

July 30, 2009

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Specific Design Plan, SDP-0008  
Bowie New Town Center, Lots 1 and 2

The Urban Design Review staff has completed its review of the site development plans for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as stated in the Recommendation section of this report.

EVALUATION CRITERIA

This Specific Design Plan was reviewed and evaluated for compliance with the following criteria:

- a. Basic Plan A-8589-C
- b. Comprehensive Design Plan CDP-8504/01
- c. Preliminary Plat of Subdivision 4-00029
- d. Specific Design Plan SDP-9711
- e. Zoning Ordinance regulations for development in the M-A-C Zone
- f. Applicable sections of the *Landscape Manual*
- g. The Woodland Conservation and Tree Preservation Ordinance
- h. Referral responses from other agencies and divisions.

## FINDINGS

The Urban Design Section recommends the Planning Board adopt the following findings:

1. Specific Design Plan, SDP-0008 is for the development of Lots 1 and 2 of the Bowie New Town Center. The subject property was included in the review of Specific Design Plan SDP-9711 as a portion of the overall Bowie New Town Center. Lots 1 and 2 were previously known as part of Parcel A and were approved for rough grading only on SDP-9711.

2. Site Development Data:

Bowie New Town Center  
Lots 1 and 2  
SDP-0008

Zone:	M-A-C
Gross Site Area	10.2 acres
Lot 1	6.6 acres
Lot 2	3.6 acres
Proposed Use	Integrated Shopping Center
Total Building Area	107,441 sf
Lot 1	
Building I	65,782 sf
Lot 2	
Building H	31,579 sf
Building G	10,080 sf
Parking Spaces Required	
Lot 1-1 space per 200 sf	329 spaces
Lot 2-4.5 spaces per 1000 sf***	187 spaces
Handicap Spaces Required	
Lot 1	8 spaces
Lot 2	5 spaces
Parking Spaces Provided	
Lot 1	
Standard (9.0' x 18.0')**	350 spaces
Compact	none
Handicapped	8 spaces (8 of which are van)

Lot 2	
Standard (9.0' x 18.0')**	209 spaces
Compact	none
Handicapped	5 spaces (3 of which are van)
Loading Spaces Required	3 spaces
Loading Spaces Provided	4 spaces
Green Area Required	
Lot 1	12%
Lot 2	12%
Overall required per CDP	18%
Green Area Provided	
Lot 1	21.7%
Lot 2	13.5%
Overall provided (Core, Lot 1 and Lot 2)	20.0%
**	DDS approved by the City of Bowie for the reduction in the size requirements for standard = size parking spaces.
***	DPLS approved by the City of Bowie for reduction in number of required spaces from 1 space/200 sf of GLA to 4.5 spaces/1,000 sf of GLA.

#### Conformance with Basic Plan

3. The proposed Specific Design Plan is in general conformance with the approved Basic Plan A-8589-C in regard to land use types, quantities and conditions of approval. The following condition and consideration warrant discussion:

#### Condition

7. **The Specific Design Plan for Parcel 9 shall provide significant alternative landscape treatment to mitigate the loss of the 7.5 acre tree stand.**

Comment: Originally, the 7.5 acres was a stand of mature woods that was located in the southeast corner of Parcel 9 (which constituted the entire Bowie New Town Center commercial site), just upstream of the existing off-site stormwater management pond. The tree preservation area was intended to act as a natural filter for stormwater runoff from the commercial development before it reached the stormwater management pond. The Basic Plan was amended in 1988, and the wooded area was removed from the plan, subject to the above condition. Comprehensive Design Plan CDP-8504/01 was approved with the following condition that was intended to directly address the condition of the Basic Plan:

1. **In order to accommodate significant alternate landscape treatments and potential woodland conservation areas, the landscape strip along MD 197**

**shall be a minimum of 20 feet wide with an average width which exceeds 20 feet to the degree possible.**

Comment: Lots 1 and 2 provide for the minimum 20-foot-wide landscape strip with an average width of 36 feet.

**Consideration**

10. The Phase III submittals shall include a 100-year floodplain study, with calculations based upon ultimate development.

Comment: The City of Bowie reviews the plans for stormwater management for properties within the city limits. It was determined during that review that 100-year floodplain did not exist and a study was not required.

**Conformance with Comprehensive Design Plan**

4. The Specific Design Plan will be in general conformance with the approved Comprehensive Design Plan, CDP-8504/01 and applicable conditions of approval when the conditions of the Recommendation Section below have been met. The following conditions of CDP-8504/01 apply to this plan of development and warrant discussion:

3. **Minimum green space requirements for Parcel 9 shall be 18 percent overall, and none of the subparcels (main core, A, B1, B2, C or D) shall be less than 12 percent.**

Comment: The green space provided for Lots 1 and 2 is 21.7 percent and 13.5 percent, respectively. The overall green space requirement is based on the previously approved SDP-9711 for the retail core development, Lots 1 and 2. The green space provided for those three lots is 20 percent.

4. **The following are revised parking and building setbacks for Parcel 9:**

**Parking Setbacks:**

Development Area	MD 197	Northview Drive	Old Evergreen Pkwy ROW	New Evergreen Pkwy ROW
Main Mall	20'	50'	25' from Northview Drive to Endicott Road 20' from B2 to Excalibur Road	10'*
A	20'	40'	X	X
B1	20'	X	X	X
B2	20'	X	20'	X
C	X	X	10'	20' *
D	X	X	10'	20' *

\* Alternative Compliance may be approved by the Planning Director at the time of Specific Design Plan for slight adjustment of setbacks.

Comment: The proposed parking setbacks for each of the lots are in conformance with the requirements above. MD 197 has a minimum 20-foot parking setback and Northview Drive has a minimum 40-foot parking setback.

**Building Setbacks:**

Development Area	MD 197	Northview Drive	Old Evergreen Pkwy	New Evergreen Pkwy
Main Mall	225'	200'	20'	10'
Sears TBA	80'	X	X	X
A	50'	50'	X	X
B1	50'	X	X	X
B2	50'	X	50'	X
C	X	X	20'*	20'
D	X	X	20'*	20'

**\*Building setbacks shall average 20 feet from Old Evergreen Parkway. Any buildings that encroach within the 20-foot setback shall be screened with a continuous row of evergreen plantings.**

Comment: The proposed building setbacks for each of the lots exceed the requirements above.

- 9. Varied and staggered parking lot setbacks, together with variable landscape strips and berms shall be used to avoid a wall or corridor of parking along MD 197 and Northview Drive. These techniques shall be used in the design and development of peripheral Development Areas A and B during the SDP process.**

Comment: The setbacks proposed for the parking lots are somewhat varied along MD 197. Also, the parking compounds are lower than the street elevation of Northview Drive and MD 197, which will provide a buffer along the street edge. The change in elevation creates a visual screen of the parking located along the street edge.

- 10. A separate Specific Design Plan application shall be submitted for Development Areas A, B, C and D, and for the ■Future Permissible Building Area(s)•, ■Expansion Area(s)• and the ■Future Permissible Parking Deck•.**

Comment: This Specific Design Plan, SDP-0008 fulfills the requirement above.

- 11. Membership-type, bulk retailing stores shall be prohibited throughout the entire site (Parcel 9).**

Comment: A grocery store is proposed for Lot 1. Small retail shops are proposed for Lot 2.

- 12. To ensure the continuation of the street and pedestrian system begun by the retail core area, the four peripheral Development Areas of Parcel 9 shall be developed to be compatible with the retail core area.**

Comment: The architectural design and layout of the proposed retail facilities on Lots 1 and 2 are compatible with the retail core area.

#### Conformance with Preliminary Plat of Subdivision

5. The Specific Design Plan is in general conformance with Preliminary Plat of Subdivision 4-00029.

#### Conformance with Specific Design Plan SDP-9711

6. The subject Specific Design Plan, SDP-0008 will be in general conformance with the previously approved Specific Design Plan, SDP-9711 which was approved on December 2,

1999 by the Planning Board. That Specific Design Plan was approved for the entire Parcel 9, also known as Parcel N as identified on 4-00029. Specific Design Plan SDP-9711 approved the entire core area of the retail center, but approved all of the outlots for grading only. This Specific Design Plan is for Lots 1 and 2 as identified on 4-00029, and includes the site plan, landscape plan and the architectural elevations for the two lots. The following conditions of SDP-9711 apply to the development of these lots and warrant discussion:

- 1c. Additional landscaping shall be provided along all public rights-of-way of the property in the form of a mixture of deciduous trees, evergreens and/or ornamentals and shrubbery, exceeding the requirements of Section 4.3, Parking Lot Landscape Strip, of the *Landscape Manual*.**

Comment: The Landscape Plan for Lots 1 and 2 indicates conformance to this condition. More than the minimum quantity of plant materials required by Section 4.3 have been provided.

- 6. All commercial structures shall be fully equipped with an automatic fire suppression system in accordance with National Fire Protection Association (NFPA) Standard 13 and all applicable County Regulations.**

Comment: This condition is included in the recommendation section of this report because it must be enforced in the review of the building permits for these properties.

- 7. An SDP shall be submitted for each of the ■Future Permissible Building Area(s)▲, ■Expansion Area(s)●, ■Future Permissible Parking Deck● and each of the Development Areas (A, B, C and D) shown on the CDP.**

Comment: This SDP-0008 constitutes fulfillment of the condition above.

- a. Buildings in Development Block A shall be configured in a block pattern with some shops facing the main ring road.**

Comment: The layout of the retail buildings are in a block pattern and some of the shops face the main ring road.

- b. Pedestrian connections from the main retail core area shall be extended into each of the Development Areas. These pedestrian connections shall include pedestrian walkways through the parking fields of the main retail core area.**

Comment: The pedestrian connections have been shown on the subject plan; however SDP-9711 actually governs the construction of these facilities.

- c. Elements of building materials and colors, building architectural style, landscaping and planting materials and techniques, light poles and fixtures, street furniture, and signage styles used in the main retail core area shall be used in the peripheral Development Areas.**

Comment: The proposed architectural elevations indicate conformance to the overall design theme for the development of Bowie New Town Center.

9. **All handicap parking stalls shall be painted blue in their entirety, in addition to the standard pavement-painted handicap symbol and signage located at the head of each stall. A note shall be placed on the plan indicating that all handicap stalls will be painted blue. In addition, a five-foot-wide aisle to the right of all handicap parking spaces shall be painted blue and delineated with white striping to permit easier access for users of those spaces.**

Comment: The subject site plan includes a note on the plan indicating conformance to the requirement above.

10. **At least one van accessible space shall be provided in each grouping of handicap spaces. This would result in 20 van accessible handicap parking spaces being provided at this time.**

Comment: The subject site plan is in conformance to the requirement above.

11. **Depressed curb shall be provided at the heads of all handicap parking spaces where they abut a sidewalk, and in all locations where sidewalks intersect the parking lot or internal driveway/roadway system.**

Comment: The subject site plan is in conformance to the requirement above.

13. **The height of the screen walls in the delivery areas shall be a minimum of 12 ft. in height. Landscaping, including canopy trees, ornamental/flowering trees, evergreen trees, shrubs and ground cover and grass shall be provided on the exterior of the screen walls. The exterior finish of the screen walls shall match that of the rears of the buildings to which they are adjacent in terms of use, colors and patterns of materials.**

Comment: The height of the screen walls in the delivery areas is shown as 12 feet. Landscaping is shown appropriately. Details of the screen walls should be added to the plans in order to demonstrate conformance to the condition above.

16. **A traffic signal shall be installed at the MD 197/site access intersection. This signal shall be bonded and permitted prior to the DER issuance of the first certificate of occupancy for the site and shall be fully operational prior to the DER issuance of the second certificate of occupancy for the site. The SHA shall be involved in designing and approving the length of left turn storage lanes on northbound MD 197. Serious consideration shall be given to creating a double left turn lane into the site at this intersection. If a double left turn lane is recommended and approved by SHA, it shall be installed and functioning in conjunction with the traffic signal at this intersection.**



Comment: This condition is included in the recommendation section of this report because it must be enforced in the review of the building permits for this property. It has been modified only to clearly indicate that the timing mechanism relates to the overall project. It may or may not apply to either Lot 1 or 2, depending on the overall timing of the development of Bowie New Town Center.

- 17. The applicant shall install traffic signals at the Evergreen Parkway/New Haven Drive/Northview Drive intersection, the Health Center Drive/site access/Northview Drive intersection, and the MD 197/site access intersection. The traffic signals at the Evergreen Parkway/New Haven Drive/Northview Drive intersection and Health Center Drive/site access/Northview Drive intersection shall be fully operational prior to the DER issuance of the certificate of occupancy for the Hecht's store (the first store). Left turn lanes shall be added by the developer in both the north and south bound directions at the Northview Drive intersections, as required by the City's Department of Public Works. The traffic signal at the MD 197/site access intersection shall be operational prior to the DER issuance of the certificate of occupancy for any of the remaining buildings shown on the SDP.**

Comment: This condition is included in the recommendation section of this report because it must be enforced in the review of the building permits for this property. It has been modified to clearly indicate that the timing mechanism relates to the overall project and that it applies to the second certificate of occupancy for the overall timing of the site. It may or may not apply to either Lot 1 or 2, depending on the overall development of Bowie New Town Center.

- 18. The queue length for left turning vehicles exiting the site at the MD 197/site intersection shall be calculated based on accepted SHA procedures where anticipated traffic light cycle lengths are factored into calculations. This intersection shall be redesigned and constructed in accordance with SHA approval prior to the DER issuance of the second certificate of occupancy for the site. Consideration shall be given to designing the center lane on the subject site as a left turn/through lane, in light of the recent approval for a 60,000-square-foot office building (ADS) on the north side of MD 197.**

Comment: This condition is included in the recommendation section of this report because it must be enforced in the review of the building permits for this property. It may or may not apply to either Lot 1 or 2, depending on the overall timing of the development of Bowie New Town Center.

- 19. The applicant shall be responsible for funding all improvements noted in #11 above, except as noted below:**

<u>Intersection</u>	<u>Applicant's Funding Level</u>
MD 197/site access	100%

<b>Health Center Drive/site access/ Northview Drive</b>	<b>50% (Remaining 50% to be provided by City)</b>
<b>New Haven/Evergreen Parkway/ Northview Drive</b>	<b>100%</b>

Comment: The resolution was written in error, #11 should have read #17 (a corrected resolution must be executed). This condition is included in the recommendation section of this report because it must be enforced in the review of the building permits for this property. It may or may not apply to either Lot 1 or 2, depending on the timing of the overall development of Bowie New Town Center.

- 20. Upon the DER issuance of the first certificate of occupancy for more than 750,000 square feet of building area on the site, the applicant shall conduct a new warrant study for a future traffic signal at the MD 197/Evergreen Parkway intersection. If warranted, the applicant shall install the signal, which shall be fully operational not later than six months after the signal is deemed warranted.**

Comment: This condition is included in the recommendation section of this report because it must be enforced in the review of the building permits for this property. It may or may not apply to either Lot 1 or 2, depending on the overall time of the development of Bowie New Town Center.

- 23. The CDP and SDP shall be compatible in terms of showing and identifying all trails, including, but not limited to, showing an eight-foot asphalt trail on the south side of relocated Evergreen Parkway and showing a five-foot sidewalk along the south side of MD 197, between Northview Drive and the site entrance on both the CDP and SDP. If it is determined that extensive grading, retaining walls or boardwalking would be required for the latter, the applicant shall escrow the estimated cost of the sidewalk improvement (approximately \$12,000) with the City to be applied to landscaping amenities recommended by the MD 197 South Landscaping Task Force.**

Comment: Prior to signature approval the site and landscape plans must be revised to include five-foot-wide sidewalk along the south side of MD 197.

- 30. The following crosswalks shall be impressed concrete or stamped/impressed colored asphalt (similar to the technique used at the intersection of Belair Drive and Tulip Grove Drive):**

- a. In the on-site ring road, to delineate crossings to Blocks A and B.**

Comment: The pedestrian connections have been shown on the subject plan, however SDP-9711 actually governs the construction of these facilities.

- 31. All pedestrian crossings shall be identified by the installation of the standard signage in each direction.**

Comment: The subject site plan includes a note on the plan indicating conformance to the requirement above.

- 32. Concrete sidewalk, a minimum of six feet in width, shall be provided in the following locations:**

**a. From the western elevation of Building VI into Block A.**

Comment: The pedestrian connection have been shown on the subject plan, however SDP-9711 actually governs the construction of these facilities.

**b. From between Buildings V and VI into Block A.**

Comment: The pedestrian connections have been shown on the subject plan; however SDP-9711 actually governs the construction of these facilities.

- 40. A landscaped island shall be installed every consecutive 20 parking spaces.**

Comment: The plan indicates a landscaped island every consecutive 20 parking spaces.

- 42. The combined height of the parking lot light poles and bases shall not exceed 33 ft. (30-foot poles/3-foot maximum base). Details shall be provided on the plans indicating the style and color of the poles and fixtures of parking lot lighting.**

Comment: The plan indicates the details of the lighting fixture conform to the condition above.

- 43. All parking lot lighting shall consist of cut-off fixtures so as to minimize off-site glare, shall include timing devices to turn off unneeded lighting during times the parking lots are not in use, and shall be downlit so as to not cast glare off-site.**

Comment: The subject site plan includes a note on the plan indicating conformance to the requirement above.

- 44. Accent lighting shall be provided on all elevations of all buildings.**

Comment: Prior to signature approval, the architectural elevations shall be modified appropriately to indicate accent lighting.

- 50. Signage.**

**a. Prior to the issuance of a sign permit, a Specific Design Plan shall be approved by the Planning Board or its designee that includes loca-**

**tions, height, area, design and massing of the pylon, monument and restaurant signs that is subject to the review of the City of Bowie.**

Comment: An application for a Specific Design Plan for the signage on the overall Bowie New Town Center project is currently under review by the Urban Design Section.

**b. The following shall be used as design guidelines for the future submission of signage.**

**2. Monument signs should generally not exceed approximately 30 square feet in area (i.e. 6 foot-high by 5 feet long) stating only ■Bowie Town Center■. Monument signage may be placed at the following intersections: MD 197/Evergreen Parkway; MD 197/Northview Drive; Northview Drive/Evergreen Parkway; and, Evergreen Parkway/Excalibur Road.**

Comment: A monument sign is proposed on the site plan at the intersection of MD 197 and Northview Drive. The base of the sign is shown on Lot 1. The actual sign itself will be reviewed under the separate application for signage as stated above.

**7. Signage on the awning signs should be limited to the front flap only; signage should not be permitted on the top or sides of the awning. The area of awning signs should not exceed that permitted by the Zoning Ordinance for each store.**

Comment: This condition is included in the recommendation section of this report because it must be enforced in the review of the building permits for this property.

**c. Each store shall apply for a separate sign permit.**

Comment: This condition is included in the recommendation section of this report because it must be enforced in the review of the building permits for this property.

**d. The area of building-mounted signs composed of pinned-on letters shall not exceed the ratio of two square feet of sign area per lineal foot of width of the store's main entrance, up to a total of 400 square feet.**

Comment: This condition is included in the Recommendation section of this report because it must be enforced in the review of the building permits for this property.

**54. Delivery trucks and trash trucks for the commercial uses shall be prohibited from using Evergreen Parkway and Excalibur Road (between Mitchellville Road to the site). Trash pick-up shall be limited to the following hours: 7 AM to 10 PM Monday through Friday and 9 AM to 10 PM Saturday and Sunday. Access routes for delivery trucks and trash trucks for Blocks C and D and for Parcel V shall be addressed at the time of review of their respective SDPs.**

Comment: The subject site plan includes a note on the plan indicating conformance to the requirement above.

Conformance with Zoning Ordinance and Landscape Manual

7. The Specific Design Plan is in conformance with all applicable regulations governing development in the M-A-C Zone, and with applicable standards of the *Landscape Manual* except that some of the landscaping to fulfill Section 4.3(a) of the *Landscape Manual* is located within the State Highway Administration lands. Although the staff does not object to the proposal, it is important that the SHA review and approve the proposal. Alternative Compliance is required to count plant material located outside the limits of the property to fulfill the requirements of the *Landscape Manual*. The applicant is aware of the issue and plans to submit an application for Alternative Compliance as soon as possible. The staff recommends that the Alternative Compliance be approved prior to signature approval of the SDP.

Required Findings of Section 27-528 of the Zoning Ordinance (in addition to Finding 3 above)

8. By memorandum dated July 3, 2000, Tom Masog to Susan Lareuse, the Transportation Planning Section made the following comments:

The transportation staff has reviewed issues regarding the development of the area including the subject site extensively as a part of the review of CDP-8504/01 and SDP-9711, both of which were completed within the past year. This referral will, therefore, review those issues point-by-point, continue with a discussion of outstanding conditions and conclude with the required findings. The points discussed during staff's review of the recent CDP include:

- A Specific Design Plan requires a finding that the development will be adequately served within a reasonable period of time... by the needed transportation facilities. The transportation staff has noted that the site was subjected to a test of transportation adequacy in 1986, and since that time the transportation improvements that were needed to serve the entire Bowie New Town Center, including the subject parcel, were fully constructed. The entire town center parcel (which includes the subject property) has a cap of 1,125,000 square feet of retail space and 100,000 square feet of office space, and this is consistent with the level of development that was considered in 1986. Combining the current proposal with development approved under SDP-9711, the town center parcel would contain 692,500 square feet of retail space, well below the cap.
- The subject site does not front on Evergreen Parkway; therefore, no discussion of that facility is required at this time.
- The CDP included some discussion of traffic calming strategies within the town center parcel. The subject plan includes stamped

asphalt crosswalks connecting the buildings within the subject site to the larger town center. These crosswalks are in an appropriate location, and are an appropriate strategy for their locations.

- Issues regarding the PT-1 alignment, as recommended in the *Bowie, Collington, Mitchellville and Vicinity Master Plan*, were fully discussed during the staff's review of CDP-8504/01, and the submitted SDP is consistent with those discussions.

There are a number of transportation-related conditions on earlier development review stages that may require review at the time of SDP. However, none of these conditions affect the development status of the subject site with regard to transportation. Therefore, the proposal appears to conform to prior approvals from the standpoint of transportation.

Vehicular and pedestrian access within the site is acceptable. Adequate right-of-way in accordance with the Master Plan exists along MD 197 and Northview Drive.

As noted previously, the subject property is part of a larger project which has largely completed roadway improvements in the area pursuant to a finding of adequate public facilities made in 1986 for Preliminary Plat of Subdivision 4-86049. Insofar as the basis for that finding is still valid, and in consideration of the materials discussed earlier in this memorandum, the transportation staff finds that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as a part of the development if the development is approved. Furthermore, the submitted plans are in conformance with past approved plans, including the approved Comprehensive Design Plan.

9. In a memorandum dated July 6, 2000, Tiffany Williams and Sam White to Susan Lareuse, the Growth Policy and Public Facilities Planning Section has determined that the staging of the development will not be an unreasonable burden on the available public facilities per Sec. 27-520 (a)(8) of the Zoning Ordinance. The Growth Policy and Public Facilities Planning Section concludes:

The existing **fire engine service** at **Bowie Fire Station, Company 43** located at **16400 Pointer Ridge Drive** has a service response time of **5.59** minutes, which is **beyond** the **3.25** minutes response time guideline.

The existing **ambulance service** at **Bowie Fire Station, Company 43** located at **16400 Pointer Ridge Drive** has a service response time of **5.59** minutes, which is **beyond** the **4.25** minutes response time guideline.

The existing **paramedic service** at **Bowie Fire Station, Company 43** located at **16400 Pointer Ridge Drive** has a service response time of **5.59** minutes, which is **within** the **7.25** minutes response time guideline.

The existing **ladder truck service** at **Bowie Fire Station, Company 39** located at **15454 Annapolis Road** has a service response time of **5.87** minutes, which is **beyond** the **4.25** minutes response time guideline.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines For The Analysis Of Development Impact On Fire and Rescue Facilities*.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed above, the Fire Department recommends that all commercial structures be fully sprinkled in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County Laws.

The Approved and Adopted Bowie-Collington-Mitchellville and Vicinity Master Plan proposes a new fire station be located in the vicinity of the Bowie New Town Center. This proposed station is programmed in the Adopted FY 2000 Capital Improvement Program and would provide adequate response time for fire engine and ambulance services to subject development.

The proposed development is within the service area of the District II-Bowie station. The staff concludes that the existing County police facilities will be adequate to serve the proposed Advanced Distribution System development.

10. The site has an approved stormwater management concept plan (CSD 99-0901-206NE13), approved by the City's Public Works Department; therefore, adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties.
11. By memorandum dated June 14, 2000, John Markovich to Susan Lareuse, the Environmental Planning Section offers the following comments:

No streams, wetlands or floodplains have been found to occur on these lots beyond those already permitted to be disturbed under a valid Prince George's County grading permit. The applicant has a valid Corps of Engineers and Maryland Department of Environment permit to allow the disturbance to the stream, wetlands and associated buffers.

There are no scenic or historic roads adjacent to this property. No noise adverse noise impacts to this site have been identified and this site is not a noise generator that would adversely impact nearby residential areas. No sensitive species habitat has been found to occur in the vicinity of this property. The soils on the site include Collington fine sandy loam and Adelphia fine sandy loam which have no significant limitations with respect to the development of this property. There is no Marlboro clay found to occur in the vicinity of this site.

A Forest Stand Delineation (FSD) and Type I Tree Conservation Plan (TCPI/38/99) and a Type II Tree Conservation Plan (TCPII/77/97) were reviewed and approved in conjunction with prior approvals associated with this property. The proposed development as reflected on SDP-0008 is in conformance with the previous approvals and does not require any revision.

The environmental conditions approved in conjunction with CDP-8504/01, CDP-8504/02 and SDP-9711 addressed the concerns of this office. No additional conditions or revised conditions are recommended for this SDP.

#### Referral Responses

12. The State Highway Administration, by referral dated June 15, 2000, (Bailey to Lareuse) states the following:

We have completed our evaluation of the site plan and support documentation. Generally, the plan as presented appears to be consistent with State Highway Administration (SHA) guidelines. Also, we note the plan reflects proposed improvements within MD 197 right-of-way, which need to be constructed and fully operational prior to development completion. This office has been in concert with the developer's engineer regarding transportation-related improvements. We are confident that the scope of improvements identified in PGCPB No. 99-233 and the submitted plan will be implemented.

13. By memorandum dated (Shaffer to Lareuse), the Trails Planner of the Transportation Planning Section offered the following comments:

Bicycle parking shall be provided. The exact number shall be in proportion to the total of 116 bicycle parking spaces required for the entire Bowie New Town Center development (SDP-9711, Condition 1.e). The location of the racks shall be shown on the plan.

14. Attached to this report is a copy of the City of Bowie recommendations to the Planning Board. A verbal presentation will be made of their recommendations at the public hearing.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Specific Design Plan SDP-0008 for the above-described land, subject to the following conditions:

1. Prior to certificate approval, the following revisions shall be made to the Specific Design Plan or information provided:
  - a. The site and landscape plans shall be revised to include five-foot-wide sidewalk along the south side of MD 197.



- b. The architectural elevations shall be modified appropriately to indicate accent lighting.
  - c. Bicycle parking shall be provided. The exact number shall be in proportion to the total of 116 bicycle parking spaces required for the entire Bowie New Town Center development. The location of the racks shall be reviewed and approved by the Urban Design Section.
  - d. Details and specifications of the screenwalls shall be added to the plans in order to demonstrate conformance to building materials, including color and patterns.
- 2. All commercial structures shall be fully equipped with an automatic fire suppression system in accordance with National Fire Protection Association (NFPA) Standard 13 and all applicable County Regulations.
  - 3. A traffic signal shall be installed at the MD 197/site access intersection. This signal shall be bonded and permitted prior to the DER issuance of the first certificate of occupancy for the site (previously known as Parcel N) and shall be fully operational prior to the DER issuance of the second certificate of occupancy for the site. The SHA shall be involved in designing and approving the length of left turn storage lanes on northbound MD 197. Serious consideration shall be given to creating a double left turn lane into the site at this intersection. If a double left turn lane is recommended and approved by SHA, it shall be installed and functioning in conjunction with the traffic signal at this intersection.
  - 4. The applicant shall install traffic signals at the Evergreen Parkway/New Haven Drive/Northview Drive intersection, the Health Center Drive/site access/Northview Drive intersection, and the MD 197/site access intersection. The traffic signals at the Evergreen Parkway/New Haven Drive/Northview Drive intersection and Health Center Drive/site access/Northview Drive intersection shall be fully operational prior to the DER issuance of the certificate of occupancy for the Hecht's store (the first store). Left turn lanes shall be added by the developer in both the north and south bound directions at the Northview Drive intersections, as required by the City's Department of Public Works. The traffic signal at the MD 197/site access intersection shall be operational prior to the DER issuance of the certificate of occupancy for any of the remaining buildings shown on the SDP (or the second certificate of occupancy for the site, previously known as Parcel N).
  - 5. The queue length for left turning vehicles exiting the site at the MD 197/site intersection shall be calculated based on accepted SHA procedures where anticipated traffic light cycle lengths are factored into calculations. This intersection shall be redesigned and constructed in accordance with SHA approval prior to the DER issuance of the second certificate of occupancy for the site. Consideration shall be given to designing the center lane on the subject site as a left turn/through lane, in light of the recent approval for a 60,000 square foot office building (ADS) on the north side of MD 197.
  - 6. The applicant shall be responsible for funding all improvements noted in #11 above, except as noted below:

<u>Intersection</u>	<u>Applicant's Funding Level</u>
MD 197/site access	100%
Health Center Drive/site access/ Northview Drive	50% (Remaining 50% to be provided by City)
New Haven/Evergreen Parkway/ Northview Drive	100%

7. Upon the DER issuance of the first certificate of occupancy for more than 750,000 square feet of building area on the site, the applicant shall conduct a new warrant study for a future traffic signal at the MD 197/Evergreen Parkway intersection. If warranted, the applicant shall install the signal, which shall be fully operational not later than six months after the signal is deemed warranted.
8. Prior to the issuance of building-mounted signs and signage on the awnings for each individual tenant, the following criteria shall be met:
  - a. Signage on the awning signs shall be limited to the front flap only; signage shall not be permitted on the top or sides of the awning. The area of awning signs shall not exceed that permitted by the Zoning Ordinance for each store.
  - b. The area of building-mounted signs composed of pinned-on letters shall not exceed the ratio of two square feet of sign area per lineal foot of width of the store's main entrance, up to a total of 400 square feet.
9. Prior to signature approval, the applicant shall obtain approval of Alternative Compliance to Section 4.3(a) in order to plant within the SHA right-of-way.