and pedestrians.

The landscape plans depict tree and shrub plantings along both Annapolis Road (MD 450) and Old Annapolis Road. The site does not contain existing woodland on-site that could be retained along transportation corridors.

Policy NE 5: Reduce urban heat island effect, thermal heat impacts on receiving streams, and reduce stormwater runoff by increasing the percentage shade and tree canopy over impervious surfaces.

The landscape plans depict 20 major shade trees and eight ornamental trees to be planted in compliance with the required tree canopy coverage requirement. The approved stormwater concept plan shows micro-bioretention facilities for stormwater management on the site. In addition, the development proposal will reduce the existing impervious area and proposes to provide 8,256 square feet of open space.

Policy NE 6: Support local actions that mitigate the impact of climate change.

This policy is not applicable to this application review since it pertains to the implementation of climate actions plans.

Policy NE 7: Continue to expand active transportation opportunities to reduce automobile dependency and carbon emissions.

As noted in the applicant's statement of justification, the site will provide a master-planned bike lane along its frontage on Old Annapolis Road subject to the State Highway Agency's standards and approval. A Bike and Pedestrian Impact Statement (BPIS) scoping agreement was reviewed with the PPS, which will further improve pedestrian and biking facilities in the vicinity of this development.

Policy NE 8: Continue to support street tree plantings, reforestation programs, and retention of large tracts of woodland to increase forest and tree canopy.

Policy NE 9: Proactively address stormwater management in areas where current facilities are inadequate.

Policy NE 10: Integrate Primary Management Areas (PMA) into a walkable, mixed-use environment.

Polices NE 8 – NE 9 are for the Bowie State University MARC Campus Center and do not apply to this application.

CONFORMANCE WITH THE GREEN INFRASTRUCTURE PLAN

The *Approved Countywide Green Infrastructure Plan* (GI Plan) was approved with the adoption of the Approved Resource Conservation Plan: A Countywide Functional Master Plan (CR-11-2017) on March 7, 2017. According to the GI Plan, there are no mapped Regulated or Evaluation Areas on or abutting this property. The text below in **BOLD** is from the GI Plan, and the plain text provides comment:

POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan 2035.

Strategies

1.1 Ensure that areas of connectivity and ecological functions are maintained, restored and/or established by:

a. Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.

b. Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.

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

d. Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these landscapes.

1.2 Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored, and protected.

a. Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.

This application proposes a redevelopment of an improved site and will result in no woodland clearing. There are no mapped Regulated or Evaluation Areas on or abutting this property. The property is not within a SCA. Existing natural resources are maintained by proposing the redevelopment of this existing which is outside of Regulated and Evaluation Areas.

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

2.4 Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.

2.5 Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.

2.6 Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.

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

4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.

There are no mapped Regulated or Evaluation Areas on or abutting to this property. The site contains no woodland. In addition, the site is exempt from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). The project proposes no woodland clearing or impacts to regulated environmental features.

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

5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.

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

The site does not contain regulated environmental features or a primary management area.

The approved stormwater concept plan shows the use of micro-bioretention facilities for stormwater management on the site with no stormwater management structures proposed within regulated environmental features.

POLICY 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.

7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.

7.2 Protect, restore, and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.

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

7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.

7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.

7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.

The site is exempt from the WCO and no woodland clearing or impacts to regulated environmental features are proposed with this project. The development proposal will address the tree canopy coverage and the requirements of the Prince George's County Landscape Manual with the DET.

ENVIRONMENTAL REVIEW

Natural Resources Inventory
Section 27-6802 requires an approved natural resource inventory (NRI) plan with DET applications. The approved NRI-184-2022 determines that the site is not wooded. The site contains a small area of vegetation in the northeast of the property which does not meet the qualifications to be considered woodland. The site does not contain specimen trees, regulated environmental features, or primary management areas.

Woodland Conservation
This application is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is less than 40,000 square feet in size. The site has an approved standard letter of exemption from the WCO, S-155-2022, which was approved on August 19, 2022, and expires on August 19, 2024.

Specimen Trees
The approved NRI-184-2022 confirms the site does not contain specimen trees.

Regulated Environmental Features (REF)
REF are required to be preserved and/or restored to the fullest extent possible under Section 27-6808 the Zoning Ordinance; however, the approved NRI-184-2022 confirms the site does not contain REF.

Stormwater Management
Section 27-3605(c)(F)(x) of the Zoning Ordinance requires a SWM concept approval prior to acceptance of a DET.

An approved City of Bowie Stormwater Concept Plan (#02-0823-208NE12) was submitted which shows the use of micro-bioretention facilities. This stormwater management plan was approved on August 28, 2023, and expires on August 28, 2026. The development proposal will reduce the existing impervious area by 0.19 acre.

Soils
Section 27-6809, Unsafe Lands of the Zoning Ordinance, states that "all applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations". This application will use the current Subdivision Regulations, and Section 24-4101(c) (1) states "The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes."

The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Collington-Wist-Urban land complex and Udorthents, highway.

No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property. No major geotechnical issues are anticipated.

Erosion and Sediment Control
Section 27-6805 of the Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with accordance with Chapter 21A, Article I, Soil, Erosion, and Sedimentation Control, of the Bowie City Code.

An approved Concept Erosion and Sediment Control Plan (CSC#48-23-01) was submitted. This plan was approved on January 27, 2023, and expires on January 27, 2026.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS has completed the review of DET-2022-012, and recommends approval, subject to the following findings.

Recommended Findings

1. The site does not contain specimen trees.

2. There are no regulated environmental features (REF) on the subject property.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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May 3, 2024

MEMORANDUM

TO: Dominique Lockhart, Planner III, Zoning Review Section

VIA: Sherri Conner, Planning Supervisor, Subdivision Section SC

FROM: Mridula Gupta, Planner IV, Subdivision Section MG

SUBJECT: DET-2022-012; Premier A-2 Bowie - REVISED

The subject site consists of Parcel 51, recorded in the Prince George's County Land Records in Book 49437 page 173, and Lot 1, recorded in Plat Book WWW 68 Plat 65. The property is 0.84 acre and is located in the Commercial, General and Office (CGO) Zone. This application for a detailed site plan (DET) was accepted for review on March 21, 2024, and comments were provided at the SDRC meeting on April 12, 2024. This referral is based on revised plans received on April 25, 2024.

The property is subject to Preliminary Plan of Subdivision PPS-2022-014, which was approved on April 4, 2024 (PGCPB Resolution No. 2024-022) for one parcel for the 80,189 square feet of industrial development. Pursuant to Section 24-3402(e)(1)(A)(x) of the Subdivision Regulations, the PPS will be valid until April 4, 2030.

DET-2022-012 proposes 80,652 square feet of industrial development, specifically, a consolidated storage building.

PPS-2022-014 was approved with 4 conditions. The conditions relevant to the review of this DET are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. In conformance with the recommendations of the 2009 Approved Countywide Master Plan of Transportation and the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following bicycle and pedestrian facilities, and shall show these facilities on the detailed site plan prior to approval:

a. A minimum 5-foot-wide sidewalk and standard bicycle lane along the site's frontage of Old Annapolis Road, unless modified by the operating agency, with written correspondence.

A bicycle lane and a 5-foot-wide sidewalk are shown along the site's frontage of Old Annapolis Road, as required by the above condition. Conformance to this condition should be further reviewed by the Transportation Planning Section.

3. **Prior to approval, the final plat of subdivision shall include:**

   a. **The granting of a public utility easement along Old Annapolis Road, as delineated on the approved preliminary plan of subdivision.**

      The required public utility easement (PUE) along Old Annapolis Road is provided on the DET in accordance with the approved PPS. However, this PUE is not labeled. Conformance to this condition will be further reviewed at the time of final plat.

4. **Development of this site shall be in conformance with City of Bowie Stormwater Management Concept Plan 02-0823-208NE12, and any subsequent revisions.**

   A copy of the approved Stormwater Management (SWM) Concept Plan 02-0823-208NE12 was submitted with this application. The proposed site layout shown in the DET is in conformance with the SWM concept plan. Conformance to this condition should be further reviewed by the Environmental Planning Section.

The site has an approved Certificate of Adequacy ADQ-2022-041 associated with PPS-2022-014, which is valid for 12 years from its date of approval (March 19, 2024), subject to the additional expiration provisions of Section 24-4503(c). There are 4 conditions associated with this certificate. Those that apply to this DET are as follows.

2. **Total development within the Preliminary Plan of Subdivision shall be limited to uses that generate no more than 7 AM peak-hour trips and 12 PM peak-hour trips.**

   While there is a slight increase in the gross floor area of the development proposed in this DET (80,652 square feet) from what was evaluated by the PPS (80,162 square feet), there is no increase in the trips beyond the trip cap established with the ADQ. Conformance to this condition should be confirmed by the Transportation Planning Section.

3. **The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan submission.**

   A bicycle and pedestrian facility exhibit was submitted with this DET detailing the required on-site bicycle and pedestrian facilities. Conformance to this condition should be further reviewed by the Transportation Planning Section.

Additional Comments:

1. Prior to the approval of the PPS, the applicant indicated that there would be slight increase in the gross floor area of the development proposed in this DET (80,652 square feet) from what was evaluated by the PPS (80,162 square feet). Although Section 24-3402(e)(1)(B)(i) of the Subdivision Regulations provides for a minor amendment to an approved preliminary

plan of major subdivision for modifications which include no greater than a 5 percent increase in the nonresidential gross floor area; or which do not impact or change conditions of approval imposed by the Planning Board, or which do not impact or change any certificates of adequacy, a minor amendment to the approved PPS is not required. The increase in gross floor area proposed with this DET is only 490 square feet, which is less than a 5 percent increase, and which does not impact the layout, access, or conditions of approval of the PPS or the approved ADQ-2022-041. Therefore, an amendment to PPS-2022-014 is not required as no modifications to the approved PPS are needed.

Recommended Conditions:

1. Prior to certification, revise the detailed site plan as follows:

    a. Label the 10-foot-wide public utility easement property along Old Annapolis Road, as delineated on the approved preliminary plan of subdivision.

The referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DET has been found to be in conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DET and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division
Historic Preservation Section

301-952-3680

May 3, 2024

MEMORANDUM

TO: Dominique Lockhart, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division ***TWG***

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division ***JAS***
Tyler Smith, Historic Preservation Section, Countywide Planning Division ***TAS***
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division ***AGC***

SUBJECT: DET-2022-012 Premier A-2 Bowie

The subject property comprises 0.843 acres and is located on the north side of Old Annapolis Road, approximately 320 feet west of Grenville Lane. The subject property is zoned Commercial, General Office (CGO), and located in the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* area. The subject application proposes one parcel to accommodate the construction of a consolidated storage facility of approximately 80,189 square feet.

The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* contains goals and policies related to historic preservation (pp. 157-165). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites, indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not recommended. The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources. The Historic Preservation Section staff recommend approval of DET-2022-012, Premier A-2 Bowie, with no conditions.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

April 29, 2024

MEMORANDUM

TO: Joshua Mitchum, Planner III, Urban Design Section

FROM: Alice Jacobs, Planning Technician III, Permit Review Section

SUBJECT: DET-2022-012 – Premier A-2 Bowie

1. The setback of the monument sign needs to be shown on the site plan.
2. Details of the proposed monument shown on the site and landscape plans need to be provided.
3. Correct the Tree Canopy Coverage Schedule to reflect the zone label.
4. The Permit Review Section offers no further comments at this time.

City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

March 25, 2024

The Honorable Peter A. Shapiro, Chairman
Prince George's County Planning Board
1616 McCormick Drive
Largo, Maryland 20774

RE: Detailed Site Plan DET-2022-012
Premier A-2 Bowie Consolidated Storage Facility

Dear Chairman Shapiro:

On March 18, 2024, the City Council conducted a public hearing on DET-2022-012. Premier A-2 Bowie, LLC is seeking approval of a new proposal to build a multi-story, 80,652 square foot consolidated storage facility on the vacant land located at a consolidated storage facility at 13600 and 13604 Old Annapolis Road in the Commercial-General-Office (CGO) Zone.

After reviewing the merits of the application, the Council voted to recommend **APPROVAL** of DET-2022-012, with the condition that the Plant Schedule be revised to substitute all non-native plant species with native species.

Thank you for your consideration of the City's position regarding the Detailed Site Plan for the proposed consolidated storage facility.

Sincerely,

Bowie City Council
Timothy J. Adams
Mayor

cc: Mr. Matthew Tedesco, Esq.

Additional Back-up

For

DET-2022-012
Premier A-2 Bowie

PREMIER A-2 BOWIE
DET-2022-012

The Applicant's requested revisions to recommended conditions, and request for any other associated findings to be modified accordingly, are as follows:

* * * * * * * * *

VII. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DET-2022-012, subject to the following condition:

1. Prior to certification of this detailed site plan, the applicant shall:

   a. Revise the signage schedule to ~~include~~ remove the monument sign on the signage plan sheet.

   ~~b. Provide the monument sign details on the signage detail plan sheet.~~

* * * * * * * * *

KEY:
Underline indicates language added to findings/conditions.
~~Strikethrough~~ indicates language deleted from findings/conditions.
Asterisks *** indicate intervening existing findings/conditions that remain unchanged.