



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

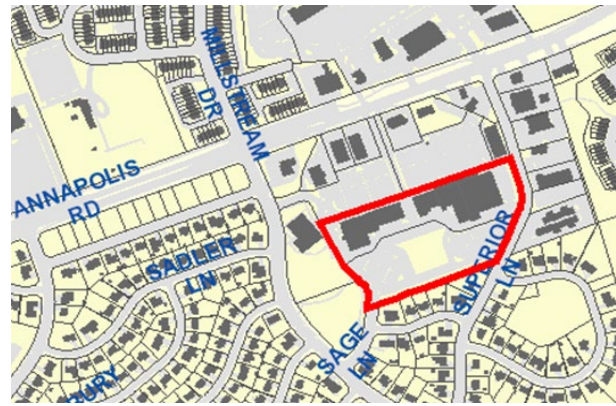
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Detailed Site Plan Alternative Compliance Bowie Marketplace

DET-2022-018
ACL-2022-004

REQUEST	STAFF RECOMMENDATION
DET: Development of two consolidated storage buildings, with accessory outdoor storage and a car wash. ACL: Alternative compliance from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2018 <i>Prince George's County Landscape Manual</i> .	With the conditions recommended herein: <ul style="list-style-type: none">• Approval of Detailed Site Plan DET-2022-018• Approval of Alternative Compliance ACL-2022-004

Location: On the west side of Superior Lane, approximately 82 feet north of its intersection with Safety Turn Lane.	
Gross Acreage:	4.94
Zone:	CGO
Zone Prior:	C-S-C
Reviewed per prior Zoning Ordinance:	N/A
Dwelling Units:	N/A
Gross Floor Area:	279,675 sq. ft.
Planning Area:	71B
Council District:	04
Municipality:	City of Bowie
Applicant/Address: BE Bowie Residential LLC 5410 Edson Lane, Suite 220 Rockville, MD 20852	
Staff Reviewer: Andrew Shelly Phone Number: 301-952-4676 Email: Andrew.Shelly@ppd.mncppc.org	



Planning Board Date:	05/25/2023
Planning Board Action Limit:	05/25/2023
Staff Report Date:	05/11/2023
Date Accepted:	03/01/2023
Informational Mailing:	08/30/2022
Acceptance Mailing:	02/21/2023
Sign Posting Deadline:	04/25/2023

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-2022-018
 Alternative Compliance ACL-2023-004
 Bowie Marketplace

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 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 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;
 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 off-site 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. (See III.A.)

In addition, to utilize the proposed uses on the property, which are permitted by right in the Commercial, General and Office (CGO) Zone, the DET application must meet use specific requirements. These requirements are defined in the following sections of the Zoning Ordinance: Section 27-5102 (e)(10)(C) for the car wash use, Section 27-5102(f)(4)(A) for the consolidated storage use, Section 27-5202 for the general standards of all accessory uses and structures, and Section 27-5203(b)(9) for the outdoor storage use (See III.A).

As part of the DET, the applicant requests a modification to development standards, per Section 27-3614, for a reduction in the loading space dimensional requirements, in accordance with Section 27-6310(b). The applicant also requests alternative compliance from the requirements of Section 4.7, Buffering Incompatible Uses, and Section 4.8, Building Frontage Landscape Requirements, of the 2018 *Prince George's County Landscape Manual*.

The Planning Director has determined that the applicant does not meet the criteria for a reduction in the loading space dimensional requirements. A memorandum is provided in the backup analyzing the request and a summary is provided within this technical staff report (See III.A). As for the alternative compliance, the Planning Director has submitted a recommendation of approval to the Planning Board. (See III.B.)

- 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 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 and must provide a minimum of 10 percent of the limits of disturbance (5.32 acres) to be covered in tree canopy because the site is being redeveloped and is zoned CGO. (See V.)

II. BACKGROUND

- A. Request:** The subject detailed site plan (DET) is for a total of 279,825 square feet of commercial/industrial uses. This includes 275,100 square feet of consolidated storage use, 4,575 square feet of a car wash use, and 150 square feet of an accessory maintenance shed on one parcel, X-12. The development will occur in three phases. Phase 1 will construct a 132,300-square-foot, 3-story consolidated storage building, a 150-square-foot maintenance shed, and a 4,575-square-foot car wash. Phase 2 will provide 12,600 square feet of accessory outdoor storage directly to the east of the consolidated storage previously constructed in Phase 1. Phase 3 will provide an additional 142,800 square feet of consolidated storage in a 4-story building, replacing the outdoor storage facility. The number of parking spaces will be modified with each phase of development. As part of the application, the applicant requests a modification to development standards, per Section 27-3614 of the Prince George's County Zoning Ordinance, for a reduction in the loading space dimensional requirements, in accordance with Section 27-6310(b) of the Zoning Ordinance. The applicant also requests alternative compliance from the requirements of Section 4.7 (Buffering Incompatible Uses) and Section 4.8 (Building Frontage Landscape Requirements) of the 2018 *Prince George's County Landscape Manual* (Landscape Manual).
- B. Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	CGO	CGO
Use	Parking Lot	Consolidated Storage/ Outdoor Storage/Car Wash
Total Gross Acreage	10.53 acres	10.53 acres
Limit of Detailed Site Plan	-	5.32 acres*
Parcel(s)	1	1
Gross Floor Area (GFA)	-	279,825 sq. ft.

Note: *A condition is included herein, to relabel the limits of detailed site plan in the site data on the DET coversheet to the limits of disturbance.

- C. **Location:** The subject DET is located on the west side of Superior Lane, approximately 82 feet north of Safety Turn Lane and 720 feet south of its intersection with MD 450 (Annapolis Road). The property is located in Planning Area 71A and Council District 4. The subject DET is located in the rear of the existing Bowie Marketplace retail shopping center, furthest to the south, and is zoned CGO.
- D. **Proposed Uses:** The subject DET proposes three uses, all of which are subject to use specific standards. These include consolidated storage, accessory outdoor storage, and a car wash. Consolidated storage was a permitted use in the CGO Zone when this DET had its pre-application neighborhood meeting on October 3, 2022, subject to the requirements in Section 27-5102(f)(4)(A) of the Zoning Ordinance, and can be reviewed as permitted in Section 3 of Prince George's County Council Bill CB-11-2023. An accessory maintenance shed is permitted subject to the requirements in Section 27-5202 of the Zoning Ordinance. Accessory outdoor storage is a permitted use in the CGO Zone subject to the requirements in Section 27-5202 and Section 27-5203(b)(9) of the Zoning Ordinance. A car wash (identified in the Zoning Ordinance as a "Personal, vehicle repair, and maintenance use") is a permitted use in the CGO Zone subject to the requirements of Section 27-5102(e)(10)(C) of the Zoning Ordinance.
- E. **Surrounding Uses:** The site is bounded to the north by existing commercial uses in the CGO Zone and MD 450, with townhouses in the Residential, Single-Family-Attached Zone beyond; to the south by single-family detached residential units in the Residential, Single-Family-65 (RSF-65) Zone; to the east by retail commercial uses in the CGO Zone; and to the west by the Bowie Community Center in the CGO Zone, and Acorn Hill Park and single-family detached residential units in the RSF-65 Zone.
- F. **Previous Approvals:** The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* retained the prior Commercial Shopping Center (C-S-C) zoning for the property, as expressed in Prince George's County District Council Resolution CR-11-2006, which was enacted on February 7, 2006.

A Preliminary Plan of Subdivision (PPS), 4-16028, was approved in January 2017, subject to 11 conditions, for 100,050 square feet of existing commercial development and 225 proposed multifamily dwelling units on Parcel X-12. However, that PPS has expired and there are no other PPS approvals applicable to the property.

Alternative Compliance AC-1-11 (AC-11014) was approved by the City of Bowie in February 2012, permitting a reduction of 4,980 square feet of interior green space in Parking Area B, a reduction of the minimum width of the original site along MD 450, and modifications to the requirements of Section 4.7 of the Landscape Manual along the project's southern and western property lines. AC-1-15 was subsequently approved by the City of Bowie on April 23, 2015, further modifying the site's requirements of Section 4.3 of the Landscape Manual.

Detailed Site Plan (DSP-17002) was approved for development of a 225 multifamily dwelling unit building, with a subsequent AC-11014-01 permitting modifications to the requirements of Section 4.7 via a reduction in the width of the required bufferyard and building setback for the use on two sides of the property: along the western property line, adjacent to the City of Bowie Community Center property, and along the southern property line, adjacent to single-family detached dwellings. DSP-17002 has since expired and does not contain any conditions of approval that are relevant to the subject application.

On November 29, 2021, the District Council approved 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 site is also the subject of a Stormwater Management (SWM) Concept Plan (01-1022-208NE14) approved by the City of Bowie's Department of Public Works on October 11, 2022 and valid until October 11, 2028; a natural resources inventory (NRI) equivalency letter approved on December 6, 2022, and valid until December 6, 2027; and a Standard Letter of Exemption (5362) from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance issued on December 6, 2022, and valid until December 6, 2024.

- G. Design Features:** The applicant proposes to construct a total of 279,825 square feet of commercial/industrial uses on one parcel (X-12), totaling 10.53 acres within an existing retail shopping center known as Bowie Marketplace. The applicant proposes redeveloping the existing parking lot in the southern portion of Parcel X-12, to construct these commercial/industrial uses. The property will be constructed in three phases. At the culmination of Phase 3, the property will include two consolidated storage buildings totaling 275,100 square feet, one car wash building consisting of 4,575 square feet, and one maintenance building consisting of 150 square feet.

Parcel X-12 lies south of MD 450 and west of Superior Lane and contains two condo plats. Condo Land Unit 1 contains the northern portion of Parcel X-12 and consists of 5.59 acres. This acreage contains existing commercial retail buildings and some associated parking spaces. Condo Land Unit 2 contains the southern portion of Parcel X-12 and consists of 4.94 acres. This acreage contains an existing parking lot. This development is primarily located in the southern portion of Parcel X-12. It contains all of Condo Land Unit 2 and the limit of disturbance is 5.32 acres. Parcel X-12 contains five primary entrances, all of which currently exist at the time this DET application was reviewed. Three entrances exist on the eastern boundary of the site with Superior Lane. The northern most entrance connects Superior Lane to Parcels X-12 and X-8. The middle entrance is located approximately between Condo Land Units 1 and 2 on Parcel X-12. This entrance is the proposed primary entrance to this development. The entrance furthest to the south on Superior Lane is proposed to be closed. The applicant will replace the entrance with landscaping and a sidewalk, which will enhance the existing pedestrian facility along Superior Lane. The fourth entrance connects Parcel X-12 to Sage Lane and is located in the southwest portion of the site. The fifth and final entrance is located to the north of the site and connects Parcel X-12 with the other retail shopping components of Bowie Marketplace and the surrounding roadways, Stonybrook Drive and MD 450.

The rectangular consolidated storage building constructed in Phase 1 will consist of three stories totaling 132,300 square feet. The building will be approximately 38 feet high at the northern elevation and approximately 32 feet high at the southern elevation. The outdoor storage area constructed in Phase 2 will be 13,650 square feet, surrounded by 6-foot-high metal fencing with mesh and a metal gated entrance along the northern boundary. The rectangular consolidated storage building constructed in Phase 3 will consist of four floors totaling 142,800 square feet. The building will be approximately 49 feet high at the northern elevation and 31.5 feet high at the southern elevation. The southern elevation will also only include three stories instead of four. The primary entrances for both consolidated storage buildings will be along the northern elevation. The consolidated storage and outdoor storage uses will be surrounded by parking spaces, with loading spaces to the north, east, and west. The rectangular car wash constructed in Phase 1 will consist of one story, totaling 4,575 square feet. The building will be approximately 21 feet high, with vehicles proceeding into a one-way automated car wash.

1. **Architecture.** This DET shows two consolidated storage buildings, one car wash building, and one maintenance shed on one parcel. The two consolidated buildings and maintenance shed will be constructed of a mixture of brick, concrete, and exterior insulation finish system, which is commonly referred to as synthetic stucco, in shades of beige and tan. The consolidated storage rectangular buildings will be constructed in Phases 1 and 3. The three-story consolidated storage building proposed with Phase 1 is approximately 38 feet high at its northern elevation and approximately 32 feet high at its southern elevation. The consolidated storage building proposed with Phase 3 is approximately 49 feet high and four stories at its northern elevation and 31.5 feet high and three stories at its southern elevation. Both building roofs are slopped, and roofing materials include asphalt shingles and standing seam metal.

The primary entrance for both buildings is located on the northern elevation. The primary entrances are identified by door systems with storefront windows and two brick columns. Each primary entrance also includes striped loading spaces. The eastern and western elevations provide side elevations, which show multiple building entrances with striped loading space areas. The rear elevations are identified in the southern elevations. These locations do not provide building entrances, but rather storefront windows. The building height and story amount at the rear is reduced to conform with the relevant neighborhood compatibility standards from the adjacent single family-detached residential dwelling units. Cornices, metal awnings, and parapets are examples of some of the architectural details included on the facades of each building.

The car wash rectangular building will be constructed in Phase 1 and be approximately 20 feet high. The building will include two towers: Tower A and Tower B. Tower A is approximately 28 feet high fronting Superior Lane and Tower B is approximately 24 feet high fronting the interior parking lot. The building will be constructed of concrete and metal painted panels in multiple shades of red, black, and tan. The front elevation (northwest) faces

the interior parking lot and features multiple storefront windows, with one primary entrance. The rear elevation faces Superior Lane (southeast), with one rear door and a black metal detached canopy for three vehicle entrances for the car wash. The side elevations (northeast and southeast) feature the loading door for the one-way car wash and entrance door. Parapets and louvers are examples of some of the architectural details included on all facades of each building. A condition has been provided herein, to dimension the canopy associated with the car wash building.

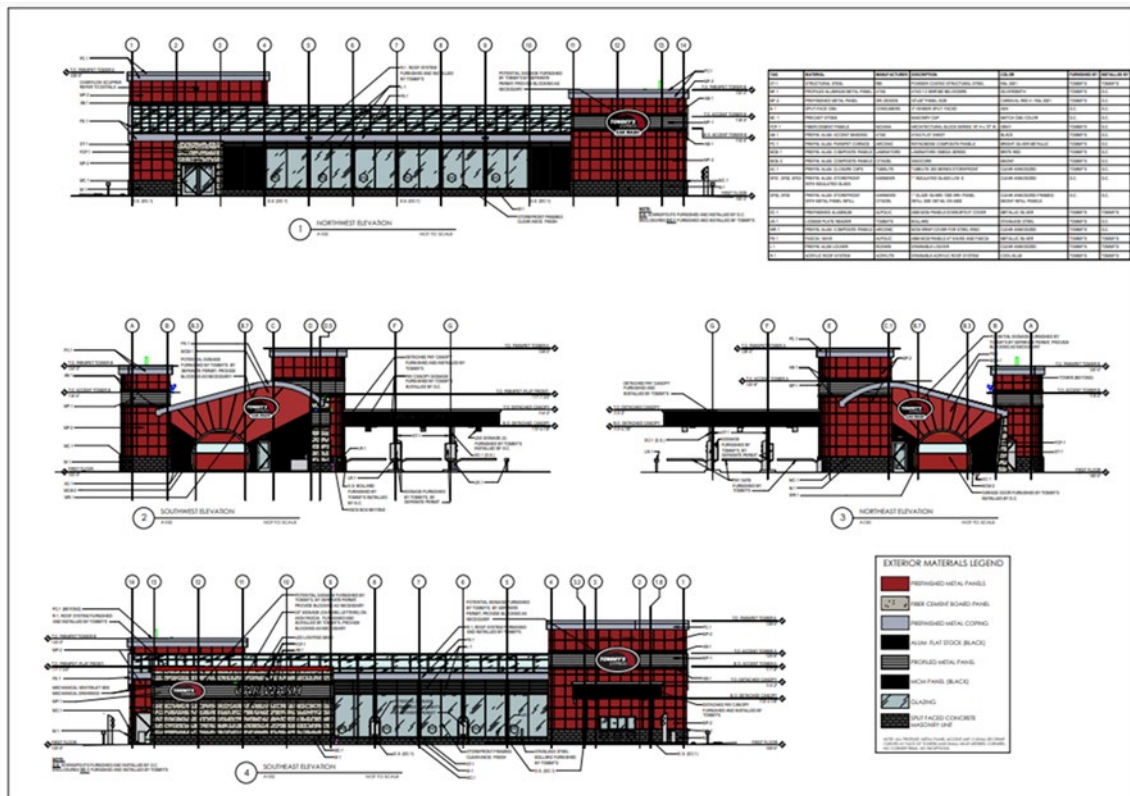


Figure 1: Car wash Building Architectural Elevations



Figure 2: Consolidated Storage Architectural Elevations Phase 1 – Part 1

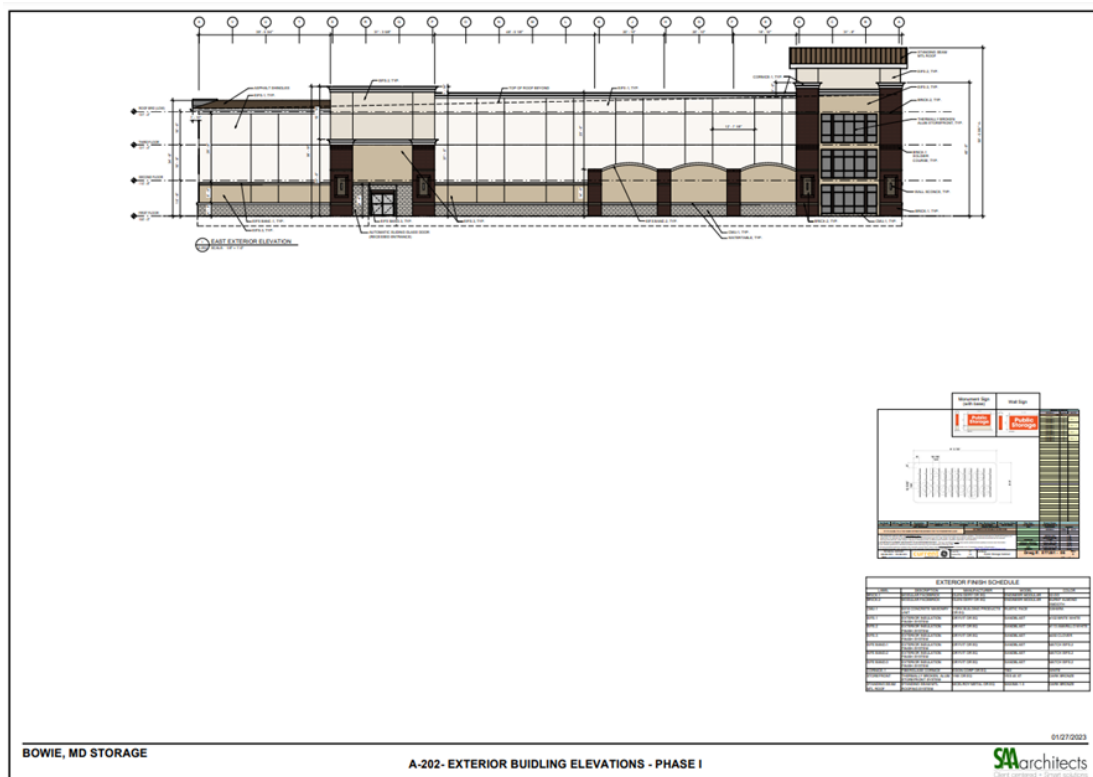


Figure 3: Consolidated Storage Architectural Elevations Phase1 – Part 2

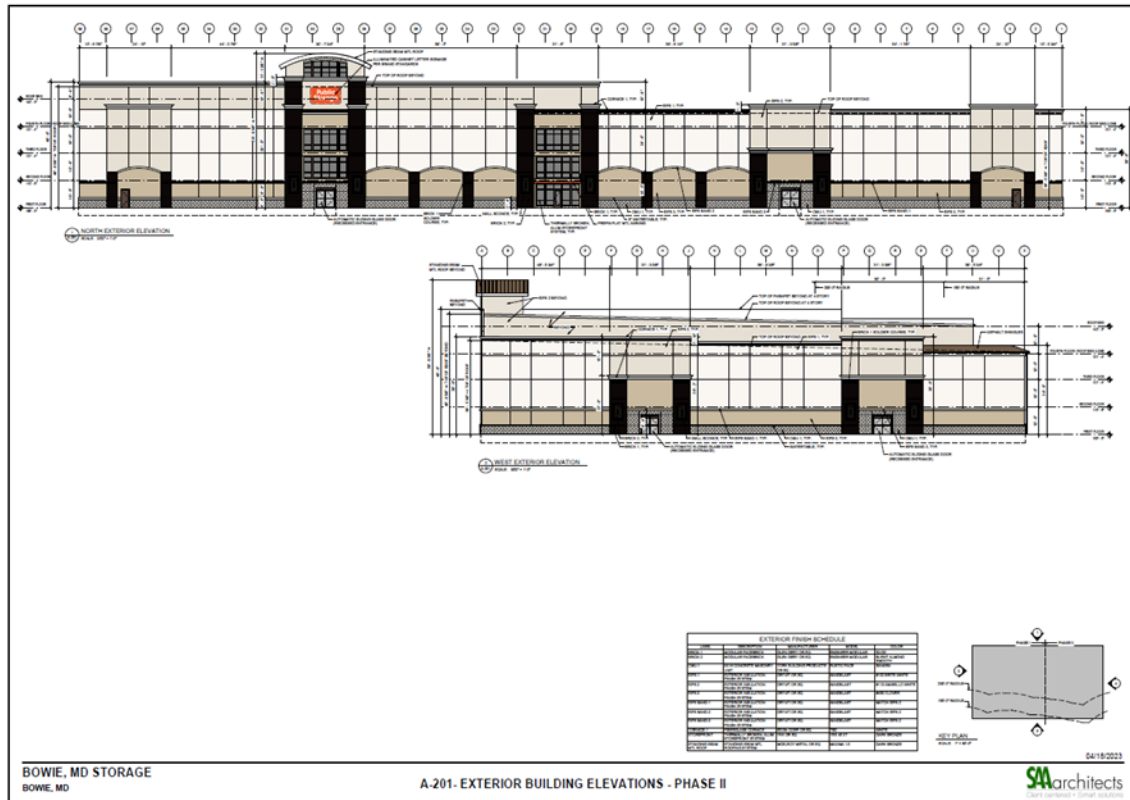


Figure 4: Consolidated Storage Architectural Elevations Phase 3 - Part 1

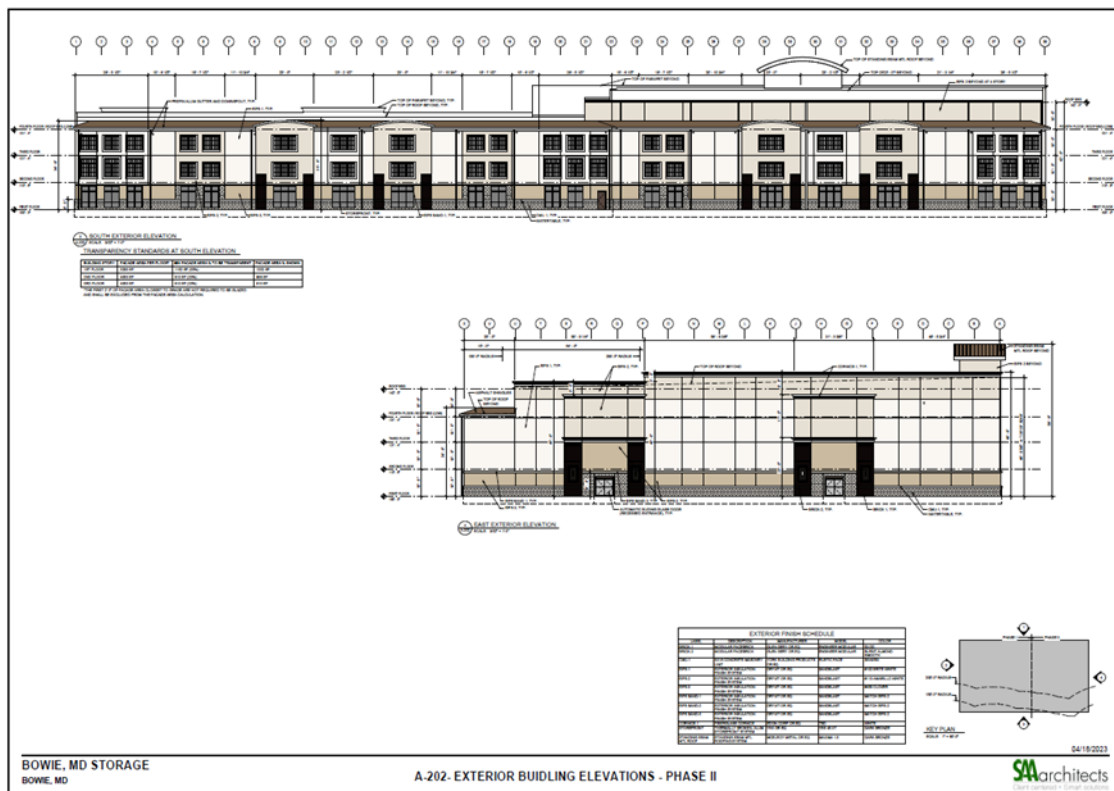


Figure 5: Consolidated Storage Architectural Elevations Phase 3 - Part 2

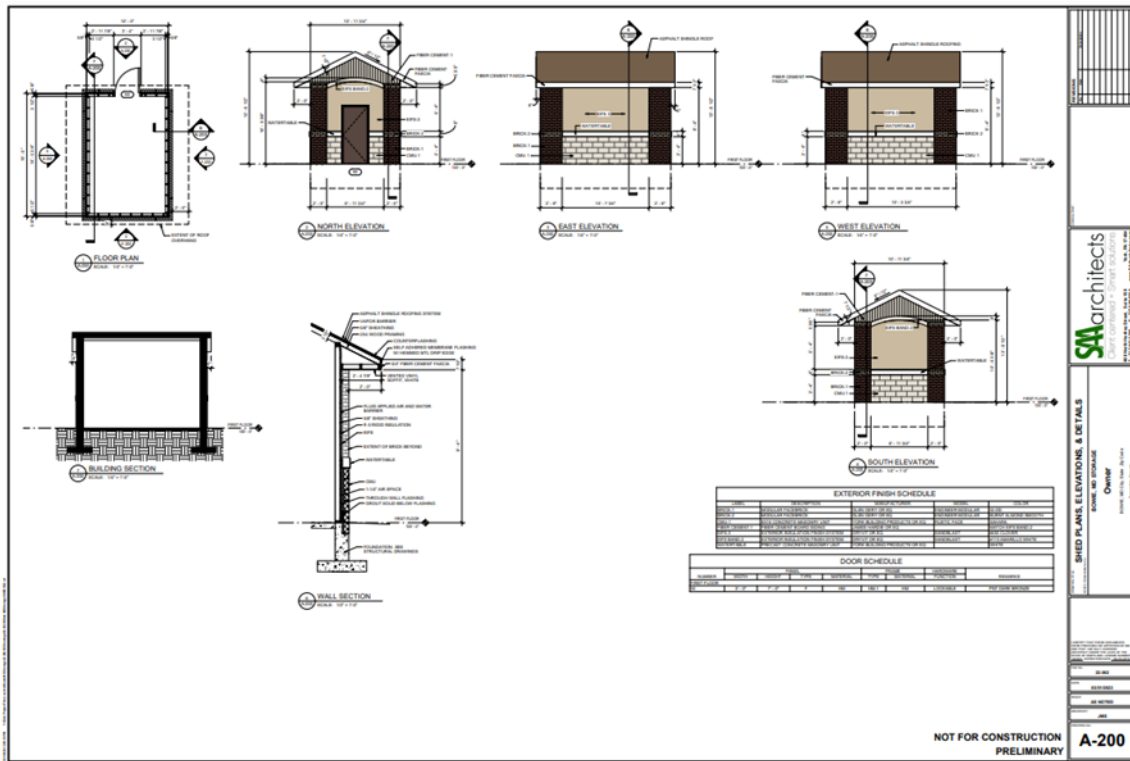


Figure 6: Maintenance Shed Architectural Elevations

2. **Parking.** Surface parking is proposed on all sides of the consolidated storage buildings and the car wash building. The parcel has three existing access points. Two access points connect to Superior Lane and the third access point connects to Sage Lane. Bicycle racks are combined in groups and located along the front elevations of the consolidated storage and car wash buildings. The bicycle racks will be constructed in Phase 1 of the development project. The existing parking lot will be removed for this project, but was previously included to meet the parking requirements of the prior Zoning Ordinance for the existing Bowie Marketplace development. The parking requirement and the provided parking are provided for each phase of the development project. Conditions have been provided herein, requiring the applicant to dimension and revise the loading space sizes, to provide documentation of the number of parking spaces that are required and are currently provided with the existing Bowie Marketplace development, and to revise the proposed number of parking spaces, and thus the bicycle requirements, based on the neighborhood compatibility development standards.
3. **Signage.** The applicant proposes one freestanding sign for both consolidated storage buildings and a second freestanding sign for the car wash building. The freestanding signage for the consolidated storage building will only exist for Phases 1 and 2. The construction of the second consolidated storage building with Phase 3 will eliminate the freestanding sign. The freestanding signage will be approximately 6 feet high by 11.5 feet wide, and ground

mounted on a painted concrete base, which will match the building colors and materials. The panel sign will feature lettering of the tenant's name and will be internally illuminated. The freestanding signage for the car wash will be approximately 20 feet high by 8 feet wide, which will match the buildings colors and materials. The sign will be wider at the top than the bottom. The sign will include the tenant's name at the top with an electronic messaging board in the middle.

The two consolidated storage buildings will have one building-mounted sign attached to the primary entrance constructed in Phase 1. The building-mounted signage will be located approximately 40 feet high. The signage will be approximately 6 feet high by 11.5 feet wide and will feature lettering of the tenant's name and be internally illuminated. The car wash will feature several building-mounted, panel, and canopy signs, as identified in the car wash architectural elevations included in the backup. Proposed signage will match the buildings colors and materials.

Conditions have been provided herein, requiring the applicant to remove one of the freestanding signs, as the site is only permitted to have one freestanding sign, and to revise the signage schedule to separately list the freestanding, canopy, and building-mounted signage requirements, to demonstrate conformance with the signage requirements within Section 27 61500.

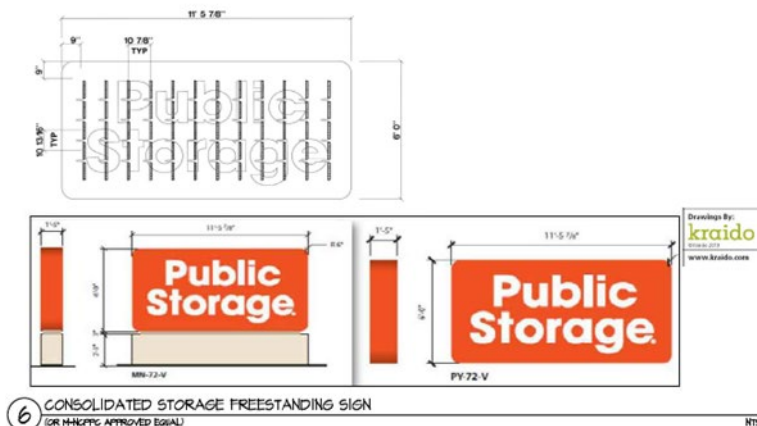


Figure 7: Consolidated Storage Freestanding Signage Architectural Elevations

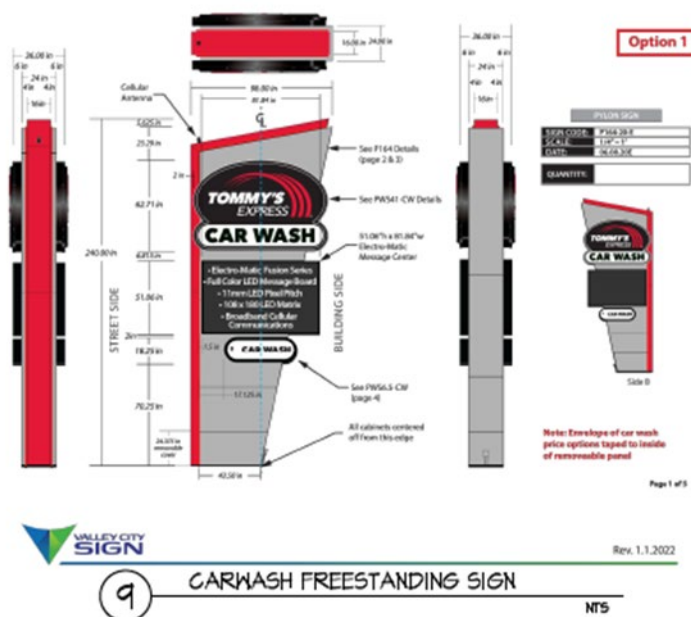


Figure 8: Car wash Freestanding Signage Architectural Elevations

4. **Lighting.** The applicant will provide lighting throughout the surface parking lots and on both the car wash and consolidated storage buildings. Photometric plans and lighting details have been provided for all buildings. Conditions have been provided regarding the operational hours of the lighting and the height of the fixtures.

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 Commercial, General, and Office Zones – Intensity and Dimensional Standards (Section 27-4203(d)(2)); Use Specific Standards for a car wash (Known as a Personal Vehicle Repair and Maintenance Use) as a Permitted Principal Use (Section 27-5102(e)(10)(C)); Use Specific Standards for Consolidated Storage as a Permitted Principal Use (Section 27-5102(f)(4)(A)); General Standards for All Accessory Uses and Structures (Section 27-5202); Use Specific Standards for Outdoor Storage (As an Accessory Use) (Section 27-5203(b)(9)); and applicable Development Standards (Part 27-6). Below is a discussion of the applicable parking data and specific use requirements.

Parking Requirements

Parking and Loading Spaces (Phase 1 to Phase 3 – Car Wash)

	REQUIRED	PROVIDED
Total Parking Spaces	19*	19 (1 handicap)
Bicycle Spaces	3	12
Electric Vehicle Spaces	-**	2

Notes: *A condition has been provided herein, to revise the required parking for each use and phase to include a minimum and maximum parking requirement. The minimum parking requirement shall reflect Section 27-6305(a) of the Zoning Ordinance, and the maximum parking requirement shall reflect Section 27-61203(f) of the Neighborhood Compatibility Standards. The minimum requirement for the car wash use is 19 spaces and the maximum permitted is 21 spaces.

**A condition has been provided to remove the two electric vehicle spaces from the parking required column for the car wash.

Parking and Loading Spaces (Phase 1 – Consolidated Storage)

	REQUIRED	PROVIDED
Total Parking Spaces	36*	187 (6 handicap)**
Loading Spaces	3	4***
Bicycle Spaces	20****	12

Notes: *A condition has been provided herein, to revise the required parking for each use and phase to include a minimum and maximum parking requirement. The minimum parking requirement shall reflect Section 27-6305(a) and the maximum parking requirement shall reflect Section 27-61203(f) of the Neighborhood Compatibility Standards. The minimum requirement for the consolidated storage use (including the provided office area) is 36 spaces and the maximum permitted is 40 spaces.

**A condition has been provided to revise the provided parking spaces for each phase of the project to not exceed the neighborhood compatibility standard parking requirements within Section 27-61203(f). This parking revision will likely result in a modified site layout, which shall be accepted and approved by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.

***The applicant has filed a request for a Minor Administrative Modification to Development Standards to the Planning Director, per Section 27-3614, asking for a reduction in the loading space

dimensional requirements, in accordance with Section 27-6310(b). An analysis of this request is provided within Finding III of this technical staff report.

****A condition has been provided to revise the required amount of bicycle parking for each phase of the project to conform with the revised parking requirement.

Parking and Loading Spaces (Phase 2 – Consolidated and Outdoor Storage)

	REQUIRED	PROVIDED
Total Parking Spaces	62*	96 (3 handicap)**/**
Loading Spaces	3	3****
Bicycle Spaces	11*****	12

Notes: *A condition has been provided herein, to revise the required parking for each use and phase to include a minimum and maximum parking requirement. The minimum parking requirement shall reflect Section 27-6305(a) and the maximum parking requirement shall reflect Section 27-61203(f) of the Neighborhood Compatibility Standards. The minimum requirement for the consolidated storage use (including the provided office area) is 36 spaces and the maximum permitted is 40 spaces.

** A condition has been provided herein, to revise the parking required for the outdoor storage to be in conformance with the Table in Section 27-6305(a) in Phase 2, which is zero spaces.

***A condition has been provided herein, to revise the provided parking spaces for each phase of the project to not exceed the neighborhood compatibility standard parking requirements within Section 27-61203(f). This parking revision will likely result in a modified site layout, which shall be accepted and approved by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.

****The applicant has filed a request for a Minor Administrative Modification to Development Standards to the Planning Director, per Section 27-3614, asking for a reduction in the loading space dimensional requirements, in accordance with Section 27-6310(b). An analysis of this request is provided within Finding III of this technical staff report.

*****A condition has been provided herein, to revise the required amount of bicycle parking for each phase of the project to conform with the revised parking requirement.

Parking and Loading Spaces (Phase 3 – Consolidated Storage)

	REQUIRED	PROVIDED
Total Parking Spaces	70*	88 (3 handicap)**
Loading Spaces	6	6***
Bicycle Spaces	10****	12

Notes: *A condition has been provided herein, to revise the required parking for each use and phase to include a minimum and maximum parking requirement. The minimum parking requirement shall reflect Section 27-6305(a) and the maximum parking requirement shall reflect Section 27-61203(f) of the Neighborhood Compatibility Standards. The minimum requirement for the consolidated storage use (including the provided office area) is 70 spaces and the maximum permitted is 77 spaces.

**A condition has been provided herein, to revise the provided parking spaces for each phase of the project to not exceed the neighborhood compatibility standard parking requirements within Section 27-61203(f). This parking revision will likely result in a modified site layout, which shall be accepted and approved by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.

***The applicant has filed a request for a Minor Administrative Modification to Development Standards to the Planning Director, per Section 27-3614, asking for a reduction in the loading space dimensional requirements in accordance with Section 27-6310(b). An analysis of this request is provided within Finding III of this technical staff report.

****A condition has been provided herein, to revise the required amount of bicycle parking for each phase of the project to conform with the revised parking requirement.

1. 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 does not propose residential units and proposes a mixture of commercial/industrial uses. Therefore, the Intensity and Dimensional Standards either do not apply or have a requirement of zero.

2. Use Specific Standards for a Carwash (Personal Vehicle Repair and Maintenance Use) as a Permitted Principal Use

The DET is in conformance with the applicable use specific standards for a car wash. The proposed car wash will be automated and not include a service bay. Vehicles will enter the building from the north in a single lane and proceed south. The car wash has been designed for all vehicular queuing to take place within the pad site, thereby ensuring that vehicular spillback from the car wash will not impact any other internal drive aisles within the shopping center. The building has been designed to limit the views into the car wash from Superior Lane. While not operating, the entrance and exit from the car wash will be covered by a metal garage door that is architecturally compatible with the building.

3. **Use Specific Standards for Consolidated Storage as a Permitted Principal Use**

The DET is in conformance with the applicable use specific standards for consolidated storage. The subject property has frontage on Superior Lane and Sage Lane and has access to MD 450 via a connection to the existing retail shopping center development within Bowie Marketplace. The proposed architecture of the two consolidate storage buildings is consistent with the existing architecture of Bowie Marketplace with muted colors, brick columns around the building entrances, cornices, and metal awnings. Entrances to all consolidated storage units are located within the buildings, which are not visible from a street or adjoining residential land to the south of the site.

4. **General Standards for All Accessory Uses and Structures**

The DET is in conformance with the applicable general standards for all accessory uses and structures. The DET proposes one accessory use, 13,650 square feet of outdoor storage, and one accessory structure, a 150-square-foot maintenance shed. Both the accessory use and structure will serve the principal consolidated storage use. They will be located in the side yard to the east of the principal use, satisfying the location requirements for accessory uses and structures. The two consolidated storage buildings are proposed to be constructed in three phases. The first consolidated storage building, and the maintenance shed will be constructed in Phase 1 and the outdoor storage will be constructed in Phase 2. The outdoor storage will then be removed in Phase 3 and replaced by the second consolidated storage building.

5. **Use Specific Standards for Outdoor Storage (As an Accessory Use)**

The DET is in conformance with the applicable use specific standards for outdoor storage (as an accessory use) except for the screening requirement. The subject property is located in the CGO Zone and the proposed outdoor storage is located in the side yard to the east

of the principal consolidated storage use in Phase 2. In context, this outdoor storage area is located in the rear of the overall Bowie Marketplace development. The outdoor storage area is intended for storage pods, recreational vehicles, and vehicles in general.

6. Applicable Development Standards

The DET is consistent with the applicable standards in Part 27-6, Development Standards, of the Zoning Ordinance, as described in the applicant's statement of justification (SOJ) dated January 27, 2023, incorporated herein by reference. The following discussion is offered:

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

The DET is in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance. The DET demonstrated sufficient vehicular, pedestrian, and bicycle access and circulation, subject to the provided conditions.

The applicant intends to close the existing point of vehicular access along the subject site's eastern frontage of Superior Lane and will construct a sidewalk where the point of vehicle entry is currently located. Staff support this design feature which will enhance the existing pedestrian facility along Superior Lane. Access to the site is provided along Sage Lane at the southwest bounds of the subject site, or through internal shopping center drive aisles that are located north of the project bounds. In addition, staff would note that the car wash has been designed so that all vehicular queueing takes place within the pad site, thereby ensuring that vehicular spillback from the car wash will not impact any other internal drive aisles within the shopping center.

Section 27-6207 discusses pedestrian circulation. As the *2022 Approved Bowie-Mitchellville and Vicinity Master Plan* (Master Plan) envisions the property to provide pedestrian connections from the surrounding neighborhoods to the existing Bowie Marketplace commercial uses, conditions have been provided to increase pedestrian connectivity through additional sidewalks that will be approved by the Urban Design Section.

Section 27-6208 of the Zoning Ordinance discusses bicycle access and circulation. Upon entering the site, bicycle access to the proposed consolidated storage and car wash facilities are located within existing shopping center drive aisles. Bicycle parking has been provided at the car wash and consolidated storage buildings.

Truck turning plans were provided and displayed heavy vehicle movement throughout the site. The truck turning plans indicated that WB-50 trucks, and other heavy vehicles can safely maneuver throughout the site without making contact with curbs or any other structures. A stacking exhibit was provided by the applicant, but a condition has been included to revise the exhibit to conform with Section 27-6206(m)(1)(A) of the Zoning Ordinance, which at the time of the writing of this technical staff report, requires an automatic car wash provide six stacking spaces per bay without interfering with pedestrian walkways and drive aisles.

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, including parking and bicycle parking requirements and standards.

Staff find the amount of bicycle parking proposed to be sufficient. However, Section 27-6309(b)(3) of the Zoning Ordinance lists requirements for long-term bicycle parking facilities and states “Long-term parking facilities should be provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel.” The applicant’s SOJ indicates that bicycle users to the site are expected to be employees of the consolidated storage or car wash locations, who may be on-site for eight hours or longer. As such, staff recommend that bicycle parking at these facilities meet the requirements of Section 27-6309(b)(3)(A), which states that bicycle parking “Be located in a secure, clean and well-lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location.” Prior to certification of the DET, the applicant shall provide long-term bicycle parking at each building, in accordance with Section 27-6309.

The DET is not in conformance with the applicable loading berth size in Section 27-6310(b). Pursuant to Section 27-6310(b), the *minimum* loading berth size that presumptively satisfies loading berth needs for general industrial, distribution, or warehouse uses is *at least* 12 feet wide by 45 feet long.

The applicant asserts that “consolidated storage does not require loading spaces in the traditional sense.” According to the applicant, this consolidated storage use should be considered different from general industrial, distribution, or

warehouse uses because the facility will be utilized primarily by individuals, families, or businesses with single vehicles.

As the consolidated storage use is an industrial, distribution, or warehouse use, the applicant has filed a request to modify the loading berth standards, per Section 27-3610(b) of the Zoning Ordinance. The applicant asserts the use will be utilized primarily by individuals, families, or businesses with single vehicles, and small berths will not make the operation of the use detrimental, nor impede the continued operation of any of the surrounding uses.

Staff find that consolidated storage uses are considered by the Zoning Ordinance to be general industrial, distribution, or warehouse uses for purposes of determining loading berth size, under Section 27-6310(b). Pursuant to Section 27-5101 of the Zoning Ordinance, “consolidated storage use” is specifically categorized as an “industrial use” within the “warehouse and freight movement uses” principal use category. In addition, the prior Zoning Ordinance required that consolidated storage uses comply with the 12-foot by 45-foot loading space dimensional requirements, and there is no language in the Zoning Ordinance suggesting that the District Council intended to change this requirement. This loading berth standard has also been regularly applied to other consolidated storage facilities in the County.

The applicant’s request for a minor administrative waiver or modification to the development standards for loading berth sizes cannot be considered by the Planning Board. According to Section 27-3614(b)(5) of the Zoning Ordinance, waivers and modifications are permitted for certain specific development standards, as identified in Table 27-3614(b)(5). Section 27-3610 is not listed in the Table.

The applicant argues that a sentence in Section 27-6310(b) allows the Planning Director to issue such a waiver (“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”) and that its absence from the Table was an oversight.

Staff notes that there are sections elsewhere in the development standards that allow the Planning Director to specifically “waive or modify” a standard that is not listed in the Table, but does not believe this sentence applies to waivers under Section 27-3610. First, the sentence does not use the express language “waive or modify” like the language used in the other sections. Second, Section 27-3614(b)

specifically states that departures from the “numerical standards in Section 27-3610” are to be processed as applications for minor or major departures. Staff, therefore, find that a reduction in loading berth sizes can only be pursued by filing an application for a departure and that the sentence in 27-6310(b) is intended as a guide in determining whether to grant a departure.

Applications for minor and major departures are processed separately from applications for DETs and have specific submittal, procedural, and approval requirements. Staff advised the applicant that an application for a departure is required but, at the time of this staff report, the applicant informed staff of the choice not to do so. Therefore, until a departure application is filed, staff does not believe the Planning Board has authority to approve a loading berth size less than 12 feet by 45 feet.

A minor departure would allow the Planning Director to approve a reduction of up to 20 percent of the required loading berth dimensional sizes (as shown in Table 27-3614(b)(1)), which would permit a request for a loading space that is as small as 9.6 feet wide and 36 feet long. A major departure would allow the Planning Board to approve a reduction of up to 50 percent (as shown in Table 27-3614(b)(2)), which would permit a request for a loading space that is as small as 6 feet wide and 22.5 feet long. Based on the plans submitted, a major departure would be necessary to request the loading space dimensions proposed by the applicant.

Staff also notes that, as part of its review of the site plan, the applicant was informed that the proposed loading spaces, which vary from as small as 15 feet wide by 23 feet long to 34 feet wide by 33 feet long, impact the internal drive aisles. SU-30 and WB-50 vehicles that will visit the site, as depicted in the exhibit circulation plans submitted by the applicant, do not fit within the proposed loading berth spaces. An SU-30 truck, for example, is 30 feet long and will not fit within five of the six proposed loading berths. All loading areas are also proposed directly adjacent to internal drive aisles within the shopping center; thereby, causing vehicular conflict if the loading berths are not sufficiently long. The applicant’s submission also depicts that an SU-30 truck will not be able to safely park within a loading area, as currently proposed.

Additional conditions have been provided requiring the applicant to demonstrate conformance to Section 27-6304(d) of the Zoning Ordinance; to demonstrate the required surface markings on the DET; to provide documentation of

the required and existing parking for the existing Bowie Marketplace development; and revise the parking calculations, as provided in the Recommendation section of this technical staff report; and provide long-term bicycle parking at each building, in conformance with Section 27-6309.

c. **Section 27-6400 Open Space Set-Asides**

The DET appears to be in conformance with the applicable standards in Section 27-6400 of the Zoning Ordinance, subject to minor modifications to the DET. The applicant provided open space set-aside plans exceeding the required 7.5 percent of open space provided on-site. However, conditions have been provided requiring the applicant to revise the total site acreage to represent the limits of disturbance (5.32 acres). In addition, to conform with Section 27-6404, the applicant shall remove all landscaped areas within vehicular use areas (including those screening outdoor storage) and SWM facilities from the open space set-aside calculations.

d. **Section 27-6500 Landscaping**

The DET is in conformance with the applicable standards in the Landscape Manual, including Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.8, Building Frontage Landscape Requirements; Section 4.9, Sustainable Landscaping Requirements; and Section 4.11, Requirements for Nonresidential and Mixed-Use Development. The required schedules have been provided and technical corrections are proposed in the Recommendation section of this technical staff report. However, for portions of Sections 4.7 and Section 4.8, the applicant has requested alternative compliance, which is recommended for approval and is discussed in further detail in Finding III, B.

e. **Section 27-6600 Fences and Walls**

The DET is in conformance with the applicable standards in Section 27-6600 of the Zoning Ordinance, including fence and wall heights, locations, and appearance. However, to conform with Section 4.4 of the Landscape Manual, a condition has been provided to revise the outdoor storage fence and gate height and material. The gate and fence shall be at least 8 feet high and sight-tight, per Section 4.4. The typical expanded metal security mesh fence proposed by the

applicant is only 6 feet high, is not sight-tight, and is prohibited per Section 4.4(c)(1)(B). The provided gate is only 6 feet high and not sight-tight.

f. **Section 27-6700 Exterior Lighting**

The DET, which includes two photometric plans, is in 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. Conditions have been included to provide general notes on the coversheet to conform with Section 27-6706(a) of the Zoning Ordinance and revise the height of the lighting to conform with Section 27-6706(d) of the Zoning Ordinance. At the time of the writing of this technical staff report, Section 27-6706(a) states that the applicant is to extinguish all exterior lighting by 11:00 PM, or within one hour of the closing of the establishment open latest, whichever occurs last. At the time of the writing of this technical staff report, Section 27-6706(d) states that the height of the area lights closest to the car wash shall be 16 feet and not 20 feet since the lighting is within 100 feet of a residential zone.

g. **Section 27-6800 Environmental Protection and Noise Controls**

An approved Natural Resources Inventory Equivalency Letter (NRI-017-2017-01) and a Standard Letter of Exemption (S-202-2022) from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO), which was issued for this site and expires on December 6, 2024, were submitted with the DET application. The NRI demonstrates that the site was previously developed and has no regulated environmental features (REF) exist on-site. The standard letter of exemption from the WCO was approved as the site contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals.

An approved SWM Concept Plan (01-1022-208NE14) was submitted with the DET material, which shows the use of seven micro-bioretenion facilities. The concept plan was approved by the City of Bowie on October 11, 2022, and expires on October 11, 2025.

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

Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code. A condition has been provided for the applicant to submit an approved erosion and sediment control plan, prior to certification.

h. **Section 27-61000 Nonresidential and Mixed-Use Form and Design Standards**

The DET is in conformance with the applicable standards in Section 27-61100 of the Zoning Ordinance for the car wash building, including the location of the building and building façade materials and articulation as shown on the car wash architectural elevations. A condition has been provided for the car wash architectural elevations to conform with Section 27-61002(g) of the Zoning Ordinance, which at the time of the writing of this technical staff report, requires that at least 25 percent of the street facing area of the ground floor is occupied by windows and doors.

i. **Section 27-61100 Industrial Form and Design Standards**

The DET is in conformance with the applicable standards in Section 27-61100 of the Zoning Ordinance for the consolidated storage building, including the location of loading, service, and off-street parking areas, and building façade materials and articulation as shown on the consolidated storage architectural elevations.

j. **Section 27-61200 Neighborhood Compatibility Standards**

The DET is in conformance with the applicable standards in Section 27-61200 of the Zoning Ordinance, including building height and setbacks, and locations/design of other site features. The applicant provided an exhibit to demonstrate that the proposed consolidated storage buildings do not exceed the maximum height requirement in transitional areas.

However, the applicant exceeds the minimum parking requirement as listed in Section 27-61203(f). The neighborhood compatibility standards in Section 27-61203(f) require that development that is within 200 feet of a single-family detached dwelling shall not provide off-street parking that exceeds 1.1 times the minimum specified within Section 27-6305. All three phases of the project for the consolidated storage use exceed this requirement. The applicant also shall revise the height of the lighting fixtures to conform with Section 27-61203(g)(3) and

provide general notes to conform with the operational requirements in Section 27-61203(h).

The parking provided for the car wash use meets the minimum parking requirement associated with Section 27-6305(a) and does not exceed the maximum requirement associated with Section 27-61203(f). However, the parking associated with the other principal use, consolidated storage, does not meet the requirements of Section 27-61203(f).

The first phase of the consolidated storage project requires 36 parking spaces (including the office portion of the use), and Section 27-61203(f) permits a maximum parking requirement of 40 parking spaces. Meanwhile, the applicant provides 190 parking spaces, which is significantly over the permitted maximum number. The site is being developed on an existing lot but is not preserving existing parking. Rather, the site is reconfiguring the existing parking and in Phase 1 is providing parking over existing green space, which is intended to be replaced by the outdoor storage use in Phase 2 and the second consolidated storage building in Phase 3.

The second phase of the consolidated storage project maintains the same minimum and maximum parking requirements as Phase 1. Outdoor storage is introduced as an accessory use, but the use has a zero-space parking requirement. This parking requirement is zero because Section 27-6305(a) requires outdoor storage uses to provide two parking spaces per 1,000 square feet of gross floor area. The outdoor storage provided has zero square feet of gross floor area and is not associated with a building. Therefore, the off-street parking requirements associated with Phase 1 of the project will continue with Phase 2.

The third and final phase of the consolidated storage project provides a second consolidated storage building. The third phase requires 70 spaces (including the office portion of the use), and Section 27-61203(f) permits a maximum parking requirement of 77 spaces. The applicant provides 88 parking spaces, which is eleven over the limit.

Therefore, conditions have been provided requiring the applicant to revise the parking calculations, as conditioned in the Recommendation section of this technical staff report; to revise the height of the lighting fixtures, in conformance with Section 27-612203(g)(3); and reference the required operational standards in Section 27-61203 as general notes on the DET coversheet.

k. **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.

l. **Section 27-61400 Urban Agriculture Compatibility Standards**

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

m. **Section 27-61500 Signage**

The applicant proposes two freestanding signs, one for the car wash and one for the consolidated storage. The signage meets the requirements in the section, except that the parcel is not permitted to have two freestanding signs based on the street frontage requirement. The proposed building wall and canopy signs meet the requirements of this section but conditions have been provided to remove one freestanding sign and revise the signage schedule to separately list the freestanding, canopy, and building-mounted signage requirements to demonstrate conformance.

n. **Section 27-61600 Green Building Standards**

The proposed development of more than 75,000 square feet of nonresidential development requires the provision of four points from the Green Building Point System in Table 27-61603(b). The applicant has indicated on the DET coversheet that this requirement will be met through passive solar, environmental water conservation and water quality site design, and electric vehicle charging stations (two on-site).

Based on the analysis herein, the proposed development, if revised as conditioned, will represent a reasonable alternative for satisfying the applicable standards of Subtitle 27, including those in Parts 4 and 6 of the Zoning Ordinance, 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 DET is subject to the conditions of approval of PPS 4-16028 and DSP-17002. However, both prior approvals have expired and proposed a residential use, which will not be implemented. There are no other PPS or DSP applications that are applicable to the property.

The subject property was first platted as Parcel A, recorded in the Prince George's County Land Records in Plat Book WWW 40 plat 86, approved on May 17, 1961. Parcel A was subdivided into Parcels B and C, which were recorded in Plat Book WWW 41 plat 50, approved on August 9, 1961. Parcel B was further subdivided prior to October 27, 1970 (Plat Book 65 plat 88 and Plat Book 66 plat 41). These final plats were in accordance with PPS 12-2740, for which there are no available records. The residue of Parcel B was ultimately recorded as Parcel X in Plat Book MMB 235 page 63, approved in February 2012, for the dedication of public right-of-way from the subject property which is exempt from PPS and final plat. The final plat noted the exemptions from subdivision, including for the commercial development which existed on the subject property, having been constructed around 1965.

The current boundary of Parcel X-12, the subject property, is the result of two subsequent plats of lot line adjustment (242-32 and 245-55) approved, in accordance with Section 24-108(a)(3), and exempted from PPS, in accordance with Section 24-111(c), of the prior Subdivision Regulations. As a result of the property being initially recorded prior to October 27, 1970, and subsequent resubdivisions being exempt from filing a PPS, development of subject property has never been tested for adequacy. Total development on the property is limited to 265,208 square feet of commercial development, which was existing on former Parcel X of the Belair Shopping Center, prior to December 31, 1991, based upon information provided by the applicant and reviewed by the Transportation Planning Section and pursuant to usage of Section 24-111(c)(4) of the prior Subdivision Regulations. That entitlement is now divided between existing Parcels X-1, X-2, X-3, X-6, X-7, X-8, X-10, X-11, and X-12 of the Belair Shopping Center, as shown on Plat Book SJH 242 page 32 and Plat Book SJH 245 page 55. These parcels currently contain a total of 138,462 square feet of commercial development.

The proposed development consists of 4,575 square feet of commercial development (the car wash) and 275,250 square feet of industrial development (the consolidated storage and accessory maintenance shed). However, the proposed consolidated storage and car wash uses generate significantly fewer trips than the existing commercial development associated with the shopping center. Using a trip generation comparison using the Institute for Transportation Engineers Trip Generation, 11th Edition, at full buildout, the 265,208-square-foot commercial development is limited to produce 206 AM peak period trips and 808 PM peak period trips. With the current proposal, the existing 138,500-square-foot commercial development, combined with 275,100 square feet of consolidated storage and a 4,575-square-foot car wash produces 179 AM peak period trips and 541 PM peak period trips.

Staff find this to be a suitable methodology and that the proposed uses fall within the implied trip cap established with the above-referenced plat. This square footage, combined with the existing 138,462 square feet of commercial development, will cause total nonresidential development within the above listed parcels to reach 418,287 square feet. Based on the proposed uses, the impacts of the current proposed combination of commercial and industrial development will not exceed the impacts of 265,208 square feet of previously existing commercial development on Parcel X, which was previously found to be exempt from PPS with prior plats for the subject property and in accordance with the prior Subdivision Regulations. A new PPS and final plat are, therefore, not required at this time.

The current plat for the subject property, recorded in Plat Book SJH 245 page 55, is subject to three plat notes. Notes 2 and 3 pertain to permitted direct access to MD 450 and shared access between the parcels of the Belair Shopping Center, respectively. These plat notes ensure that access to the property is acceptable, from the standpoint of Subtitle 24.

- (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;**

No REFs exist on-site; therefore, none will be impacted by the proposed development.

- (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;**

The DET does not have an approved tree conservation plan, as the site contains less than 10,000 square feet of woodland and is exempt from the requirement. Therefore, this finding is not 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);**

Subject to compliance with the conditions provided herein, 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 Master Plan, as further discussed in Section VI.A and in the referral comments described herein.

The proposed DET is consistent with Plan 2035's Established Communities Growth Policy designation. The scope and size of the proposed consolidated storage and car wash facilities are compatible (context-sensitive infill) with the adjacent commercial and retail uses in and around Bowie Marketplace Shopping Center. Adjacent uses consist of commercial, retail, and service businesses including personal vehicle service uses such as towing. The proposed uses can help reach the goal of nine percent job growth.

The proposed development realigns drive aisles and parking spaces, aligns drive aisles and pedestrian walkways with the adjoining properties in the Bowie Marketplace, and proposes 5-foot-wide interior sidewalks to establish physical connections between the subject property and existing developments. The applicant also proposes two 8-space bicycle parking racks and an electric vehicle (EV) charging station, with two dedicated parking spaces.

The proposed DET is consistent with the Master Plan. Although Strategy HN 8.2 directs the construction of market-rate multifamily housing, including affordable senior housing, on the southern portion of Bowie Marketplace, Policy HN 8, which controls the strategy, states only to "Encourage infill housing." Accordingly, this strategy reflects housing as a "first-desired" use and not the only compatible use on the subject property. The proposed car wash use (personal vehicle repair and maintenance) is classified under commercial uses in the Zoning Ordinance. Even though, the proposed uses are significantly different from the plan vision for multifamily housing for this site, the subject development compliments the surrounding uses and is in harmony with the neighborhood mixed-use land use, and is a neighborhood-serving amenity. Because consolidated storage facilities are now commonly used by homeowners and renters, to store household items such as holiday decorations, sports equipment, toys, and furniture, staff considers this use to be a neighborhood-serving amenity, compatible with neighborhood mixed-use land uses.

Due to the large-scale and auto-oriented nature of the uses, significant design considerations should be incorporated into the project. These considerations should reduce the impact of the additional automobile traffic on the built environment and pedestrians. To further reduce the impact of increased automobile traffic, the applicant will be required to construct electric-assist bicycle and electric scooter infrastructure at the Bowie Marketplace site, consistent with Strategy TM 5.1. The applicant shall also be required to install appropriate historical interpretation, wayfinding signage, and/or public art to help meet Community Heritage, Culture, and Design Goal 2.

- (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.

B. Request for Alternative Compliance from the 2018 Prince George's County Landscape Manual.

Alternative compliance is requested from the requirements of the Landscape Manual for Section 4.7, Buffering Incompatible Uses, for the western property line adjacent to the City of Bowie's Community Center and Acorn Hill Park, and for Section 4.8, Building Frontage Landscape Requirements along the consolidated storage building frontage. This alternative compliance request is a companion to DET-2022-018, Bowie Marketplace, which proposes 275,100 square feet of a consolidated storage use, 4,575 square feet of a car wash use, and 150 square feet of an accessory maintenance shed on one parcel, X-12.

Location

The subject property is located on the west side of Superior Lane approximately 82 feet north of its intersection with Safety Turn, in Planning Area 71B, and Council District 5. The property is approximately 10.53 acres, and is located within the CGO Zone.

Section 4.7

The applicant has requested alternative compliance to grant relief from the requirements of Section 4.7 to reduce the required landscape buffer along the western property line, which is adjacent to a civic/public use. This is referred to as Bufferyard 1 on the landscape plans. The adjacent Bowie Community Center and Acorn Hill Park are located within the CGO and Residential, Single-Family-65 Zones.

This requires a Type C bufferyard, which consists of a 40-foot minimum building setback, a 30-foot minimum landscaped yard, and 120 plant units per 100 linear feet of property line. The applicant seeks relief from these requirements, as follows:

REQUIRED: Section 4.7, Buffering Incompatible Uses, Bufferyard 1, adjacent to a civic/public use

Length of bufferyard	252 feet
Minimum building setback	40 feet
Minimum landscape yard	30 feet
Plant units (120 per 100 linear feet)	303

PROVIDED: Section 4.7, Buffering Incompatible Uses, Bufferyard 1, adjacent to a civic/public use

Length of bufferyard	252 feet
Minimum building setback	65 feet
Minimum landscape yard	12–31 feet
Plant units	317

Justification of Recommendation for Bufferyard 1

The applicant proposes a minimum 12- to 31-foot-wide landscape buffer, instead of the required 30 feet, citing the existing configuration of the Sage Lane drive aisle, which enters the property along the western boundary, as well as the associated parking. As a result, the applicant proposes a variable-width landscape buffer, exceeding the required building setback requirement by 15 feet and meeting the plant unit requirement with a combination of shade trees, ornamentals, and understory shrubs to offset this deficiency.

The Alternative Compliance Committee finds the applicant's proposal equally effective as normal compliance with Section 4.7, as the proposed solution provides a larger building setback than what is required, and provision of plantings of varying size and height to provide a dense, visual buffer.

Section 4.8

The applicant has also requested alternative compliance to grant relief from the requirements of Section 4.8 to reduce the number of shade trees and ornamentals proposed along the building frontage of the consolidated storage facility. The consolidated storage will be developed in three phases. Phase 1 will construct building one, Phase 2 will provide an outdoor storage area next to the building, and Phase 3 will replace the outdoor storage with a building addition. On average, one shade tree is required per 40 linear feet of frontage, and one ornamental is required per 1,000 square feet of building frontage when it is greater than 25 feet in depth.

REQUIRED: Section 4.8. Building Frontage Landscape Requirements (Phase 1/2)

Building Frontage Length	210 feet
Shade Trees (1 per 40 linear feet)	6

PROVIDED: Section 4.8. Building Frontage Landscape Requirements (Phase 1/2)

Building Frontage Length	210 feet
Shade Trees (1 per 40 linear feet)	3
Ornamental Trees	5

REQUIRED: Section 4.8. Building Frontage Landscape Requirements (Phase 3)

Building Frontage Length	380 feet
Shade Trees (1 per 40 linear feet)	10

PROVIDED: Section 4.8. Building Frontage Landscape Requirements (Phase 3)

Building Frontage Length	380 feet
Shade Trees (1 per 40 linear feet)	6
Ornamental Trees	9

Justification of Recommendation

The applicant proposes 3 shade trees for Phase 1 of the development, instead of the required six, and six shade trees for Phase 3 of the development, instead of the required ten. The applicant cites limited space due to the drive aisle and parking needed at the front of the buildings to support the development. As a result, the applicant proposes a combination of shade trees and ornamentals to address the deficiency. This includes three shade trees and five ornamental trees for Phase 1/2, and six shade trees and nine ornamentals for Phase 3.

The Alternative Compliance Committee finds the applicant's proposal for Phase 3 is equally effective as normal compliance with Section 4.8, as the proposed solution provides a 2:1 ratio of ornamental to shade trees. However, staff find that the proposal for Phase 1/2 does not meet the threshold of equally effective as normal compliance. The applicant should revise the landscape plan and schedules to provide an additional ornamental tree for Phase 1/2 to bring the total to six ornamental trees, prior to certification of DET-2022-018.

Landscape schedules that are requesting alternative compliance should be updated to note that they are requesting alternative compliance, prior to certification of the DET.

Recommendation

The Alternative Compliance Committee and the Planning Director recommends APPROVAL of Alternative Compliance ACL-2022-004 from the requirements of the

Landscape Manual, for Section 4.7, Buffering Incompatible Uses, to reduce the required buffer width along the western property line, which is adjacent to a civic/public use; and Section 4.8, Building Frontage Landscape Requirements, to reduce the number of shade trees and ornamentals proposed along the building frontage of the consolidated storage facility, subject to the following conditions:

1. Prior to certification of DET-2022-018, the following revisions shall be made, or information provided:
 - a. Revise the landscape plan and the associated Section 4.8-1 schedules to increase the number of ornamentals proposed to six, with Phase 1/2 of the development, and 10 with Phase 3.
 - b. Label landscape schedules to note which are approved for alternative compliance.

IV. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2010 PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

This property is exempt from the provisions of the WCO adopted in 2010 because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals. A Standard Letter of Exemption (S-202-2022) from the WCO was issued for this site, which expires on December 6, 2024. An approved Natural Resource Inventory Equivalency Letter (NRI-017-2017-01) was submitted with the subject application, demonstrating that the site has been previously developed and no REFs exist on-site. No additional information is required regarding woodland conservation.

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. Since the site is zoned CGO, a minimum of 10 percent of the site must be covered by tree canopy. As the limits of disturbance measures 5.32 acres, approximately 0.53 acre (23,174 square feet) of tree canopy must be provided. The site plan proposes sufficient tree canopy coverage between existing non-WCO trees and proposed landscape trees.

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 May 11, 2023 (Sams to Shelly), 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, subject to two conditions included in the Recommendation section of this technical staff report. 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 May 11, 2023 (Ryan to Shelly), the Transportation Planning Section provided a review of conditions attached to prior approvals and of the applicable Part 27-6 development standards, which are incorporated into the findings above. The Transportation Planning Section determined that the application is acceptable, subject to four conditions. Prior to certification, the applicant shall provide minimum loading berths throughout the site, as required by Section 27-6310(b); display long-term bicycle parking at each building, in accordance with Section 27-6309(b)(3)(A); update the minimum parking requirements, based on the neighborhood compatibility standards in Section 27-61203(f); and provide crosswalks throughout the site to connect the development to the existing commercial component of Bowie Marketplace and the neighboring single-family dwellings.

The subject property is governed by the Master Plan, as well as the 2009 *Approved Countywide Master Plan of Transportation*. This development will be served by several roads, including Superior Lane and Sage Lane, with the site located approximately 0.15 miles south of the intersection of Superior Lane and MD 450, which is classified as an arterial. The applicant's submission displays the portion of Superior Lane as two lanes within a 60-foot-wide right-of-way. This portion of Superior Lane has already been constructed and no additional right-of-way dedication is sought along this road.

- C. **Environmental Planning**—In memorandums dated April 20, 2023 and May 9, 2023 (Rea to Shelly), 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.

NRI-017-2017-01, and a Standard Letter of Exemption (S-202-2022) from the WCO issued for this site, which expires on December 6, 2024, were submitted with the DET application. The NRI demonstrates that the site was previously developed and has no existing REF on-site. The standard letter of exemption from the WCO was approved, as the site contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals.

An approved SWM Concept Plan (01-1022-208NE14) was submitted with the DET material, which shows the use of seven micro-bioretenion facilities. The concept plan was approved by the City of Bowie on October 11, 2022, and expires on October 11, 2025.

Soils within the project area include Urban land-Collington-Wist complex and Collington-Wist-Urban land complex. Marlboro and Christiana clays are not found to occur within the DET review area.

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 Chapter 21A, Article I, Soil, Erosion, and Sedimentation Control, of the Bowie City Code. Prior to certification of the DET, a copy of the erosion and sediment control plan must be submitted, so that

the ultimate limits of disturbance for the project can be verified and shown on the site plan.

- D. **Subdivision**—In a memorandum dated May 9, 2023 (Diaz-Campbell to Shelly), the Subdivision Section provided a review of conditions attached to prior approvals and noted technical revisions to the general notes on the DET coversheet, which have been included as conditions in the Recommendation section of this technical staff report.
- E. **Historic Preservation**—In a memorandum dated March 13, 2023 (Stabler to Shelly), 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 Master Plan includes 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. Therefore, 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 3, 2023 (Bartlett to Shelly), the Permit Review Section indicated 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 March 14, 2023, DPR indicated they have no comments for this subject application.
- H. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 9, 2023 (Giles to Shelly), DPIE offered numerous comments that were provided to the applicant and will be addressed in their separate permitting process. DPIE indicated that the site is located within the City of Bowie, and the site development concept plan shall be reviewed and approved by the City of Bowie.
- I. **Prince George's County Health Department**—In a memorandum dated March 7, 2023 (Adepoju to Shelly), the Health Department indicated that they had completed a desktop health impact assessment review of the submission, for Bowie Marketplace, located near Superior Lane in Bowie, Maryland. They provided comments regarding noise and dust during construction and indicated that all sources of air pollution must be registered with the Maryland Department of the Environment, Air and Radiation Management Administration. The installation of all underground storage tanks must also fully comply with all applicable provisions of the Code of Maryland Regulations 26.10.03. A condition has been included herein, to note the Prince George's County Health Department requirements on the DET.
- J. **Prince George's County Fire/EMS Department**—In an email dated March 1, 2023 (Reilly to Shelly), the Fire/EMS Department indicated that the fire department connection is not shown on the car wash building, which is required if the building will have a fire sprinkler system. The applicant provided a response that the car

wash would not be required to have a fire sprinkler system due to its size and interior water use, which was sufficient for the Fire Department, as stated in an email dated April 27, 2023 (Reilly to Shelly).

- K. **City of Bowie**—In a memorandum dated May 10, 2023 (Adams to Shapiro), the City of Bowie indicated that the City Council voted to recommend approval of DET-2022-018, subject to two conditions. The first condition requires the DET to be revised to provide appropriate crosswalks between the consolidated storage building and the existing retail component of Bowie Marketplace. The second condition asked the applicant to examine the use of pervious pavement on-site. The City identified two areas where pervious pavement could be installed, which are between the southern property line and the consolidated storage buildings and the parking lot between the car wash and consolidated storage uses. Staff agrees with both conditions and has provided them within the Recommendation section of this technical report. However, it should be noted that the ideal locations for the installation of pervious pavement could change, based on the applicant demonstrating conformance with the neighborhood compatibility standards requiring a reduction in parking spaces.
- L. **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-2022-018 and Alternative Compliance ACL-2022-004, for Bowie Marketplace, subject to the following condition:

- 1. Prior to certification of this detailed site plan (DET), the applicant shall:
 - a. Remove Condo Land Unit 2 from the title block of the DET coversheet.
 - b. In the Site Data table on the DET coversheet, under proposed uses, add the 150-square-foot maintenance shed, revise the limits of the DET to match the boundary of Parcel X-12, and update the gross tract area and net tract area.
 - c. Below the Bowie Marketplace table, add a note stating that there is no existing gross floor area on Parcels X-10 and X-11.
 - d. Revise General Note 2 to list Plat Book SJH 245 page 55 as the legal description for Parcel X-12.
 - e. Revise General Note 3 to remove the previously approved applications, which have expired.

- f. Revise General Note 26 to indicate that development for the shopping center is limited to 265,208 square feet of commercial development, or a use generating an equivalent transportation impact.
- g. Add a label on the DET plans indicating the parking spaces to the west of the site that will be removed and replaced with landscaping.
- h. Provide spot length and width dimensions of parking spaces, one per bay. Provide spot dimensions of Americans with Disabilities Act (ADA) spaces and ADA van spaces, including drive aisles, to demonstrate conformance.
- i. Provide building dimensions on the DET plans (including the canopy of the car wash).
- j. Label the maintenance shed on the DET plans.
- k. Provide dimensions of the canopy of the car wash on the architectural elevations.
- l. Provide the required formula for loading spaces in the parking tabulation. State the requirement (formula), the proposed square footage, and the resultant required and provided loading.
- m. Provide the height of the dumpster detail on the DET plans.
- n. Revise the outdoor storage fence and gate materials and heights to conform to Section 4.4, Screening Requirements, of the 2018 *Prince George's County Landscape Manual*.
- o. Indicate that the DET Phase 3 site plan is an exhibit to demonstrate conformance to the neighborhood compatibility requirements in Section 27-61200 of the Prince George's County Zoning Ordinance and provide a legend for this exhibit. Then submit a new Phase 3 site plan minus the exhibit information.
- p. Provide the square footage of the outdoor storage use on the DET plans.
- q. Revise the stacking exhibit to conform with Section 27-6206(m) of the Prince George's County Zoning Ordinance.
- r. Revise the height of lighting fixtures, indicating conformance to Section 27-6706 and Section 27-61203(g)(3) of the Prince George's County Zoning Ordinance.
- s. Revise the car wash architectural elevations to conform to Section 27-61002(g) of the Prince George's County Zoning Ordinance.
- t. Remove one freestanding sign to conform with the requirements of Section 27-61505 of the Prince George's County Zoning Ordinance.

- u. Revise the signage schedule to individually list the freestanding, canopy, and building-mounted signage per building. The schedule should state the maximum sign area, height, and location permitted and what is provided, in accordance with Section 27-61505 of the Prince George's County Zoning Ordinance.
- v. Add general notes on the DET coversheet indicating conformance to Section 27-61203(h) and 27-6706(a) of the Prince George's County Zoning Ordinance.
- w. Provide the picture of the existing 6-foot-high, wooden, board-on-board fence as a site detail within the DET.
- x. Relabel the limits of detailed site plan in the site data on the DET coversheet to the limits of disturbance.
- y. Revise the parking calculations provided on the DET coversheet to:
 - 1. Remove the two electric vehicle spaces from the parking required column for the car wash.
 - 2. Include a minimum and maximum parking requirement for each use and phase of the development. The minimum parking requirement shall reflect Section 27-6305(a) of the Prince George's County Zoning Ordinance, and the maximum parking requirement shall reflect Section 27-61203(f), Neighborhood Compatibility Standards, of the Zoning Ordinance
 - 3. Not exceed the neighborhood compatibility standard parking requirements within Section 27-61203(f) of the Prince George's County Zoning Ordinance for each use and phase of the project. This parking revision will likely result in a modified site layout, which shall be accepted and approved by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.
 - 4. Ensure the revised bicycle parking requirement conforms with Section 27-3609.
 - 5. Ensure the outdoor storage parking requirement conforms with the Table in Section 27-6305(a) of the Prince George's County Zoning Ordinance, in Phase 2.
- z. Revise the loading space dimensions to 12 feet wide by 45 feet long, to conform with Section 27-6310(b) of the Prince George's County Zoning Ordinance. This revision will likely result in a modified site layout, which shall be accepted and approved by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.

- aa. Revise the Open Space Set-Aside exhibit to conform with Section 27-6404 of the Prince George's County Zoning Ordinance. The revision shall be accepted and approved by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.
- bb. Revise the landscape schedules provided on the landscape plans as follows:
 - 1. Revise the Section 4.2-1 schedule to not include existing trees and shrubs within the new plant material requirements.
 - 2. Revise the Section 4.2-1 schedule to state the shade tree requirement is nine trees and not eight. Provide one additional shade tree to meet the requirement.
 - 3. Revise the various Section 4.3-2 schedules based on the conditioned parking requirements, which will reduce the number of parking spaces and parking area for each phase of the project.
 - 4. Provide an exhibit for Section 4.3-2 that labels each required parking area and the required shade trees within that parking area.
 - 5. Provide a note demonstrating that the loading spaces, outdoor storage, and trash and recycling facilities are adequately screened, in accordance with Section 4.4 of the 2018 *Prince George's County Landscape Manual*.
 - 6. Revise the required plant units for the Section 4.7-1 Buffer 1 schedule from 317 plant units to 303 plant units.
 - 7. Revise the required minimum width of landscape yard for the Section 4.7-1 Buffer 2 schedule from 40 feet to 20 feet and remove the alternative compliance request from the schedule.
 - 8. Revise the required minimum width of landscape yard for the Section 4.7-1 Buffer 3 schedule from 30 feet to 15 feet.
 - 9. Revise the Section 4.8-1 schedules to increase the number of ornamentals proposed to 6, with Phase 1/2 of the development, and 10 with Phase 3.
 - 10. Revise the Section 4.8-1 schedules to illustrate the total area of shrubs provided within tree planters and demonstrate that all ornamental trees are counted.
 - 11. Label all landscape schedules to note which are approved for alternative compliance.
- cc. Install appropriate historical interpretation, wayfinding signage, and/or public art on-site to meet Community Heritage, Culture, and Design Goal 2, as described in the 2022 *Approved Bowie-Mitchellville and Vicinity Master*, to

be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.

- dd. Provide long-term bicycle parking at each building, in conformance with Section 27-6309 of the Prince George's County Zoning Ordinance.
- ee. Provide surface markings on the DET to conform with Section 27-6304(d) of the Prince George's County Zoning Ordinance.
- ff. Provide documentation of the required and existing parking for the existing Bowie Marketplace development.
- gg. Submit a copy of the erosion and sediment control plan, so that the ultimate limits of disturbance for the project can be verified and shown on the site plan.
- hh. Construct electric-assist bicycle and electric infrastructure at the Bowie Marketplace site, consistent with Strategy TM 5.1, to be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.
- ii. Provide additional crosswalks to increase the connectivity between the surrounding neighborhoods and the existing commercial Bowie Marketplace development to the subject site.
- jj. The applicant shall examine the use of pervious paving in the less heavily traveled portions of the site, to be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.