City of Bowie
Regular City Council Meeting

Monday, May 1, 2023
Council Chambers - 8 p.m.

AGENDA

I. CALL MEETING TO ORDER

II. PLEDGE OF ALLEGIANCE

III. QUORUM

IV. AGENDA ADDITIONS/DELETIONS/AMENDMENTS

V. CITIZEN PARTICIPATION

VI. PRESENTATIONS

VII. CITY BOARDS AND COMMITTEES

VIII. COUNCIL ANNOUNCEMENTS

IX. CITY MANAGER'S REPORT

X. CONSENT AGENDA

- **A.** Approval of April 17, 2023 Meeting Minutes
- **B.** Adoption of Proclamation P-6-23 Proclaiming April 30 Through May 6, 2023 as Professional Municipal Clerks Week in the City of Bowie
- **C.** Adoption of Proclamation P-7-23 Proclaiming May 16, 2023 as "I Love to Listen Day" in the City of Bowie
- **D.** Adoption of Proclamation P-8-23 Proclaiming the Week of May 7-13, 2023 as Children's Mental Health Awareness Week in the City of Bowie
- **E.** Adoption of Resolution R-27-23 Awarding a Contract to Bry's Lawn Care and Landscaping, LLC for Vinyl Chain Link Fence Installation
- **F.** Introduction of Ordinance O-6-23 Supplemental Appropriations for the Annual Budget for the Fiscal Year ending June 30, 2023.
- **G.** Approval of Tanglewood Natural Area Master Plan

XI. OLD BUSINESS

- **A.** Adoption of Ordinance O-4-23 Amending the Code of the City of Bowie, Chapter 21A to Amend the Title of the Chapter and the Name of Article I Thereof, to Amend Sec. 21A-9 "Permits - Requirements, Expiration and Renewal" to Provide That Erosion and Sediment Control Permits Shall be Valid for Three Years, and to Amend Sec. 21A-28 "Municipal Grading Permits - Term" to Provide that Grading Permits Shall be Valid for Two Years - **Public Hearing/Eligible for Action**

B. FY 2024 Budget, CIP and Constant Yield Tax Rate - Staff will discuss Fiscal Year 2024 Budget, CIP and Constant Yield Tax Rate - **Public Hearing/Eligible for Action**

C. Economic Development Roundtable –Staff will present a draft plan for an Economic Development Roundtable initiated by Council at the March 6, 2023 meeting

XII. NEW BUSINESS

A. Half Note Lounge - Representatives will brief Council on their brand.

B. Detailed Site Plan DET-2022-018 - Bowie Marketplace Consolidated Storage and Car Wash - **Public Hearing/Eligible for Action**

C. Adoption of Resolution R-26-23 Approving the Citizen Input and Proposed Projects for the Community Development Block Grant Program - **Public Hearing/Eligible for Action**

XIII. ADJOURNMENT

Note: The Ethics Commission has advised that under certain circumstances, members of the public may qualify as lobbyists when they testify before the City Council. If so, the Bowie Ethics Ordinance requires that certain information be filed with the Ethics Commission. Please review the information about lobbying that is provided with the City Clerk. If you have any questions about lobbying, please contact the Ethics Commission or the Assistant City Manager.

This meeting will be televised live on Verizon Channel 10 and Comcast Channel 71 and 996, repeated on 5/3/23 and 5/6/23 at 7:00 p.m., and web-streamed live.

For a closed-captioned version of the meeting video, please go to https://www.youtube.com/user/cityofbowiemd/playlists and select the 2023 Council Meetings list. Once the meeting video opens, be sure to click on "CC" button to turn on closed captioning.

NEXT REGULAR MEETING OF THE BOWIE CITY COUNCIL - MONDAY, MAY 15, 2023 - COUNCIL CHAMBERS - 8:00 P.M.

REGULAR CITY COUNCIL MEETING MINUTES

MONDAY, APRIL 17, 2023

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Monday, April 17, 2023, in the Council Chambers at City Hall. Mayor Adams called the meeting to order at 8:02 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG:

Mayor Adams led the Pledge of Allegiance to the Flag.

QUORUM:

In attendance were Mayor Adams, Councilmembers Esteve, Hawkins, Ndebumadu, Truesdale and Woolfley, City Manager Lott, Assistant City Manager Mears, City Attorney Ruff, City Clerk Hernandez, and Staff.

CITIZEN PARTICIPATION:

1. Gail Bingham, Millstream Dr. – Spoke of concerns of illegal drugs in the Bowie Town Center, would like to see more police enforcement in the City.
2. Charlene Bearston, Morningside Ln – Spoke in regard to the City's Parks & Grounds and Public Works departments and the lack of training for employees.

PRESENTATIONS:

Mayor Adams presented a Proclamation Congratulating Whitehall Elementary School in Being Honored for Excellence in Gifted and Talented Education. School Principal Dr. Cynthia Farmer accepted the proclamation.

CITY BOARD AND COMMITTEES:

Mayor Pro Tem Ndebumadu motioned to appoint Mr. Daryus Hyman to the Education Committee for a two-year term. Councilmember Hawkins seconded the motion. Motion passed 6-0.

Councilmember Woolfley motioned to appoint Mr. Richard Sexton to the Board of Personnel Appeals for a two-year term. Mayor Pro Tem Ndebumadu seconded the motion. Motion passed 6-0.

Mayor Adams swore-in Mr. Hyman to the Education Committee for a two-year term.

Mr. Sexton was not present to be sworn-in.

COUNCIL ANNOUNCEMENTS:

Mayor Pro Tem Ndebumadu thanked City's IT Director Todd Peterson, for his support during a Smart Cities meeting.

Mayor Adams congratulated the Bowie Police Department on their grand opening of the Police Communications Center at Bowie Town Center.

CITY MANAGER'S REPORT:

No report.

CONSENT AGENDA:

Mayor Pro Tem Ndebumadu made a motion to approve Consent Agenda items: A) Approval of March 6, 2023 Meeting Minutes; B) Approval of March 20, 2023 Meeting Minutes; C) Approval of April 3, 2023 Meeting Minutes; D) Approval of April 10, 2023 Special Meeting Minutes; E) Approval of Proclamation P-5-23 Recognizing April 22, 2023 as Arbor Day in Bowie; F) Introduction of Ordinance O-4-23 Amending the Code of the City of Bowie, Chapter 21A to Amend the Title of the Chapter and the Name of Article I Thereof, to Amend §21A-9 "Permits – Requirements, Expiration and Renewal" to Provide that Erosion and Sediment Control Permits Shall be Valid for Three Years and to Amend §21A-28 "Municipal Grading Permits – Term" to Provide That Grading Permits Shall be Valid for Two Years; G) Adoption of Resolution R-18-23 Approving the Award of a Contract for Automated Speed Camera Program Services to Conduent State & Local Solutions, Inc. (Conduent) and Authorizing he City Manager to Enter Into an Agreement With Conduent for the Services; H) Approval of Letter to Prince George's County Council in Reference to their FY 2024 Proposed Budget & Capital Improvement Program; I) Approval of Letter to Maryland-National Capital Park and Planning Commission in Reference to their FY 2024 Proposed Budget/CIP; J) Approval of Letter to Maryland-National Capital Park and Planning Commission in Reference to Allen Pond Park Regional Amenity Budget Support. Councilmember Woolfley seconded the motion. Motion passed 6-0.

OLD BUSINESS:

A. Adoption of Ordinance O-3-23 Amending the Code of the City of Bowie, Chapter 26 "Zoning," Article I "In General" to Reference Updates to the Prince George's County Zoning Ordinance, to Amend Various Definitions Contained in §26-1 "Definitions," to Amend §26-2 "Fences" to Clarify Where Fences May be Located; to Amend §26-4 "Permitted Vehicle Parking in the R-55, R-80 and R-T Zones", §26-6 "Vehicle Parking in the R-30-C Zone" and §26-7 "Vehicle Parking in the O-S Zone" to Consolidate City Code Provisions Regarding the Types of Vehicles That May be Parked in Residential Zones in the City; and Other Miscellaneous Nonsubstantive Changes – Code Enforcement Supervisor Ms. Jamie Braun summarized the staff report and Ordinance. The amendment as proposed will clarify and uniformly format the definitions of yards, decrease setback requirements for fences on corner lots, and clarify what constitutes repair of nonconforming fences. It will also bring the language of the City Code into conformity with the current County Zoning Ordinance that was effective as of 4/1/2022. The most impactful change in this amendment is for residents with corner lots.

Public Hearing:

1. David Young, Overchase Ln – Spoke in support of the new changes to the fence setbacks.
2. Omar Bilal, Oxfarm Ct – Spoke in support of the new changes to fence setbacks for corner lots.
3. Daniel Watford, Ann arbor Ln – Spoke in support of new fence setbacks but believes a 9' change is not enough.

Since there were no other speakers signed up to speak, Mayor Adams declared the public hearing to have been held.

Councilmember Woolfley thanked staff for their work on these proposed changes, it has been a long time coming.

Councilmember Woolfley motioned to adopt Ordinance O-3-23. Councilmember Esteve seconded the motion. Motion passed 6-0.

NEW BUSINESS:

A. Bowie-Mitchellville and Vicinity Sectional Map Amendment (SMA) – Planning Director, Mr. Joe Meinert summarized the staff report. City Council had submitted revisions to the map amendment in September of 2022 with several revisions including opposition to the Freeway Airport and Frank's Nursery rezoning. Earlier this year, the Prince George's County Council enacted legislation that prevented the intense development proposed for these properties by nullifying prior text amendments that authorized the developments. One issue that has emerged since the City Council's last review of the Proposed SMA is regarding the zoning of 3610 Elder Oaks Boulevard in the Covington community (Attachment #2). The two-acre property, rezoned from C-O (Commercial Office) to CGO (Commercial General Office) in the 2022 Countywide Map Amendment, was most recently proposed for consolidated storage, but the applicant withdrew its plan, due to overwhelming neighborhood opposition. In addition, the County Council's enactment of CB-11-2023 in March prohibits future consolidated storage uses in the commercial zones. The City has an opportunity to supplement its previous recommendations at a new joint public hearing that will be held on May 6th, 2023.

Public Hearing:

City Clerk Hernandez stated that there was one comment received via email for this item and it is attached to the minutes as part of the record.

1. Andrew Coleras, Old Mill Rd – He is the owner of the parcel on Elder Oaks and is willing to work with residents and Council on future development.
2. Dan Lynch, Ivy Ln – Spoke in regard to working with the City on the development of the property Mr. Coleras owns.
3. Lynda Norris – Spoke against having commercial built in the Covington neighborhood.

Since there were no other speakers signed up to speak, Mayor Adams declared the public hearing to have been held.

Councilmember Esteve asked Mr. Meinert what the changes would be of the new zoning CGO to the residential zoning. Mr. Meinert responded that they could possibly have buildings with commercial space on the first floor and livable units above.

Mayor Pro Tem Ndebumadu commented on the meeting that was held on Saturday with Mr. Coleras and several residents to discuss the possible development of Mr. Coleras property. Several residents submitted a list of items which did include some commercial development.

Councilmember Truesdale also attended the meeting and noted that Mr. Coleras is willing to work with residents and whatever is built will fir with the aesthetics of the neighborhood.

Councilmember Hawkins motioned to approve staff recommendation of recommending the zoning change from CGO to RMF-20 in the proposed SMA. Councilmember Truesdale seconded the motion. Motion passed 6-0.

ADJOURNMENT AND MOVE TO CLOSE SESSION:

Mayor Pro Tem Ndebumadu motioned to adjourn the Regular City Council meeting and move to Close Session under the statutory authority of the Md. Annotated Code, General Provisions Article §3-305(b)(7): “To consult with counsel to obtain legal advice”. Councilmember Esteve seconded the motion. Motion passed 5-0. The meeting adjourned at 9:25 p.m.

Respectfully submitted,

Awilda Hernandez, MMC
City Clerk

Awilda Hernandez

From: modupe eyo <modupeeyo@gmail.com>
Sent: Monday, April 17, 2023 5:19 PM
To: cityclerk
Subject: {EXTERNAL}: Comments towards Zoning Ordinance of the property at 3610 Elder Oaks Boulevard to be changed to "Commercial Residential.

Hello,

I am very much in support of changing the zoning to Commercial Residential for the property at 3610 Elder Oaks Boulevard.

--
Modupe Eyo

This email has been scanned for spam and viruses by Proofpoint Essentials. Click here to report this email as spam.

PRESIDING OFFICER'S WRITTEN STATEMENT FOR CLOSING A MEETING ("CLOSING STATEMENT") UNDER THE OPEN MEETINGS ACT (General Provisions Article § 3-305)

This form has two sides. *Complete items 1 – 4 before closing the meeting.*

1. **Recorded vote to close the meeting:** Date: 4-17-23 Time: 9:25 Location: City Hall;
Motion to close meeting made by: Ndebumadu Seconded by Esteve;
Members in favor: All; Opposed: _____;
Abstaining: _____; Absent: Gardner.

2. **Statutory authority to close session (check all provisions that apply).**
This meeting will be closed under General Provisions Art. § 3-305(b) only:

(1)☐ "To discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; any other personnel matter that affects one or more specific individuals"; **(2)**☐ "To protect the privacy or reputation of individuals concerning a matter not related to public business"; **(3)**☐ "To consider the acquisition of real property for a public purpose and matters directly related thereto"; **(4)**☐ "To consider a matter that concerns the proposal for a business or industrial organization to locate, expand, or remain in the State"; **(5)**☐ "To consider the investment of public funds"; **(6)**☐ "To consider the marketing of public securities"; **(7)**☑ "To consult with counsel to obtain legal advice"; **(8)**☐ "To consult with staff, consultants, or other individuals about pending or potential litigation"; **(9)**☐ "To conduct collective bargaining negotiations or consider matters that relate to the negotiations"; **(10)**☐ "To discuss public security, if the public body determines that public discussion would constitute a risk to the public or to public security, including: (i) the deployment of fire and police services and staff; and (ii) the development and implementation of emergency plans"; **(11)**☐ "To prepare, administer, or grade a scholastic, licensing, or qualifying examination"; **(12)**☐ "To conduct or discuss an investigative proceeding on actual or possible criminal conduct"; **(13)**☐ "To comply with a specific constitutional, statutory, or judicially imposed requirement that prevents public disclosures about a particular proceeding or matter"; **(14)**☐ "Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process." **(15)**☐ "To discuss cybersecurity, if the public body determines that public discussion would constitute a risk to: (i) security assessments or deployments relating to information resources technology; (ii) network security information . . . or (iii) deployments or implementation of security personnel, critical infrastructure, or security devices."

Continued →

3. **For each provision checked above, disclosure of the topic to be discussed and the public body's reason for discussing that topic in closed session.**

Citation (insert # from above)	Topic	Reason for closed-session discussion of topic
§3-305(b) [7]	Consult with legal counsel	Discuss property matter
§3-305(b) [ ]		
§3-305(b) [ ]		
§3-305(b) [ ]		
§3-305(b) [ ]		

4. **This statement is made by** Timothy J. Ahlers**, Presiding Officer.**

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WORKSHEET FOR OPTIONAL USE IN CLOSED SESSION: INFORMATION FOR SUMMARY TO BE DISCLOSED IN THE MINUTES OF THE NEXT OPEN MEETING. (See also template for summary.)

➢ **For a meeting closed under the statutory authority cited above:**

Time of closed session: 9:33pm
Place: City Hall
Purpose(s): (7) Consult with Counsel
Members who voted to meet in closed session: TA, JH, ME, DW, CT, RN
Persons attending closed session: TA, JH, ME, DW, CT, RN, Ruff, Lott, Meinert, Mears
Authority under § 3-305 for the closed session: (7)
Topics actually discussed: Property Matter
Actions taken:
Each recorded vote:

➢ **For a meeting recessed to perform an administrative function (§ 3-104)**: Time:
Place:
Persons present:
Subjects discussed:

(Form Rev.10/1/2018)

PROCLAMATION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
PROCLAIMING APRIL 30 THROUGH MAY 6, 2023 AS PROFESSIONAL MUNICIPAL CLERKS WEEK IN THE CITY OF BOWIE

WHEREAS, the Office of the Professional Municipal Clerk, a time honored and vital part of local government exists throughout the world; and

WHEREAS, the Office of the Professional Municipal Clerk is the oldest among public servants; and

WHEREAS, the Office of the Professional Municipal Clerk provides the professional link between the citizens, the local governing bodies, and agencies of government at other levels; and

WHEREAS, Professional Municipal Clerks have pledged to be ever mindful of their neutrality and impartiality, rendering equal service to all; and

WHEREAS, the Professional Municipal Clerk serves as the information center on functions of local government and community; and

WHEREAS, Professional Municipal Clerks continually strive to improve the administration of the affairs of the Office of the Professional Municipal Clerk through participation in education programs, seminars, workshops and the annual meetings of their state, provincial, county and international professional organizations.

NOW, THEREFORE, BE IT PROCLAIMED that the Council of the City of Bowie, Maryland does hereby recognize the week of April 30 through May 6, 2023, as Professional Municipal Clerks Week, and further extend appreciation to our Professional Municipal Clerk, Awilda Hernandez, and to all Professional Municipal Clerks for the vital services they perform and their exemplary dedication to the communities they represent.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on May 1, 2023.

Attest:

_____
Timothy J. Adams, Mayor

_____
Awilda Hernandez, MMC
City Clerk

PROCLAMATION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
PROCLAIMING MAY 16, 2023 AS "I LOVE TO LISTEN DAY" IN THE CITY OF BOWIE

WHEREAS, communication is an essential aspect of human interaction, and listening is a critical component of effective communication; and

WHEREAS, we celebrate the establishment of I Love to Listen Day, the premier international "Listening Day" in 2005; and

WHEREAS, May 16th provides a unique opportunity to raise awareness about the power of listening and its ability to transform lives, relationships, and communities; and

WHEREAS, listening strengthens bonds as it confirms to our neighbors, locally, nationally and internationally, that they are heard and valued; and

WHEREAS, the message of I Love to Listen Day is that "your voice matters," and listening is a powerful way to show that message in action; and

WHEREAS, I Love to Listen Day is not a day of silence, but rather a day where we commit to actively listening to others and creating a culture where listening is a core value.

NOW, THEREFORE, BE IT PROCLAIMED that the Council of the City of Bowie, Maryland does hereby recognize May 16, 2023, as I Love to Listen Day and call upon all people, organizations, and communities around the world to participate in this day of celebration, reflection, and action. Let us use this day to reaffirm our commitment to listening, to encourage others to listen actively, and to build a more compassionate, understanding, and inclusive world, one conversation at a time.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on May 1, 2023.

Attest:

_____
Timothy J. Adams, Mayor

_____
Awilda Hernandez, MMC
City Clerk

PROCLAMATION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
PROCLAIMING THE WEEK OF MAY 7-13, 2023 AS CHILDREN'S MENTAL HEALTH AWARENESS WEEK IN THE CITY OF BOWIE

WHEREAS, Children's Mental Health Awareness Week has been recognized in Prince George's County to promote awareness and understanding of children's mental health for the past ten years; and

WHEREAS, mental health and substance use disorders have increased both nationally and locally; and

WHEREAS, as a compassionate community, the City of Bowie recognizes that work is needed to increase the visibility, support, and importance of children's mental health issues; and

WHEREAS, the lack of accessible and affordable health and mental health care has resulted in considerable pain and trauma for children and families; and

WHEREAS, equitable, culturally relevant substance abuse treatment and behavioral health care will create pathways for all our children and youth to succeed in education, work, and prosperity; and

WHEREAS, it is crucial that we work together to reduce the stigma of mental and behavioral health challenges; and

WHEREAS, the city Council of Bowie, Maryland commends and congratulates the members of the Prince George's Children's Mental Health Awareness workgroup for their work over the last ten years; and

WHEREAS, Children's Mental Health Awareness week is celebrated annually during May to raise awareness and promote understanding of children's mental health and well-being.

NOW, THEREFORE, BE IT PROCLAIMED that the Council of the City of Bowie, Maryland hereby proclaims May 7-13, 2023, to be Children's Mental Health Awareness Week and calls upon citizens, government agencies, public and private institutions, businesses, and schools to join together to increase awareness, understanding and compassion regarding children's mental health and happiness.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on May 1, 2023.

Attest:

_____
Timothy J. Adams, Mayor

_____
Awilda Hernandez, City Clerk

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Contract Award for Vinyl Chain Link Fence Installation Project
Resolution R-27-23

DATE: 04/27/2023

On March 20, 2023, the Department of Community Services issued an Invitation for Bids for the installation of a Vinyl Chain Link Fence.

On April 11, 2023, four (4) bids were received and opened. The results were as follows:

Firm	Total Bid
Bry's Lawn Care and Landscaping	$25,585
Hanada Contracting	$17,500
Long Fence	$21,240
MJ Double K Farms	$32,600

The FY2023 Budget Appropriation for this project is $35,000.00 (10192-57010).

When evaluating the proposals received, staff considered the expertise and experience of each firm and successful completion of similar fence installation projects.

The low bids submitted by Hanada Contracting and Long Fence were found to be non-responsive. The bid submitted by Bry's Lawn Care and Landscaping, LLC was found to be both responsive and responsible.

Upon confirming the understanding of the scope of work, completion timeline, and verifying references for Bry's Lawn Care and Landscaping, LLC, the Department of Community Services recommends a contract be awarded to Bry's Lawn Care and Landscaping, LLC of Forest Hill, Maryland in the amount of $25,585.00.

I concur with the recommendation of the Department of Community Services and request your approval of R-27-23.

ATTACHMENTS: 1. 20230501 - Resolution R-27-23

R-27-23

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AWARDING A CONTRACT TO BRY'S LAWN CARE AND LANDSCAPING, LLC
FOR VINYL CHAIN LINK FENCE INSTALLATION

WHEREAS, the City of Bowie owns and operates the Bowie City Hall; and

WHEREAS, the City intends to install 800 linear feet of vinyl chain link fence on City Hall property adjacent to Centennial Park Pond to serve the purpose of goose management; and

WHEREAS, an Invitation for Bids was issued for the work that had a closing date of April 11, 2023 at 11:00 a.m., at which time four bids were received that ranged from $17,500 to $32,600; and

WHEREAS, staff has reviewed the four bids received and determined the $25,585.00 bid submitted by Bry's Lawn Care and Landscaping, LLC of Forest Hill, Maryland is the lowest most responsive and responsible bid; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland that the City Manager is hereby authorized to enter into an Agreement with Bry's Lawn Care and Landscaping, LLC in the amount of $25,585.00 to install 800 linear feet of vinyl chain link fence.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on May 1, 2023.

ATTEST:	**THE CITY OF BOWIE, MARYLAND**
_____	_____
Awilda Hernandez	Timothy J. Adams
City Clerk	Mayor

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Supplemental Appropriations for the Annual Budget for the Fiscal Year ending June 30, 2023 - Ordinance O-6-23

DATE: 04/27/2023

Ordinance O-6-23 provides supplemental appropriations for the fiscal year ending June 30, 2023 for the following purposes:

1. Council meeting on March 20, 2023, Council instructed staff to issue a contract to Sandy Audio Visual, LLC of Laurel, Maryland to update the audio/visual technology at the Bowie Senior Center. Additional funding of $42,519, is required for the project.
2. Council meeting on March 20, 2023, Council instructed staff to issue a contract to Patapsco Mechanical, LLC of Hanover, Maryland to remove and replace sixteen (16) roof top HVAC units at the Kenhill Center. Additional funding of $47,358, is required for the project.
3. Strickland Fire Protection submitted a change order in the total amount of $58,844.57, requesting additional funding to install miscellaneous grilles and dampers which will allow free venting of IT-related equipment. Additional funding of $6,485, is required for the project.

CITY OF BOWIE
SUPPMENTAL BUDGET APPROPRIATION 0-6-23
FOR FISCAL YEAR JULY 1, 2023 - JUNE 30, 2024

GENERAL FUND

Revenues				
01	48005		Appropriated Fund Balalance	$ 96,500
			Total Revenues	$ 96,500
Expenditure Appropriation				
01920	59005		Capital Project Fund	$ 96,500
			Total Appropriations	$ 96,500

CAPITAL IMPROVEMENT PROJECTS (CIP)

Revenues				
10	49010		Transfer From General Fund	$ 96,500
			Total Revenues	$ 96,500
Expenditure Appropriation				
10192	57010	22003	Fire Suppression System Modification	$ 6,500
10187	57010		Kenhill Center- HVAC	47,400
10184	57010	23003	Senior Center - Audio/Visual	42,600
			Total Appropriations	$ 96,500

The council's approval of Ordinance O-6-23 providing supplemental appropriations for the annual budget for the

fiscal year ending June 30, 2023 is requested.

ATTACHMENTS: 1. 20230501 - Ordinance O-6-23

ORDINANCE
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AMENDING THE ADOPTED BUDGET FOR THE FISCAL YEAR BEGINNING JULY 1, 2022 AND ENDING JUNE 30, 2023, AS EMBODIED IN ORDINANCE O-1-22, AND AMENDED BY O-5-22 TO APPROPRIATE FUNDS TO UPDATE AUDIO/VISUAL TECHNOLOGY AT THE BOWIE SENIOR CENTER; TO REPLACE SIXTEEN (16) ROOF TOP HVAC UNITS AT KENHILL CENTER; AND TO INSTALL ADDITIONAL FIRE SUPPRESSION MATERIALS TO THE IT SERVER ROOM

WHEREAS, pursuant to the Local Government Article of the Annotated Code of Maryland and to Section 12 and Sections 41-48 of the Charter of the City of Bowie ("the City"), the City is empowered and required to establish an annual budget; and

WHEREAS, the City Council of the City of Bowie, Maryland (hereinafter, "the City") adopted Ordinance Number O-1-22 and O-5-22 to appropriate funds for the several objects and purposes for which the City intended to provide for the Fiscal Year beginning July 1, 2022, and ending June 30, 2023; and

WHEREAS, in accordance with Section 45 of the City Charter, no public money may be expended without having been appropriated by the City Council; and

WHEREAS, supplemental appropriations are necessary to reflect new or additional sources of revenues and expenditures not included in ordinance O-1-22; and O-5-22;

WHEREAS, it has become necessary to appropriate additional funding for projects due to increased cost of the design and update to the audio/visual technology in the Great Room located at the Senior Center, to remove and replace sixteen (16) rooftop HVAC units that have outlived their useful life as well as provide material and labor to furnish and install vent grilles and dampers to allow for free venting of IT equipment; and

WHEREAS, pursuant to Md. Code Ann., Local Gov't Article, § 5-205, the City may spend money for a purpose different from the purpose for which the money was appropriated or spend money not appropriated at the time of the annual levy if approved by a two-thirds vote

of all the individuals elected to the Council.

Section 1. NOW, THEREFORE, BE IT ORDAINED AND ENACTED, by the Council of the City of Bowie, that the Budget for the Fiscal Year Beginning July 1, 2022, and Ending June 30, 2023, as adopted by Ordinance O-1-22 and amended by O-5-22 is amended as follows:

GENERAL FUND

***

ESTIMATED REVENUES			
Appropriated Fund Balance	$	[10,163,400]	10,259,900
Total revenues	$	[69,019,400]	$ 69,115,900

***

APPRORIATION BY ACTIVITY			
Transfers	$	[0]	$ 96,500
Total appropriations	$	[69,019,400]	$ 69,115,900

***

CAPITAL PROJECTS FUND

***

ESTIMATED REVENUES			
Transfer from General Fund	$	[0]	$ 96,500
Total revenues	$	[13,393,400]	$ 13,489,900

***

APPRORIATION BY ACTIVITY			
City Hall- fire Suppression System	$	[25,000]	$ 31,500
Kenhill Center - HVAC	$	[495,000]	$ 542,400
Senior Center - Audio/Visual	$	[105,000]	$ 147,600
Total appropriations	$	[13,393,400]	$ 13,489,900

***

Section 2: BE IT FURTHER ORDAINED that this Ordinance shall become effective thirty (30) days after its enactment by the Council of the City of Bowie, provided that it is adopted by a 2/3 vote of all of the members of the City Council and further provided that a fair summary

of this Ordinance is published at least once prior to the date of passage and at least once within ten (10) days after the date of passage in a newspaper having general circulation in the City.

INTRODUCED by the Council of the City of Bowie, Maryland, at a Regular Meeting on May 1, 2023.

PASSED by the Council of the City of Bowie, Maryland, at a Regular Meeting on _____, 2023.

ATTEST: **THE CITY OF BOWIE, MARYLAND**

_____ _____

Awilda Hernandez, Clerk Timothy J. Adams, Mayor

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____

Elissa D. Levan
City Attorney

Asterisks * * * : Indicate matter retained in existing law but omitted herein
[Brackets] : Indicate matter deleted from existing]

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Tanglewood Natural Area Master Plan Approval

DATE: 04/27/2023

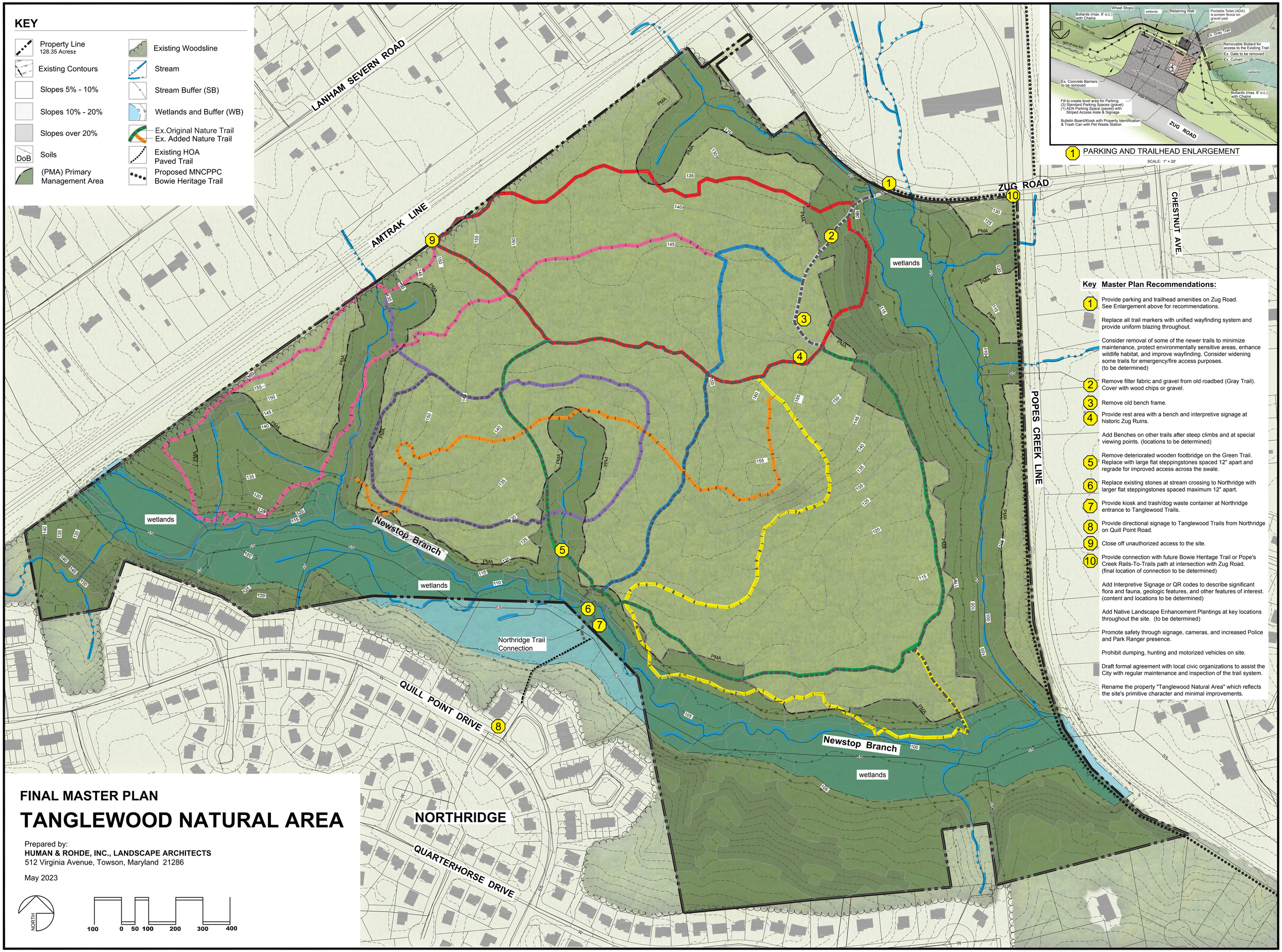
On April 3 City Council conducted a public hearing on the draft Tanglewood Natural Area Master Plan. Although unable to be present at the public hearing, the Friends of Tanglewood (FoT) and Multi-modal Access to Public Spaces (MAPS) stakeholder groups submitted written support for the master plan. During the public hearing no additional revisions to the master plan were suggested. However subsequent to the public hearing, it was determined City policy is to provide ADA parking at all City properties; therefore, the master plan was adjusted to reflect parking schematic option “B” and omit the short ADA trail segment and seating area. Implementation of the master plan improvements will be included in the City’s Capital Improvement Program budget and operating accounts.

The final Tanglewood Natural Area Master Plan, dated May 2023, prepared by the City’s consultant, Human & Rhode, is recommended for your approval and is available on the City’s website.

ATTACHMENTS:
1. 20230501 - Tanglewood Natural Area Master Plan
2. 20230501 - Tanglewood Natural Area Master Plan Report

KEY

- Property Line
  128.35 Acres±
- Existing Contours
- Slopes 5% - 10%
- Slopes 10% - 20%
- Slopes over 20%
- DoB Soils
- (PMA) Primary Management Area
- Existing Woodsline
- Stream
- Stream Buffer (SB)
- Wetlands and Buffer (WB)
- Ex.Original Nature Trail
  Ex. Added Nature Trail
- Existing HOA Paved Trail
- Proposed MNCPPC Bowie Heritage Trail



Key Master Plan Recommendations:

1. Provide parking and trailhead amenities on Zug Road. See Enlargement above for recommendations.

   Replace all trail markers with unified wayfinding system and provide uniform blazing throughout.

   Consider removal of some of the newer trails to minimize maintenance, protect environmentally sensitive areas, enhance wildlife habitat, and improve wayfinding. Consider widening some trails for emergency/fire access purposes. (to be determined)

2. Remove filter fabric and gravel from old roadbed (Gray Trail). Cover with wood chips or gravel.
3. Remove old bench frame.
4. Provide rest area with a bench and interpretive signage at historic Zug Ruins.

   Add Benches on other trails after steep climbs and at special viewing points. (locations to be determined)

5. Remove deteriorated wooden footbridge on the Green Trail. Replace with large flat steppingstones spaced 12" apart and regrade for improved access across the swale.
6. Replace existing stones at stream crossing to Northridge with larger flat steppingstones spaced maximum 12" apart.
7. Provide kiosk and trash/dog waste container at Northridge entrance to Tanglewood Trails.
8. Provide directional signage to Tanglewood Trails from Northridge on Quill Point Road.
9. Close off unauthorized access to the site.
10. Provide connection with future Bowie Heritage Trail or Pope's Creek Rails-To-Trails path at intersection with Zug Road. (final location of connection to be determined)

    Add Interpretive Signage or QR codes to describe significant flora and fauna, geologic features, and other features of interest. (content and locations to be determined)

    Add Native Landscape Enhancement Plantings at key locations throughout the site. (to be determined)

    Promote safety through signage, cameras, and increased Police and Park Ranger presence.

    Prohibit dumping, hunting and motorized vehicles on site.

    Draft formal agreement with local civic organizations to assist the City with regular maintenance and inspection of the trail system.

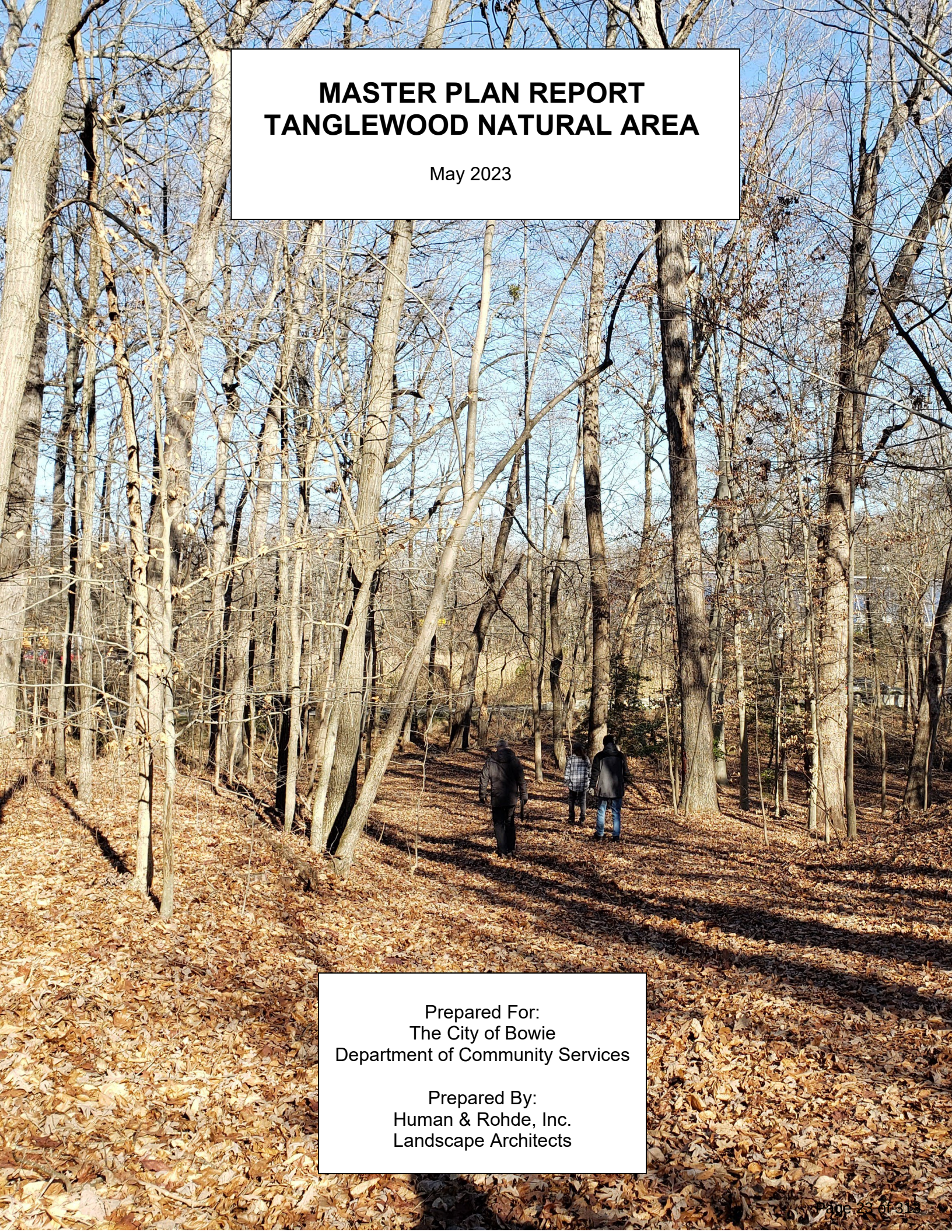
    Rename the property "Tanglewood Natural Area" which reflects the site's primitive character and minimal improvements.

FINAL MASTER PLAN

TANGLEWOOD NATURAL AREA

Prepared by:
HUMAN & ROHDE, INC., LANDSCAPE ARCHITECTS
512 Virginia Avenue, Towson, Maryland 21286

May 2023



MASTER PLAN REPORT
TANGLEWOOD NATURAL AREA

May 2023

Prepared For:
The City of Bowie
Department of Community Services

Prepared By:
Human & Rohde, Inc.
Landscape Architects

Human & Rohde Inc.
Landscape architects/land planners

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May 1, 2023

Ms. Sally Hein, Director, Department of Community Services
City of Bowie
15901 Fred Robinson Way
Bowie, Maryland 21716

RE: Tanglewood Property Master Plan

Dear Ms. Hein:

We are pleased to submit the Master Plan Report for the Tanglewood Natural Area. This Report summarizes the planning process that you, City Staff and the Community went through to develop these recommendations for the future of site.

Thank you for selecting Human & Rohde, Inc. to assist you with the planning. We enjoyed working with the Community and your Staff in the development of the Master Plan.

Sincerely,

HUMAN & ROHDE, INC.

John C. Rohde

Lynette B. Pinhey

ACKNOWLEDGEMENTS

The Master Plan for the Tanglewood Natural Area was prepared with the direction of the City of Bowie and interested parties from the Community. We would like to acknowledge and thank those individuals who contributed their time and energy to this project. They brought knowledge to the table regarding the history of the site while sharing information readily with those they were representing in the greater community. The residents of the City of Bowie will continue to enjoy hiking through the wooded site while preserving the natural environment because of their efforts.

Community Representatives
Friends of Tanglewood
MAPS

Staff Support

Sally Cannon Hein	Director of Community Services, City of Bowie
Nick Spurgeon	Assistant Director of Community Services, City of Bowie
Matthew Reno	Project Manager

Consultants

John C. Rohde	Human & Rohde, Inc. Landscape Architects
Lynette B. Pinhey	Human & Rohde, Inc. Landscape Architects
Devin M. Leary	Human & Rohde, Inc. Landscape Architects

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APPENDICES

A. MINUTES FROM STAKEHOLDERS MEETING #1
January 24, 2023

B. MINUTES FROM STAKEHOLDERS MEETING #2
March 16, 2023

C. TANGLEWOOD PROPERTY HISTORY
Compiled by Susan Hansen

D. USDA CUSTOM SOIL RESOURCE REPORT
generated January 2023

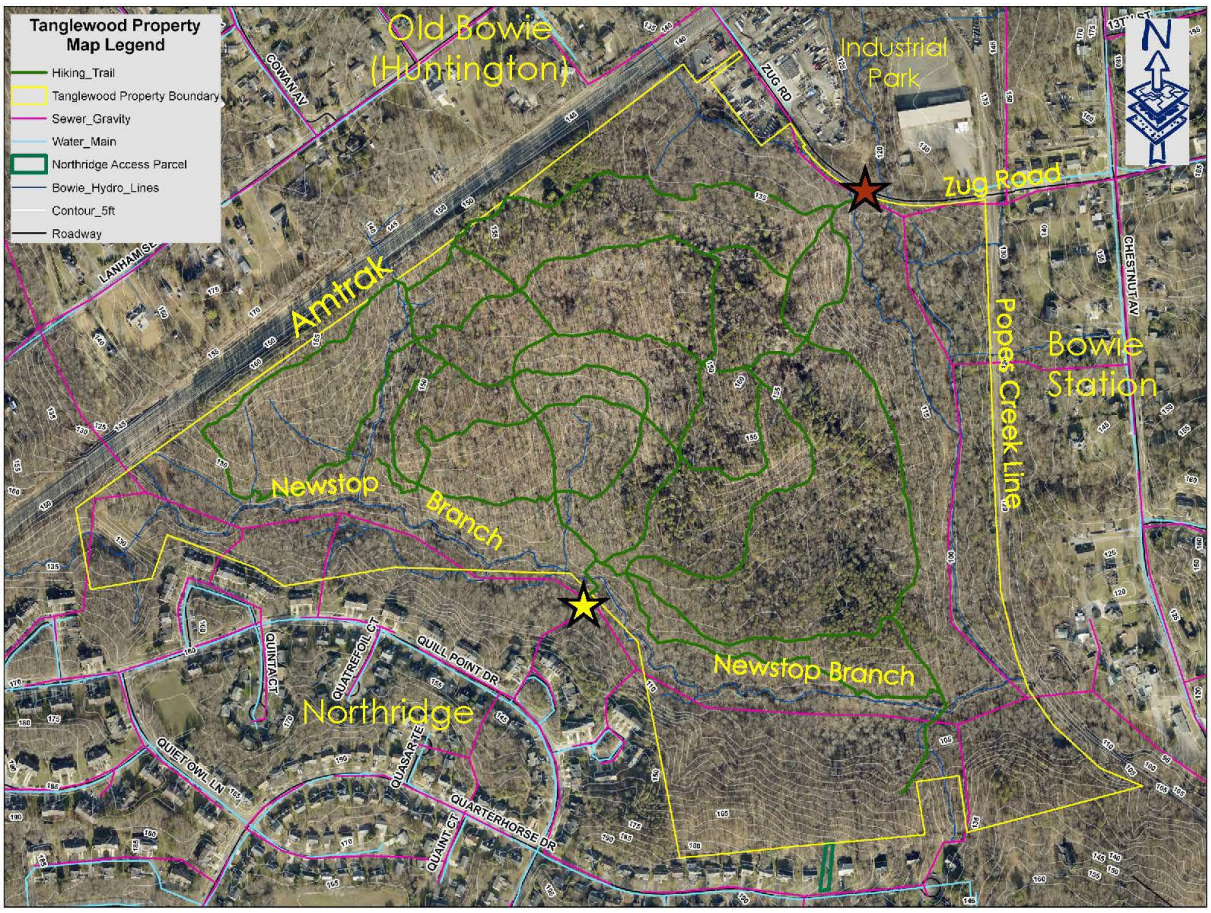
INTRODUCTION

The City of Bowie engaged Human & Rohde, Inc. in January 2023 to prepare a new Master Plan for a 128-acre parcel referred to as the Tanglewood Property. The task included reviewing the 1990 Tanglewood Park Master Plan, with emphasis given to the recent limited request to retain and maintain the parcel as a passive recreation area. The resulting document is intended to provide the City with a "roadmap" for future improvements and management of the property, as well as establish an official designation for the site. A Budget Impact Statement includes projected costs for operations, maintenance, and capital improvements.

This report is a summary of the planning process and the Master Plan.

LOCATION AND CONTEXT

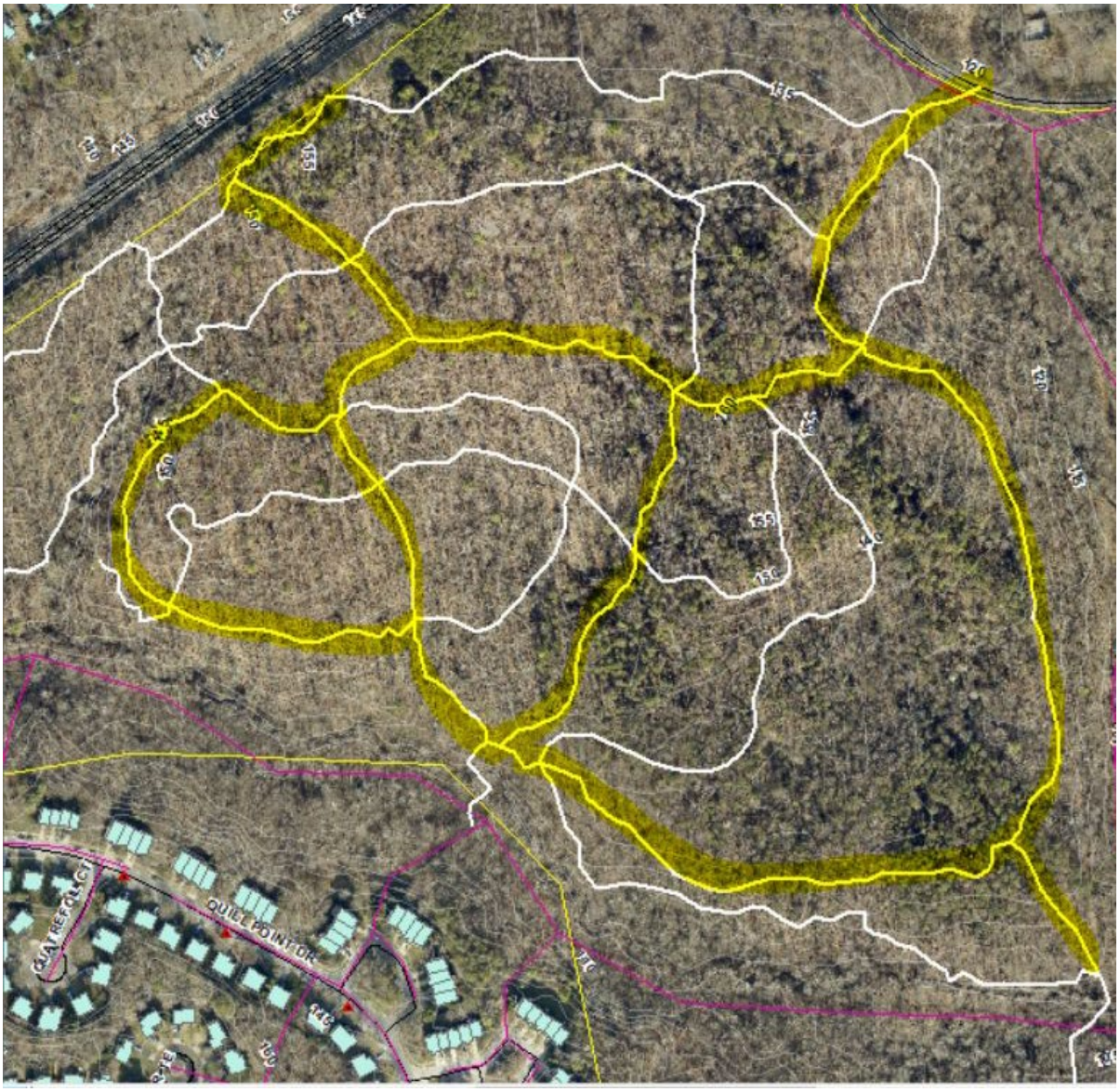
The Tanglewood Property is bounded by an industrial park and Zug Road to the North, a minor stream and the Popes Creek Line railway to the East, the Northridge community and the Newstop Branch to the South, and the Amtrak railway on the West. The Old Bowie (Huntington) neighborhood lies on the west side of the Amtrak line and Bowie Station is to the east of Popes Creek Line. The red star in the map below designates the main entrance on Zug Road. The yellow star is the secondary entrance from the Northridge neighborhood.



HISTORY

The property was farmed by the Zug family in the 1800's and there is a rich history of contributions to Bowie made by family members. Ruins of at least one structure are evident on site. Over time the land changed ownership, farming waned, and in the 1950's and 60's there was a ballfield in the northern corner which has since been abandoned. Over the decades, a mid-successional forest developed over the majority of the site and the old ballfield has been completely overgrown. (Refer to Appendix C for additional historical information.)

The property was eventually acquired by the City of Bowie in the early 1970's and a natural trail system was established throughout the woods. The original trails are highlighted in yellow in the image below. The white trails were added in recent years.



There was a gated entrance on Zug road identified in the 1990 Master Plan where a gravel road led to a small gravel parking area at the top of the hill. Unfortunately, illegal dumping became a problem so concrete barriers were placed along Zug Road in front of the existing gate to prevent vehicular access to the site and the City removed the property from its active park list in 2016.

Existing property entrance on Zug Road

In the last several years, the original unimproved hiking trails have been enhanced and are generally maintained by volunteers from the Friends of Tanglewood and the Bowie Multi-modal Access & Public Spaces (MAPS) groups. The trails are used by local residents. At this time, there is no designated parking area and visitors access the site from Zug Road at the abandoned gated entrance area or enter the property from Northridge by crossing the stream on the south side.

SITE ANALYSIS DISCUSSION

A site analysis was prepared to graphically depict existing natural and manmade conditions for the purpose of understanding the site and planning appropriate park development.

The major natural constraints of the site are steep slopes, wet soils, wetlands and wetland buffers, streams and stream buffers, and 100-year flood plain. Slopes on site range from 0 to over 20%. The steepest slopes form a stream corridor for the Newstop Branch along the south of the property and border extensive wetlands in the northern part of the property at the current access point on Zug Road.

Prince George's County requires protection of the site's natural resources by the establishment of a Primary Management Area (PMA) which encompasses stream buffers, flood plain, wetland buffers, steep slopes 15% and greater, and any adjacent critical habitat areas. The PMA covers nearly half the site and should be taken into consideration for any further development of the site.

The soil lines, designations and interpretations depicted on the Site Analysis and described in this Report are based on the USDA Custom Soil Resource Report generated January 3, 2023. Refer to Appendix D.

DoC: Downer-Hammonton complex, 2 to 5 percent slopes

DuB: Downer-Hammonton-Urban land complex, 0 to 5 percent slopes

FbB: Fallsington-Urban land complex, 0 to 5 percent slopes

RuB: Russet-Christiana-Urban land complex, 0 to 5 percent slopes

SaaB: Sassafras sandy loam, 2 to 5 percent slopes, Northern Coastal Plain

SaaC: Sassafras sandy loam, 5 to 10 percent slopes, Northern Coastal Plain

SnB: Sassafras-Urban land complex, 0 to 5 percent slopes

SOD: Sassafras and Croom soils, 10 to 15 percent slopes

SOE: Sassafras and Croom soils, 15 to 25 percent slopes

WdaA: Woodstown sandy loam, 0 to 2 percent slopes, Northern Coastal Plain

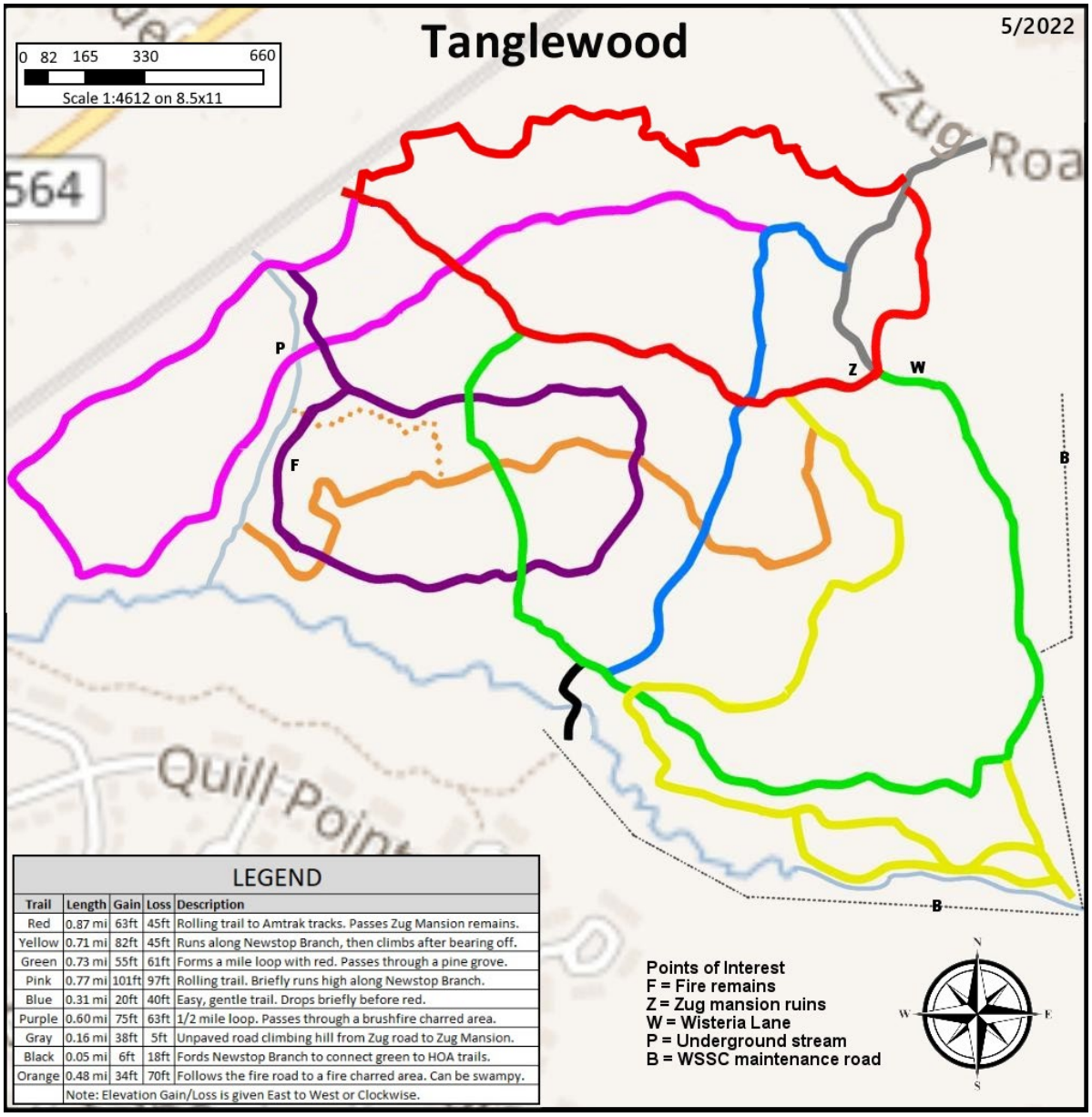
ZS: Zekiah and issue soils, frequently flooded

A mid-successional forest covers nearly the entire site. Remnants of a stone foundation and road grading are indications of prior agricultural and park uses. The forest structure provides additional evidence of prior agricultural uses of the property. Overall, the forest structure is an even-age stand of oak and pines. Scattered amongst the forest stand are larger oaks and pines suggesting they were established within an open farm field. As farming ceased on the property and forest was allowed to regenerate, the oak trees were surrounded by pioneer tree species.

The canopy is dominated by a mixed oak forest: white (Quercus alba), northern red (Quercus rubra), southern red (Quercus falcata) and Virginia pine (Pinus virginiana). The understory is open and consists of saplings of the canopy along with red maple (Acer rubrum), black locust (Robinia pseudoacacia), tulip poplar (Liriodendron tulipifera), sweetgum (Liquidambar styraciflua) and American holly (Ilex opaca). The shrub coverage consists of blackberry (Rubus occidentalis), viburnum (Viburnum sp.), highbush blueberry (Vaccinium corymbosum), and mountain laurel (Kalmia latifolia). The winter forest floor contains large patches of ground pine (Lycopodium spp).

2022 Aerial of the site

Currently nine (9) color-coded trails that loop around the site are identified on a trail map prepared by the Friends of Tanglewood and MAPS (see map on page 6). The trail map is posted at several locations and lists the length and condition of each trail. The trail system is well marked but with irregularly painted blazes and trail markers of various types. As previously noted, the trails are unimproved and traverse some of the steepest areas. Consequently, none of the trails may be considered ADA compliant. Furthermore, the trails often cross drainage ways with intermittent flows which cause occasional wet conditions, making some of the trails more difficult to navigate. The existing wooden footbridge as constructed by local scouts on the Green Trail was determined by the City to be unsound and has been taken out of service.



The Gray Trail begins at the existing property entrance on Zug Road where the concrete barriers are located (refer to photo on page 2) and follows the old roadbed (5-10% slopes) up to where there was once a gravel parking area and turn around with a bench. There are remnants of the original gravel surfacing with filter fabric exposed along the route which poses a hazard to walkers. The natural footpath trails take off through the woods from this point, winding their way through the areas of fallen trees, ground pine, previous fire damage, and drainage swales.

Wooden footbridge on Green Trail

Zug barn ruins

The Red Trail passes by the ruins of the Zug barn not far from the intersection with the Gray and Green Trails. At the southern side of the property, the Black Trail winds down a very steep slope along the eroded stream bank to the crossing of the Newstop Branch which consists of flat stones across the stream.

Newstop Branch trail crossing

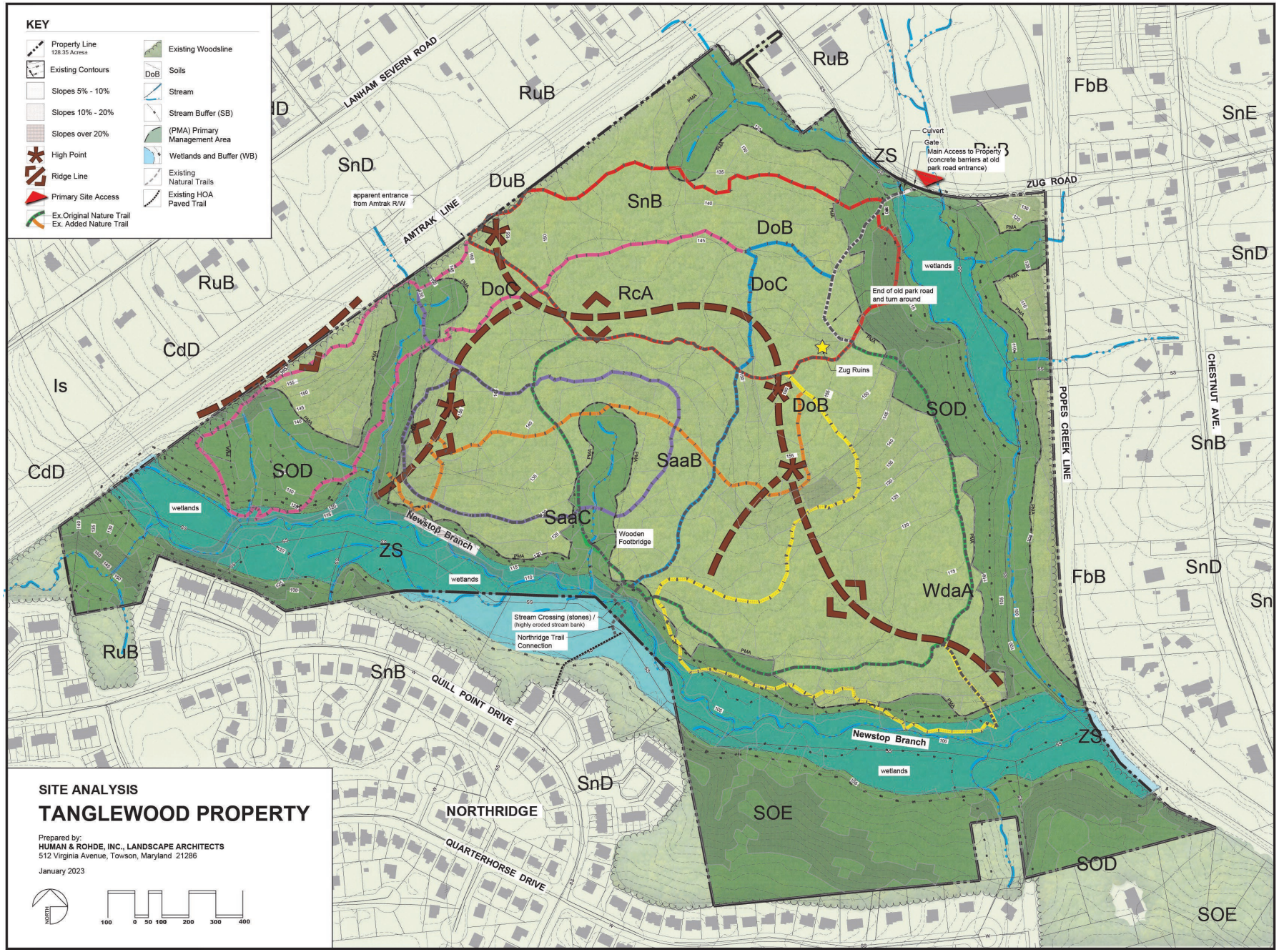
The trail continues southward to intercept the paved walking trail coming from the cul-de-sac in the Northridge community.

Northridge Trail

Other than “Tanglewood Park” stenciled on one of the concrete barriers at the current property access point on Zug Road, there is nothing to identify the property.

Zug Road dead ends to the west at the Amtrak right-of-way in an industrial park area. Large trucks and heavy equipment travel Zug Road daily which pose safety concerns at any entry points along the property frontage.

Industrial Park north and west of the site on Zug Road


KEY
Property Line
128.35 Acres±
Existing Contours
Slopes 5% - 10%
Slopes 10% - 20%
Slopes over 20%
High Point
Ridge Line
Primary Site Access
Ex.Original Nature Trail
Ex. Added Nature Trail
Existing Woodsline
Soils
Stream
Stream Buffer (SB)
(PMA) Primary Management Area
Wetlands and Buffer (WB)
Existing Natural Trails
Existing HOA Paved Trail
LANHAM SEVERN ROAD
AMTRAK LINE
apparent entrance from Amtrak R/W
Culvert
Gate
Main Access to Property (concrete barriers at old park road entrance)
ZUG ROAD
End of old park road and turn around
Zug Ruins
POPES CREEK LINE
CHESTNUT AVE.
Newstop Branch
Wooden Footbridge
Stream Crossing (stones) / (highly eroded stream bank)
Northridge Trail Connection
QUILL POINT DRIVE
NORTHRIDGE
QUARTERHORSE DRIVE
wetlands
RuB
SnD
DuB
SnB
DoB
DoC
RcA
SOD
SaaB
SaaC
ZS
WdaA
FbB
SnE
CdD
Is
SOE
Sn
SITE ANALYSIS
TANGLEWOOD PROPERTY
Prepared by:
HUMAN & ROHDE, INC., LANDSCAPE ARCHITECTS
512 Virginia Avenue, Towson, Maryland 21286
January 2023
NORTH
100 0 50 100 200 300 400

PROGRAM DEVELOPMENT

The community was invited to participate in a Stakeholders Meeting on January 24, 2023 at Bowie City Hall and virtually via Microsoft Teams. Minutes of the meeting are found in Appendix A. Additional comments were requested to be submitted via email through January 30, 2023.

Once the community input process was completed, Human & Rohde, Inc. tallied the comments to arrive at a prioritized list of how to address management and any development of the property.

The following is a summary of the public's input, followed by how many participants expressed the same or similar comments.

Comment	Quantity
Retain primitive nature of the site with modifications for parking and access only.	7
Retain Zug Road entrance as primary site entrance and provide minimal / limited gravel parking	14
Expand Zug Road shoulder for parking	3
Consider safety issues on Zug Road due to heavy equipment and trucks	4
Retain all natural trails	3
Reduce the number of trails to benefit wildlife	2
No paved trails	1
Provide consistent color-coded trail markers	4
Allow for mountain bike use of the trails	2
Prohibit motorized vehicles, dirt bikes and ATVs	10
Retain existing Northridge entrance point	3
Consider utilizing visitor parking at Northridge community pool	1
Consider on-street parking near Northridge access point	2
Replace stones for stream crossing at Northridge entrance	2
Build a bridge over Newstop Branch at the Northridge entrance	2
Repair / replace wood footbridge on green trail	4
Add property identification sign / kiosk on Zug Road	7
Add directional signage at Zug /Chestnut Road intersection and at Quill Point Drive in Northridge	1
Provide restroom facilities at trailhead	4
Provide trash can and pet waste station at entrance(s)	5

Provide benches on trails	1
Provide additional cleanup and maintenance for the trails	6
Minimize costs of any development and maintenance of the property	2
Develop formal agreement between citizen team and City for trail maintenance and trash removal	3
Integrate existing trail system with future Bowie Heritage Trail and/or Future Pope's Creek rail-trail.	4
Post "No Hunting" / "No Dumping" signs	3
ADA accessibility is impractical / not feasible	1
Install and monitor security cameras	1
Consider informational signs (Zug history, wildlife, flora, geology)	1
Consider trail art and other promotional opportunities	1
Introduce geocaching	2
Re-list the property on the City park website	1
Rename the property in keeping with its primitive nature (vs active recreation park)	3

Program development also takes into consideration City staff input:

- Any development must minimize environmental impacts and resulting permitting.
- Agree with prohibition of dirt bikes and ATVs, noting that there could be other sites more suitable for this use.
- Provide ADA access and parking somewhere on site.
- Consider road extension into the site from the existing entrance on Zug Road in order to provide ADA parking and trail opportunities on the flatter part of the site more to the north.
- Incorporate wider trails designated for City maintenance and emergency access. Trails to be selected by City staff.
- Reduce the number of existing trails within the Primary Management Area. Trails to be selected by City staff.
- Any unimproved access points and any trail segments leading to them are to be closed.

MASTER PLAN DISCUSSION

Development of Schematic Plans for Property Access, Parking and ADA

In response to the Stakeholders' and City staff input, Human & Rohde then prepared several schematic plans to address access to the site with parking, trailhead amenities, and trail improvements including options for accessible ADA-compliant trails. Refer to Schematic Plans A through C.

Proposed amenities include property identification signage, bulletin board/kiosk, trash can and pet waste station, accessible portable toilet, and accessible bench or picnic table. Retaining walls with guardrails will be required to provide a level area for parking and pedestrian access in some of the options. Barriers and/or bollards are proposed to prevent unauthorized vehicular access. Rough construction costs were also prepared for each option, including mobilization, site preparation, earthwork, stormwater management, surfacing, and the cost of amenities. (Estimated costs do not include fees for design or permits.)

The following is a list of major points of consideration for each option.

Options for Trailhead and Parking on Zug Road at existing entry point:

Schematic Plan 'A': Parallel parking along an improved shoulder on Zug Road. Provides maximum 5 parallel parking spaces.

- Satisfies majority of Stakeholder and City staff comments for trailhead and parking (all except ADA)
- Fewest environmental impacts (wetland buffer)
- No ADA-compliant parking (*note: parallel parking cannot be ADA-compliant*)
- Additional traffic calming methods should be investigated
- Least cost: approximately $65,000

Schematic Plan 'B': Head-in parking on Zug Road set back from edge of roadway. Provides 3 standard parking spaces and 1 ADA space.

- Satisfies all of the Stakeholder and City staff comments for trailhead and parking
- More environmental impacts (wetland buffer)
- Requires a retaining wall to provide level area for parking
- Short ADA trail leading to a picnic table
- Minimizes potential conflict with roadway traffic
- Slightly greater cost than B: approximately $90,000

Schematic Plan ‘C’:
Provides 3 standard parking spaces and 1 ADA space with ADA trail via park road.

- Satisfies some of the Stakeholders and City Staff requests.
- Accesses the site at the existing entry point on Zug Road and utilizes the existing stream crossing.
- Proposed road follows existing Gray Trail along the old roadbed up to flattest area near the top of the hill in the vicinity of the previous parking area.
- Little tree removal required because of following the old roadbed.
- Provides opportunity to develop ADA trail through the woods on lesser slopes with connection to existing natural trails.
- Provides emergency and maintenance access to approximate central point of the site.
- ***Significant environmental impacts*** to wetland and stream buffers and Primary Management Area (350 linear feet of disturbance)
- ***Security is a major issue.***
    - *Possibly provide controlled gate technology at the entrance, with code required for entry.*
    - *Provide barriers flanking new gate to prevent unauthorized vehicular access.*
    - *Provide cameras at entrance and parking area.*
- ***Greater cost*** than A and B (640 feet of gravel roadway): approximately $230,000

The three (3) Schematic Plans were presented to the community at the second Stakeholders Meeting on March 16, 2023 via Microsoft Teams (refer to the meeting minutes in Appendix B). Following the presentation, the participants were asked to vote for their preference. Including emailed votes from participating stakeholders who could not attend, the results were (10) for Plan ‘A’, (7) for Plan ‘B’, and (0) for Plan ‘C’. With the majority selecting Plan ‘A’, City Staff directed Human & Rohde to include Schematic Plan ‘A’ in the Draft Master Plan drawing. (Note: refer to the discussion on page 20 following the presentation to the Bowie City Council, April 3, 2023.)

Property Identification Signage

Stakeholders requested identification signage be added at the trailhead. This could be a stand alone sign or the property identification could be incorporated into the requested kiosk/bulletin board (refer to discussion on page 16), depending on how much room is available. The signage could be placed at the Zug Road trailhead as well as at the end of the paved Northridge trail to inform users where the Tanglewood trail starts.

As suggested by a Stakeholder, directional signage could also be installed in Northridge on the corner of Quill Point Drive at the cul-de-sac where the paved trail is located.

Trails

Considerations for Trail reductions and for maintenance and emergency use

The Stakeholder comments were fairly evenly divided between those who wished to keep all of the trails as they are and those who felt that reducing the number of trails would be easier to maintain, less confusing, and more beneficial to wildlife.

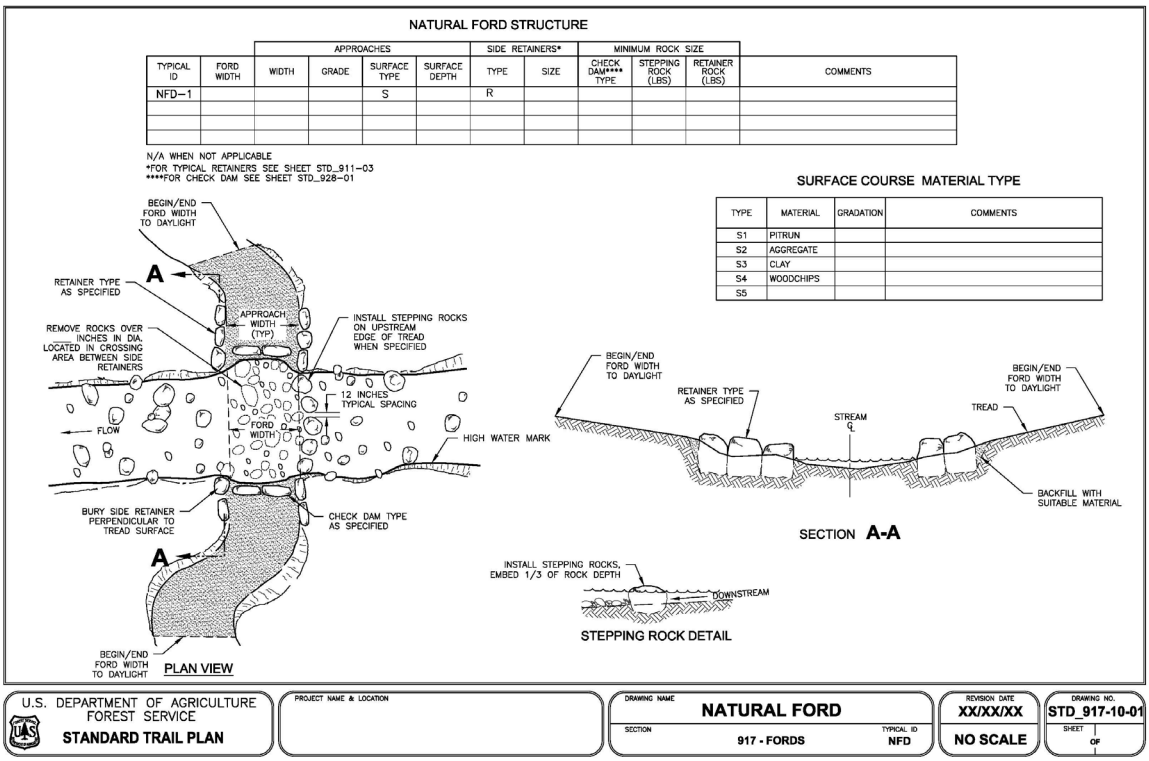
When making these decisions, consideration should be given where possible to removing or re-routing segments of trails currently located within the PMA to minimize foot traffic through these most environmentally sensitive areas. Consideration should also be given to widening some trails to provide fire and emergency access to the interior of the site. These considerations should be part of the future discussions between the City and local civic volunteer groups when developing the trail maintenance agreement (refer to discussion on page 18).

The gravel and filter fabric remnants along the Gray Trail are recommended to be removed to improve conditions for walking. The trail could then be resurfaced with wood chips or crushed stone if the City prefers. The rusted metal bench frame at the top of the hill should also be removed to eliminate this as a potential hazard and eyesore.

Waterway/Stream Crossings

The primary stream crossing is at Newstop Branch at the southern entrance to the property from Northridge. There were a few requests for a bridge at this location. The fact that this is an actual stream crossing within a floodplain, plus the severe topography and eroded (possibly unstable) nature of the stream bank, make this option not feasible. The construction of a bridge over a stream requires a flood plain study and extensive engineering, and the resulting structure would be very expensive coupled with potential damage to the environment. Therefore, a stone crossing is recommended for this location.

The National Park Service (NPS) offers a detail for a Natural Ford in which the stones are placed across the stream approximately 12” apart and are embedded at least 1/3 the depth of the rock. (Refer to detail below.) This should help solve the issue of the existing stones being dislodged when the flow is above normal. Flat topped rocks are recommended to improve footing for the crossing.



In regards to the wooden footbridge on the Green Trail, it should be removed to prevent accidents. It is recommended that the swale crossing be done in a similar manner with stones installed at a shallower crossing point and the trail adjusted accordingly. A stone crossing will ultimately be more durable and easier to maintain.

This type of crossing should be implemented at any other areas where seasonally wet conditions make trail access problematic. At grade boardwalks are another option for these areas, but these structures are costly and require additional maintenance, and therefore are not recommended.

Wayfinding

There are several different types of trail identification systems currently found on the trails: painted blazes on trees, fiberglass markers, and wood posts.

Painted Blaze

Fiberglass Marker

Wood Post

It is recommended that a single type of trail signage be selected to be used throughout the site for consistency and durability. The City staff has adopted the narrow fiberglass style with boot and arrow stickers as used in other parks. Per NPS recommendations, the lowest symbol should not be lower than 36” from the ground.

The existing painted colored blazes are irregularly and inconsistently applied and should be replaced with uniformly painted blazes. Standardized 2” x 6” rectangles set more or less at eye level are recommended.

Signs and blazes should be located at each intersection with another trail and spaced at regular intervals every tenth of a mile (but no more than a quarter of a mile). Posting the color-coded trail map at the property entrances and at key locations along the trail will also improve visitor orientation.

Bowie Heritage Trail / Pope’s Creek Line Rail/Trail

The current MNCPP plan is for the Bowie Heritage Trail to be routed through the Tanglewood property and the City and Community are interested in this future connection with the site. There are significant environmental issues to be considered in order to satisfy ADA compliance if this is to happen. The Heritage Trail would traverse the Primary Management Area including wetlands, streams and buffers, as well as slopes in excess of 5%. The conversion of the Pope’s Creek Line to a rails-to-trails facility would better facilitate connectivity with Tanglewood. Since either option is yet to be determined, the Master Plan suggests that a walkway from the Tanglewood trailhead east along Zug Road provide the connection with the Heritage Trail at the intersection with Zug Road.

Unimproved Access Points

The current trail map indicates an entrance to the northern part of the site at the Amtrak right of way. It is the City's opinion that such access is dangerous and is considered trespassing. It is therefore recommended that this trail segment be closed off and left to naturally regenerate.

Trailhead and Trail Amenities

Kiosk/Bulletin Board

While possibly incorporating property identification at the trailhead, the kiosk/ bulletin board would include an updated color-coded trail map and a compartment for loose maps. (The supply of loose maps would need to be replenished periodically.) A bulletin board could be included for posting clean up dates or events. The sign should include site rules, hours, and phone numbers to call to report illegal activities and for emergencies. In addition, the use of QR codes could be established to allow trail users to use their personal devices to access trail maps as well as other information available on the City of Bowie's website.

Benches

There is one existing bench at the intersection of the Green and Black trails. Additional benches may be provided on the trails for respite and viewing. Placement should consider the lengths and steepness of the trails to provide a resting spot following an arduous hike.

It is recommended that benches be made with recycled materials. All benches should be installed with concrete footers for stability and resistance to removal.

Trash Can / Pet Waste Station

There were several requests for a trash can and pet waste station at the trail head. As with the benches, recycled materials are recommended for durability and less maintenance.

Portable Toilet

Many Stakeholders indicated a need for a restroom facility. An ADA compliant portable toilet is recommended to be placed at the trailhead on Zug Road. Proximity to parking is necessary for periodic servicing of the unit, but it needs to be set far enough back from the road to avoid it being hit by a vehicle. An ADA unit should be heavy enough to deter vandals from tipping it over or trying to remove it. A three-sided enclosure, like ones at other City properties, will shield the unit from view and enhance its appearance.

Interpretive Signage

Vandalism may be an issue for interpretive signage at any location on the property. If the City is inclined to provide interpretive signage, subject matter could include the history of the Zug Farm (at the ruins and/or at the trailhead), wetlands, streams and floodplain, trees and other flora, resident wildlife, and any geologic formations. As with the trailhead sign, the use of QR codes would make access to electronic information via personal mobile devices an easy option for obtaining property information.

Safety / Monitoring

Safety and monitoring for undesirable activities, such as hunting, dumping, vandalism, and dirt bike riding, will be challenging since the site is remote and there will be no daily park staff presence. Per community input, post “No Hunting” and “No Dumping” signs at the entrances and throughout the property. It is recommended that City-monitored cameras be mounted at the trail head, at the Northridge trail connection, and throughout the property. Visitors should be encouraged through signage to report any observations of this behavior. It is also advisable to have the police department add Zug Road to its patrol route at least twice a month, and to have City staff walk the site periodically to monitor conditions.

Landscape Enhancement

There was one request for the addition of native plantings for habitat and viewing enhancement. This type of landscaping could be a cooperative effort between

the City and civic groups to determine the best locations and composition of plantings as improvements progress.

Agreement with Civic Organizations & Groups

The City is in favor of a formal agreement with local civic organizations including the Friends of Tanglewood and the MAPS group for maintenance of trails that are not to be maintained by the City. This agreement will be developed after acceptance of the master plan and specific duties have been established for all parties.

Property Designation

With the overwhelming opinion to retain the property in its natural state and the minimal level of proposed improvements, it is appropriate to select a name that distinguishes this site from active park sites with features such as ballfields, shelters and playgrounds. In keeping with other similar sites, several naming options were proposed for consideration by City Staff and "Tanglewood Natural Area" was Staff's preference.

MASTER PLAN RECOMMENDATIONS

Summarizing these discussion points, the following recommendations are identified on the Draft Master Plan:

- Provide parking and trailhead amenities on Zug Road (Schematic Plan 'A').
- Replace all trail markers with unified wayfinding system and provide uniform blazing throughout.
- Consider removal of some of the newer trails to minimize maintenance, protect environmentally sensitive areas, enhance wildlife habitat, and improve wayfinding. Consider widening some trails for emergency/fire access purposes. (to be determined)
- Remove filter fabric and gravel from old roadbed (Gray Trail). Cover with wood chips or gravel.
- Remove old bench frame.
- Provide rest area with a bench and interpretive signage at historic Zug Ruins.
- Add Benches on other trails after steep climbs and at special viewing points. (locations to be determined)

- Remove deteriorated wooden footbridge on the Green Trail. Replace with large flat steppingstones spaced 12" apart and regrade for improved access across the swale.

- Replace existing stones at stream crossing to Northridge with larger flat steppingstones spaced maximum 12" apart.

- Provide kiosk and trash/dog waste container at Northridge entrance to Tanglewood Trails.

- Provide directional signage to Tanglewood Trails from Northridge on Quill Point Road.

- Close off unauthorized access to the site.

- Provide connection with future Bowie Heritage Trail or Pope's Creek Rails-To-Trails path at intersection with Zug Road. (final location of connection to be determined)

- Add Interpretive Signage or QR codes to describe significant flora and fauna, geologic features, and other features of interest. (content and locations to be determined)

- Add Native Landscape Enhancement Plantings at key locations throughout the site. (to be determined)

- Promote safety through signage, cameras, and increased Police and Park Ranger presence.

- Prohibit dumping, hunting and motorized vehicles on site.

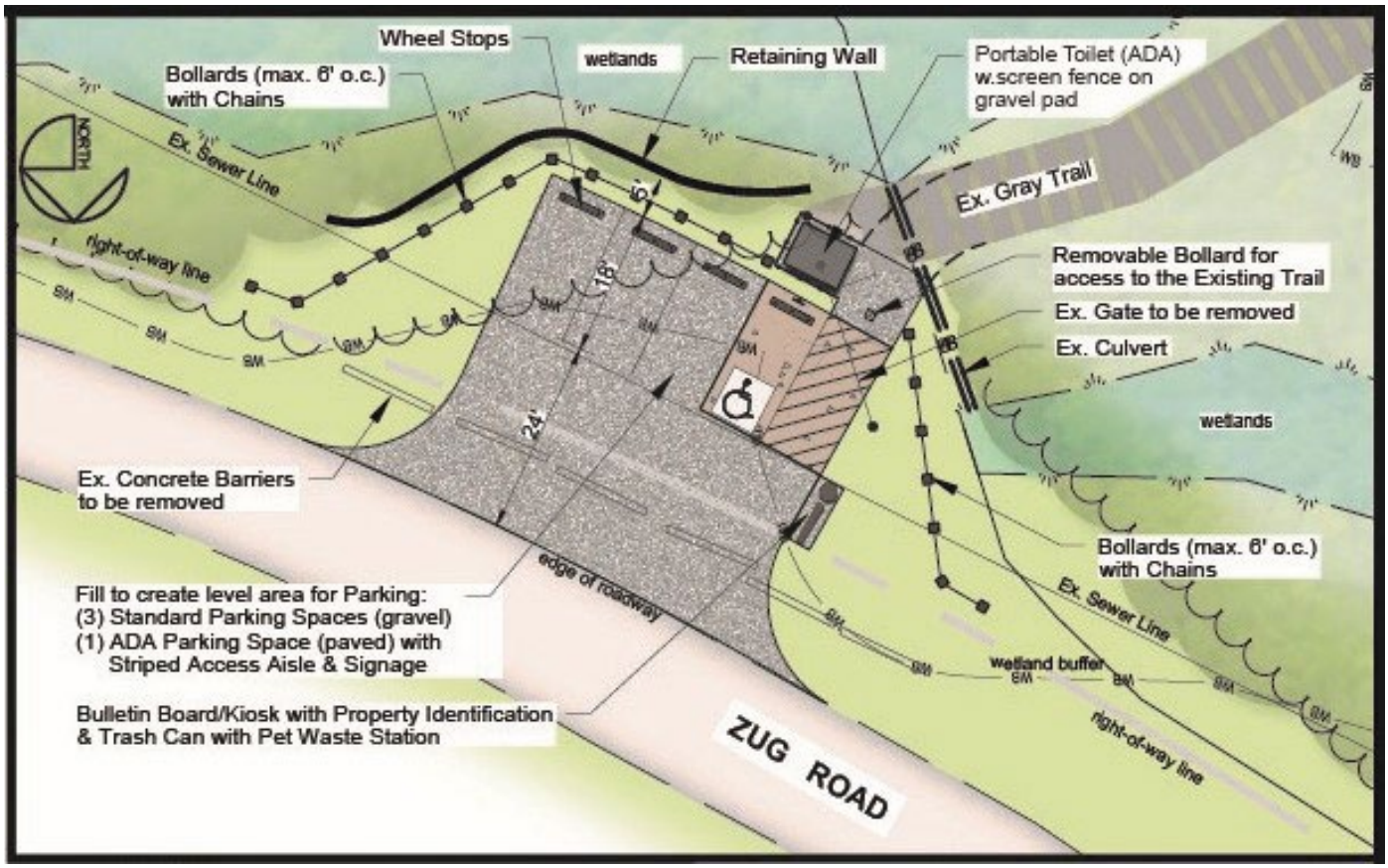
- Draft formal agreement with local civic organizations to assist the City with regular maintenance and inspection of the trail system.

- Rename the property "Tanglewood Natural Area" which reflects the site's primitive character and minimal improvements.

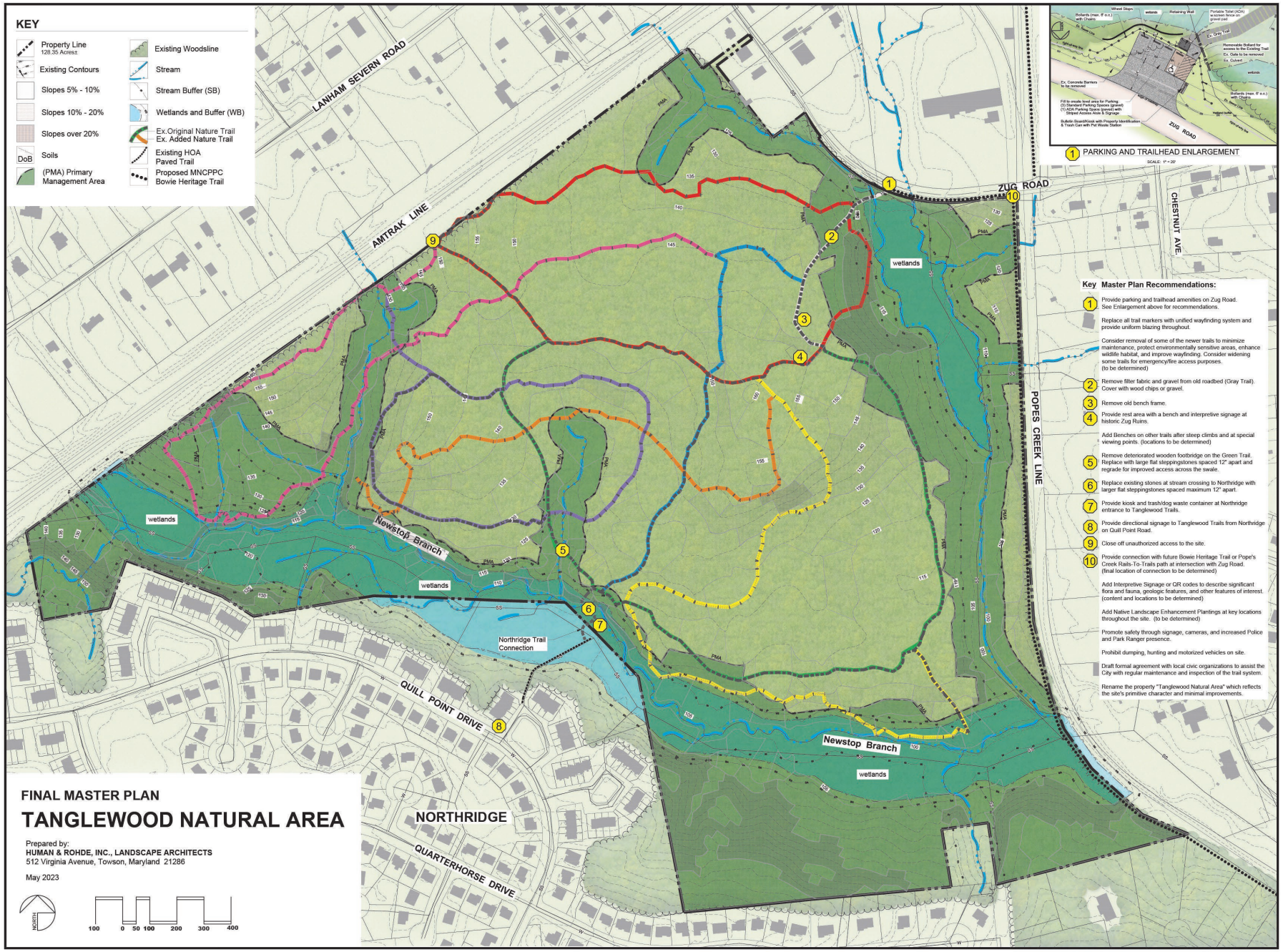
BOWIE CITY COUNCIL COMMENTS ON MASTER PLAN

The Draft Master Plan was presented to the Bowie City Council at a Public Meeting on April 3, 2023. One citizen came forward in support of the master plan process and recommendations. The Council was unanimously in favor of moving forward with the Master Plan as presented. One Council Member requested that City Staff proceed with any grant opportunities to assist with funding of the proposed improvements.

Afterwards, the City Attorney determined that at least one (1) ADA parking space at the site is required by City Standards. Consequently, Parking and Trailhead Schematic Plan 'B', which includes one (1) accessible parking space, was identified as the more appropriate parking configuration. At the direction of City Staff, this layout, minus the ADA trail and sitting area, was incorporated into the Final Master Plan.



The Final Master Plan was then presented to and adopted by the City Council as a Consent Agenda item at their May 1, 2023 meeting.


KEY
Property Line
128.35 Acres±
Existing Contours
Slopes 5% - 10%
Slopes 10% - 20%
Slopes over 20%
DoB
Soils
(PMA) Primary Management Area
Existing Woodsline
Stream
Stream Buffer (SB)
Wetlands and Buffer (WB)
Ex.Original Nature Trail
Ex. Added Nature Trail
Existing HOA Paved Trail
Proposed MNCPPC Bowie Heritage Trail
LANHAM SEVERN ROAD
AMTRAK LINE
ZUG ROAD
CHESTNUT AVE.
POPES CREEK LINE
QUILL POINT DRIVE
QUARTERHORSE DRIVE
NORTHRIDGE
Newstop Branch
wetlands
Northridge Trail Connection
1 PARKING AND TRAILHEAD ENLARGEMENT
Key Master Plan Recommendations:
1 Provide parking and trailhead amenities on Zug Road. See Enlargement above for recommendations.
Replace all trail markers with unified wayfinding system and provide uniform blazing throughout.
Consider removal of some of the newer trails to minimize maintenance, protect environmentally sensitive areas, enhance wildlife habitat, and improve wayfinding. Consider widening some trails for emergency/fire access purposes. (to be determined)
2 Remove filter fabric and gravel from old roadbed (Gray Trail). Cover with wood chips or gravel.
3 Remove old bench frame.
4 Provide rest area with a bench and interpretive signage at historic Zug Ruins.
Add Benches on other trails after steep climbs and at special viewing points. (locations to be determined)
5 Remove deteriorated wooden footbridge on the Green Trail. Replace with large flat steppingstones spaced 12" apart and regrade for improved access across the swale.
6 Replace existing stones at stream crossing to Northridge with larger flat steppingstones spaced maximum 12" apart.
7 Provide kiosk and trash/dog waste container at Northridge entrance to Tanglewood Trails.
8 Provide directional signage to Tanglewood Trails from Northridge on Quill Point Road.
9 Close off unauthorized access to the site.
10 Provide connection with future Bowie Heritage Trail or Pope's Creek Rails-To-Trails path at intersection with Zug Road. (final location of connection to be determined)
Add Interpretive Signage or QR codes to describe significant flora and fauna, geologic features, and other features of interest. (content and locations to be determined)
Add Native Landscape Enhancement Plantings at key locations throughout the site. (to be determined)
Promote safety through signage, cameras, and increased Police and Park Ranger presence.
Prohibit dumping, hunting and motorized vehicles on site.
Draft formal agreement with local civic organizations to assist the City with regular maintenance and inspection of the trail system.
Rename the property "Tanglewood Natural Area" which reflects the site's primitive character and minimal improvements.
FINAL MASTER PLAN
TANGLEWOOD NATURAL AREA
Prepared by:
HUMAN & ROHDE, INC., LANDSCAPE ARCHITECTS
512 Virginia Avenue, Towson, Maryland 21286
May 2023
NORTH
100 0 50 100 200 300 400

ESTIMATED COST OF MASTER PLAN IMPLEMENTATION

Phasing will be an important aspect of the implementation of the master plan recommendations. The following estimated costs for phasing in the next fiscal years and beyond are proposed:

FY24 (budget $30,000)

○ Design & Engineering (Parking & Trailhead):		$ 9,000
○ Bridge Removal & Install Stone Crossing:		$ 5,000
○ Newstop Crossing Stone Replacement:		$ 2,500
	Subtotal	$ 16,500
+ 15% Contingencies		$ 2,475
	Total FY24	**$ 18,975**

FY25 and beyond (budget $30,000)

○ Parking & Trailhead Construction (FY25)		$ 90,000
○ Security Camera System		$ 3,000
○ Gray Trail Renovation		$ 11,500
○ New Trail Markers (35) / Tree Blazing		$ 6,500
○ Benches on Trails (assume 9)		$ 16,000
○ Interpretive Signage (assume 5)		$ 15,000
○ Landscape Enhancement Plantings		$ 5,000
	Subtotal	$147,000
+ 15% Contingencies		$ 22,050
	Total FY25 and beyond	**$169,050**

ESTIMATED COST OF TRAIL MAINTENANCE

Time required to inspect and correct erosion and remove downed limbs and trees is difficult to determine but needs to be taken into account to establish a reasonable budget. We could not find any written and accepted checklist of items and inspection frequency.

Frederick County was helpful, but Anne Arundel County was more in tune with our issues for a natural trail. Ranger Karen Jarboe says, “We don’t remove dead trees just because they are near a trail, but we will remove them if they are considered a hazard tree, which means overhanging a bench or spot where people sit or congregate for a length of time. We do weekly patrols of trails and those hazards are generally spotted then.”

Based on this conversation and conversations with Frederick County, we feel that a monthly inspection of the trail to identify hazards would be a reasonable frequency.

As previously mentioned, it is recommended that there be a phone number on the signage to direct people to call with safety concerns and observations of vandalism, hunting, and dumping.

City Staff worked up the following breakdown of maintenance costs based on:

- Employing one (1) Park Ranger for 4 hours per week
- Scheduling one (1) Police patrol visit per day (15 minutes)
- Contracting with a 3-person crew for eight (8) hours once per month for trail maintenance.

Monthly inspections	$ 5,000 annual
Police	$ 8,000 annual
Tree/limb removal	up to $60,000 per year (contractual)
Total Annual Budget:	**$73,000**

APPENDIX A

MINUTES OF STAKEHOLDERS MEETING
January 24, 2023

Human & Rohde, Inc.
landscape architects/land planners

JOHN C. ROHDE, RLA
SALLY MALENA, RLA
LYNETTE PINHEY, RLA

512 VIRGINIA AVENUE
TOWSON, MD 21286
TEL: (410) 825-3885
FAX: (410) 825-3887

February 2, 2023

MINUTES
TANGLEWOOD PROPERTY STAKEHOLDERS MEETING

Date of Meeting: January 24, 2023
Location: City of Bowie City Hall
15901 Fred Robinson Way
Bowie, MD 20716

ATTENDEES:

In-Person Community Attendees:

Richard and Fran Smith
Richard Strafella
John and Verna Teasdale
Dave Morgan
Bob and Mary Rapczynski
Ryan and Allison Lambert
Joseph Mead
Alexandra Calloway

Virtual Attendees:

John Papagni
Ken McCaughey
Wanda Rogers
Carl Hanse
Doris Robinson
Susan Dyer
Laura Downey
Stan Lilinski
Latoya Phillip
Ondjelle Hemby
Cornelia Randolph
Robert Day

City of Bowie:

Sally Hein, Director, Department of Community Services
Matthew Reno, Project Manager, Department of Community Services
Ashley Gibbs, IT Services
Matthew Rosenbloom-Jones, Planning Department

Consultants:

John Rohde, Human & Rohde, Inc.
Lynette Pinhey, Human & Rohde, Inc.

PURPOSE

The purpose of this meeting was to acquaint the community with the Tanglewood Property and to obtain input from attendees about the future use of the site. The meeting was opened at 7 p.m. by Mr. Reno with introductions and the start of the PowerPoint presentation.
(*Note: The PowerPoint presentation is available for download from the City's website*.)

1. Mr. Reno introduced the project's history, including the March 21, 2022 presentation by the Friends of Tanglewood to the City Council and the Council's comments. He then briefly described the next steps in the process and introduced the consultants for the Master Plan, Human & Rohde, Inc., citing their qualifications and experience in the preparation of park master plans. Lynette Pinhey of Human & Rohde described two (2) of their previous master planning projects which shared the passive nature and environmental sensitivity of the Tanglewood property.

2. Ms. Pinhey presented the general master planning process to inform the attendees about the anticipated progression of the project.

3. Ms. Pinhey presented an aerial view of the site to orient everyone to the site's location and community context.

4. Historical aerials of the site (1938, 1977, 2000 and 2022) were presented to show the changes in the general area and property over the decades.

5. Photographs of the site were presented to further familiarize the audience with the site's conditions. The site entrances, trails, trail markers, stream crossings, and Zug ruins were shown.

6. The Site Analysis map was presented to illustrate the existing natural and manmade conditions and features of the property. The County-required Primary Management Area (PMA) was discussed in detail to make the audience aware of the extensive nature of the environmental restrictions on the property which will need to be taken into consideration for any future improvements to the site.

7. The inclusion of a segment of the Bowie Heritage Trail through the property was presented and its significance to the site was briefly discussed.

8. The floor was opened for public discussion. The following is a summary of the discussion and comments: (*note: comments received on-line during the meeting are attached at the end of the minutes*):

    - The general consensus was to leave the property as a primitive nature area with modifications for safety and access only. The preference was to retain the natural trails and the Zug Road entrance as the primary entrance, along with the existing entrance from Northridge.

- The property will be redesignated depending on the final agreed-upon use of the property. If not "Tanglewood Park", then possibly something along the lines of "natural area" or "forest", if left in the current primitive condition without any formal recreation.
- Vandalism and inappropriate use of the property, such as dumping, hunting, or dirt bikes, was discussed and needs to be addressed. The concrete barriers were installed at the Zug Road entrance to deter dumping on the property. (*It was noted that anyone observing this type of behavior should report it to the City.*)
- Use by mountain bikes was desired by one of the attendees. It was agreed that motorized dirt bikes and ATV's should continue to be prohibited due to noise and potential conflicts with hikers. It was noted that there are other facilities available for this use.
- Parking is essential if the property is to be used by the public. A small parking lot at or near the Zug Road entrance or expansion of the shoulder of Zug Road was suggested. Consideration of environmental restrictions will be important in the placement of a parking area.
- Residents of Northridge suggested that trail users could possibly use the visitor parking at the pool and then take the existing bike trail to connect with the Tanglewood trails. On-street parking is limited anywhere near the paved trail that connects with the stream crossing to the property and could conflict with residential parking.
- Take into consideration the heavy equipment and trucks that use Zug Road in regards to safety of park visitors.
- Consider the reduction in the number of trails for the benefit of wildlife.
- Requests to add various amenities, such as a sign at the Zug Road entrance area and some form of restroom facilities.
- Repair/modify bridges and stream crossings.
- Provide additional cleanup for the trails and removal of fallen trees.
- Development of a formal agreement for a citizen team to cooperate with City staff for maintenance of the trails and trash removal around the property.
- Integration of the existing trail system with the future Bowie Heritage Trail and/or future Pope's Creek rail-trail.

At the end of the meeting, it was requested that any further comments be submitted in writing via email to Lynette Pinhey and Matt Reno by end of business January 31, 2023. It was requested that stakeholder groups, such as the Northridge Homeowner's Association, MAPS and Friends of Tanglewood, submit further comments as a group, rather than as individuals.

Note: All emailed comments, as well as written comments received during the meeting, are attached to these minutes.

The meeting was concluded around 8:30 p.m.

Submitted by:

Lynette B. Pinhey, RLA
Human & Rohde, Inc.

Attachments

TANGLEWOOD STAKEHOLDERS MEETING JANUARY 24, 2023

The following comments were received via the Chat feature during the presentation:

LP

Latoya P (Guest) 1/24 7:36 PM
Is there a budget set aside for any development?

KM

Ken M. (Guest) 1/24 7:48 PM
Gravel parking might be best and limited in size, at least to start. Have a plan to grow it is use dictates and funding permits.

In order to open up this property some City funding will be required. To have any chance of getting funding to make that happen will require a very cost conscious plan. At least initially focus on bare bones. Have a road map for additional features can be added if desired and if funding permits in the future. If the costs are too high nothing will happen.

Laura (Guest) was invited to the meeting.

KM

Ken M. (Guest) 1/24 7:51 PM
A plan to accommodate the Heritage Trail to the WB&A should be factored in. I realize the current planned route might not be compatible with the environmental rules.

S

Susan (Guest) 1/24 7:53 PM
You could park on the street near the Northridge access,

I agree with Ken about starting with a small lot on Zug Road. If it's heavily used then in the future it could grow.

There are also larger trees around the ruins of the Zug House. They are quite noticable.

KM

Ken M. (Guest) 1/24 7:55 PM
Maybe Zug Road's shoulder could be expanded to facilitate some of the parking. Likely more users on the weekend when commercial use is lower.

S

Susan (Guest) 1/24 7:55 PM
The animals use the trails, they are not scared of them, at least with current usage of the park.

Maybe for the Northridge acess try larger stepping stones? The ones we used get pushed around after a heavy rain. Bigger stones might resist that. And be much cheaper than a bridge.

CH

Carl Hansen (Guest) 1/24 7:57 PM
I do like that the trails extend to more of the park now. Years ago lightning started a brushfire and the firemen had to blaze a trail which took a whole night and it spread to an acre in size. Having this sort of access can help keep fires under control.

S

Susan (Guest) 1/24 7:58 PM
Dlrt bikes are a terrible idea. I live close to the park and they used to keep me awake at night. I also feel like it's a safety concern for hikers and bikers. I have shared trails with motorized vehicles before. Not fun when they come flying around the corner in your face.

JP

John Papagni (Guest) 1/24 8:00 PM
My view is that any parking should be very limited and pervious, consistent with the character of this wooded area and to limit environmental impacts.

KM

Ken M. (Guest) 1/24 8:00 PM
I don't think dirt bikes are a good fit with this property. The noise and impact on wildlife will be unwelcome. I will not use the property if that is permitted.

S

Susan (Guest) 1/24 8:01 PM
Agreed, I could see just pushing the jersey barriers and have people park right on the side of the road. This assumes the culvert can support the weight of parked cars. But keep folks on the side of the road to keep them out of mischief. The trucking company is running through there from 4am to 8pm.

Doris Robinson (Guest) no longer has access to the chat.

CR

Cornelia Randolph (Guest) 1/24 8:03 PM
Perfect As is!

S

Susan (Guest) 1/24 8:03 PM
I love the idea of accessible parks in Bowie. But I suspect there are better candidates than Tanglewood. Both entrances are steep. Try Allan's Pond.

Love it as is.

JP

John Papagni (Guest) 1/24 8:04 PM
Dirt bikes and ATV's area already a serious nuisance on nearby City streets and in my view should not be encouraged.

LP

Latoya P (Guest) 1/24 8:04 PM
Dirt Bikes aren't going away so we should find a way to balance that out

KM

Ken M. (Guest) 1/24 8:05 PM
A natural area will help distinguish this property from other City properties. Being different will help the funding cause, in my opinion.

1/24 8:05 PM

> **Latoya P (Guest)**
> Is there a budget set aside for any development?

There is a limited budget of $30,000 at this time.

LP

Latoya P (Guest) 1/24 8:05 PM
There are enough parks in Bowie...they need to stop building houses and save the green space in those areas

1/24 8:05 PM

> **Ken M. (Guest)**
> A natural area will help distinguish this property from other City properties. Being different will help the funding cause, in my opinion.

Thank you.

LP

Latoya P (Guest) 1/24 8:05 PM
Thank you Matt!!

S

Susan (Guest) 1/24 8:06 PM
We need dirt bike parks and hiker/bicycling parks. As a nearby homeowner I am 100% against dirt bikes. They kept me awake 20 years, thank goodness they are gone.

Laura (Guest) 1/24 8:06 PM
I like the idea of City of Bowie posting trail markers like in Whitmarsh . I think it is important to be able to communicate location in the park in the event you need assistance.

John Papagni (Guest) no longer has access to the chat.

Susan (Guest) 1/24 8:07 PM
You can use a gps app on your phone to post locatioin. Or use the map and say "I'm on western green". I would know where you are.

1/24 8:07 PM

> **Ken M. (Guest)**
> In order to open up this property some City funding will be required. To have any chance of getting funding to make that happen will require a very cost conscious plan. At least initially focus on bare bones. Have a road map for additional features can be added if desired and if funding permits in ...

Thanks Ken. We will take this under consideration as well.

Laura (Guest) no longer has access to the chat.

Cornelia Randolph (Guest) no longer has access to the chat.

Ashley Gibbs 1/24 8:08 PM
At this time, the recording will be stopped. However, Mr. Reno will continue answering questions.

Latoya P (Guest) no longer has access to the chat.

Susan (Guest) 1/24 8:07 PM
You can use a gps app on your phone to post locatioin. Or use the map and say "I'm on western green". I would know where you are.

1/24 8:07 PM

> **Ken M. (Guest)**
> In order to open up this property some City funding will be required. To have any chance of getting funding to make that happen will require a very cost conscious plan. At least initially focus on bare bones. Have a road map for additional features can be added if desired and if funding permits in ...

Thanks Ken. We will take this under consideration as well.

Laura (Guest) no longer has access to the chat.

Cornelia Randolph (Guest) no longer has access to the chat.

Ashley Gibbs 1/24 8:08 PM
At this time, the recording will be stopped. However, Mr. Reno will continue answering questions.

Latoya P (Guest) no longer has access to the chat.

Susan (Guest) 1/24 8:09 PM
Agreed there should be a place for dirt bikers. It should NOT be close to so many people's homes. Too Loud. Find something remote.

1/24 8:10 PM

> **Laura (Guest)**
> I like the idea of City of Bowie posting trail markers like in Whitmarsh . I think it is important to be able to communicate location in the park in the event you need assistance.

Hi Laura, there are existing trail markers for all of the trails. Thanks for your comment.

KM

Ken M. (Guest) 1/24 8:10 PM

Will any funding for this property be in the upcoming budget? If so, can you comment on the scope?

1/24 8:11 PM

> **Ken M. (Guest)**
> Will any funding for this property be in the upcoming budget? If so, can you comment on the scope?

There is $30,000 in the current year budget; however how it could be used has not been identified at this time. The Master Plan should help us to identify how to spend the funds.

> **John Papagni (Guest)**
> Dirt bikes and ATV's area already a serious nuisance on nearby City streets and in my view should not be encouraged.

Thank you for your comment.

> **Susan (Guest)**
> I love the idea of accessible parks in Bowie. But I suspect there are better candidates than Tanglewood. Both entrances are steep. Try Allan's Pond.

Thanks for you comments.

KM

Ken M. (Guest) 1/24 8:13 PM

Thank you Matt Reno, City Staff, and the consultant for hosting this. BTW, the TEAMS portal worked quite well. Good job.

1/24 8:14 PM

> **Ken M. (Guest)**
> Thank you Matt Reno, City Staff, and the consultant for hosting this. BTW, the TEAMS portal worked quite well. Good job.

Glad to hear.

S

Susan (Guest) 1/24 8:14 PM
Thank you Matt and Lynette for holding this, and especially virtually. Loved the historical overhead photos.

CH

Carl Hansen (Guest) 1/24 8:15 PM
Agreed, to add on this was excellent.

Carl Hansen (Guest) no longer has access to the chat.

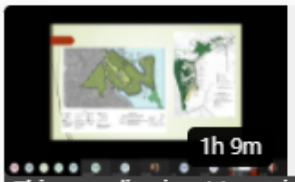
1/24 8:16 PM
Thank you for attending this meeting. Have a good night.

Ken M. (Guest) no longer has access to the chat.

Susan (Guest) no longer has access to the chat.

Meeting ended 1h 27m 1/24 8:18 PM

Meeting
Recording has stopped. Saving recording...



Meeting
Recorded by: Matt Reno

This recording is set to expire. View or change the expiration date here. Learn more

From: Paul Thompson
To: Lynette Pinhey
Subject: comments about Tanglewood
Date: Friday, January 20, 2023 7:25:38 AM

In case no one has noticed, Zug Road next to Tanglewood has BIG problems. In place are properties full of LARGE dump trucks, Grade alls, cement mixers, ETC, HEAVY equipment.

It is NOT safe for any additional traffic; the road is controlled by the people with the monster trucks .

To try and develop Tanglewood is nothing more than a sick joke! Yes it is a big time safety problem.

Paul Thompson
8303 Zug Road
Bowie, Maryland 20715

Virus-free.www.avg.com

From: rstrafella@verizon.net <rstrafella@verizon.net>
Sent: Wednesday, January 25, 2023 11:02 AM
To: Matt Reno <mreno@cityofbowie.org>
Subject: {EXTERNAL}: Tanglewood Property Comments

Matt,

Thank you for last night's presentation. I have a few comments/desires that I'd like to provide and they are:

I'd like the property to be as it currently is (e.g. natural trails, no paved trails).

I'd like the 2 current entrances to remain with Zug Road as the primary entrance.

There should be a small parking area for 4-6 cars at or near the Zug Road entrance.

There should be a large sign with the trails color coded and legends (i.e., Red trail is 0.8 miles, etc.) at the entrance area.

Also at the entrance area there should be a trash can, a Pet Station, and a holder with individual maps for people to use.

I'd like to see periodic markers along each trail color coded (so people would know which trail they are currently on).

I'd like a couple of 2-3 person benches along the trails so people could rest or just sit and enjoy the nature.

I'd like to see some repair/modification to bridges over the streams.

I'd like to also see some more cleanup for the trails.

Regards,
Richard Strafella
8266 Quill Point Drive
Bowie

(301) 352-3524

rstrafella@verizon.net

From: Susan Hansen
To: mreno@cityofbowie.org; Lynette Pinhey
Subject: Tanglewood Stakeholders Comments
Date: Monday, January 30, 2023 2:07:43 PM

Hi Lynette and Matt,

I was not able to attend the last meeting, the Stakeholders meeting. Below are my comments regarding the most important items that need to be addressed in Tanglewood:

1. Periodic trail maintenance for felled trees

2. Trash receptacle

3. Keeping the bridge, reconsider eagle scout projects; these projects were August 2022:

https://www.communityadvocate.com/2022/08/17/marlborough-scout-builds-bridges-for-eagle-scout-project/

https://www.salisburypost.com/2022/08/13/eagle-project-completes-bridge-at-community-park/

FYI one of my sons eagle projects was a bridge. He had to finance it, get people with experience involved in approving the design, find the workers, get skilled workers, buy and haul the materials to the site. The bridge was sound. The bridge in Tanglewood has lasted a long time. Was that an eagle project?

4. Allow existing trails to remain open, even if the City will only declare 2 officially for maintenance. This is important as access to the fire in Tanglewood several years ago was extremely difficult. The fire burned for several days before the firemen could get to it. It did not spread much due to days of misty rain, however, in other years it could ignite a tinderbox which could effect residents, Amtrak, businesses and habitats.

5. Park entrance curb appeal (moving barriers back, adding a sign, adding a trash can, allowing City to cut grass at entrance in season, two parking spaces).

Thank you for providing the opportunity to share and thank you for considering the comments.

Susan Hansen

To: City of Bowie, Department of Community Services; Human & Rohde, Inc.

From: Multi-modal Access & Public Spaces (MAPS)
Bowie Green Team Sub-committee

Date: January 30, 2022

Subject: Stakeholder Comments for the Tanglewood Master Plan

As the City considers options for developing the Tanglewood Park property, the MAPS committee wishes to highlight some points we made a year ago when bringing this to the attention of the City Council.

First, and foremost, we advised that the City "retain the primitive nature of the park by making only necessary improvements for safety and access." We feel that a natural area will help distinguish this property from other City parks and create a space where residents can experience peaceful walks in a pleasant wooded environment. As such, we discourage allowing motorized vehicles, hunting, and other such activities in the park. We agree that a name change from "park" to "natural area" or "forest" would facilitate this usage of the property.

Second, we specified in our earlier memo that the City "activate Tanglewood Park … in a cost-effective manner." Maintaining the park as a natural area should be highly compatible with minimizing the costs involved in developing this property. With tight City budgets in the foreseeable future, this will be imperative if this property is to be made available to residents in a timely manner. Gravel parking of limited size might be best or expansion of Zug Road's shoulder if environmental constraints do not allow use of land along the east side of the park. Developing an agreement for a citizen team to cooperate with City staff could facilitate and reduce costs for maintenance of trails and trash cleanup around the park. Minimizing the capital costs of re-establishing this park should increase the chances of this expenditure being approved by the City, and also of maintaining the primitive nature of the property.

Third, trail connectivity has been a priority of MAPS from its inception. Accordingly, we see Tanglewood as an important potential destination place within the Bowie trail network. The eastern edge of the Tanglewood property aligns with the proposed Heritage Trail that would connect Old Bowie with the existing WBA Trail. In addition, there is the potential for the CSX (Pope's Creek) Railroad tracks, that also run near this eastern border of Tanglewood, to be developed into a major north-south county rail trail in the future. We advocate that development of Tanglewood Park allow for integration with the future development of the Bowie Heritage Trail and/or a Pope's Creek rail trail. MAPS members thank the City for initiating a Master Plan for Tanglewood Park. We look forward to working with City staff on the eventual implementation and establishment of this unique natural area in the City of Bowie.

From:	Susan Dyer
To:	Lynette Pinhey; Matt Reno; Bill Lussier; Susan Hansen; Carl Hansen; Cornelia Randolph; Merlinozzie; Joshuawooten2; Eric Johnson
Subject:	Comments for Tanglewood Stakeholder"s meeting
Date:	Tuesday, January 31, 2023 1:25:11 AM
Attachments:	20230130_175341.jpg 20230130_175424.jpg

Hi Lynette and Matt,

Thank you for the great presentation. We especially liked the aerial photographs over the last 85 years. It was interesting seeing nature reclaim the areas of human incursion.

The current users of the park that I've spoken to like the park as it is.

My priorities, in order, are

1. Trail maintenance. Obviously without this anything else is irrelevant. One good storm can cause may hours of work. Unfortunately this is also impossible to predict. At this time FOT is taking care of this on our own.

2. NO motorized vehicles. Aside from the obvious safety concerns they would be a noise concern for nearby communities. The people from these communities would quickly consider Tanglewood a nuisance. I know this because I would be one of them.

3. Please post "No Hunting" signs. It's not safe out there. I will forward any videos of armed/camouflaged people to the city, and if I encounter a hunter I will forward pictures of license plates of cars parked on Zug Road. However, if there are no "No Hunting" signs posted my understanding is that this is useless.

4. ADA accessiblility at this site is impractical. Existing Bowie city parks such as Allan's Pond, Whitemarsh, Acorn Hill and the 10th Street Park already have some ADA accessibility/bathrooms/trails. These are much more practical and inexpensive than Tanglewood to add additional ADA accessible trails.. The two access points to Tanglewood would require significant bulldozing to achieve a 5% grade. The existing paved trails in Northridge to reach Tanglewood are non ADA compliant (they are quite steep). I've attached a couple of pictures showing this, unfortunately they were taken when it was quite dark and may be useless. If you'd like better / lighter ones let me know. As a taxpayer I believe Tanglewood is not the spot for this, though I agree it's a great idea elsewhere in the city.

5. Place a portable toilet at Zug Road (with or without this it IS a bath-room). A trashcan and a kiosk would be a good idea too.

6. A small parking area at Zug Road would encourage users from outside the immediate area. It should be right on Zug Road to avoid shenanigans when the lot is hidden in the woods. Possibly push the barriers back to the locked gate and put the lot right by Zug Road? The nearby trucking company is running trucks by there from 4AM to 9PM, I imagine this would be a deterrent to many mischief makers.

7. A bridge to Northridge would encourage use from that community. In a

heavy rain the stepping stones get washed down stream. This is repairable when it's warm but not as easy during the winter due to the freezing cold water. Or maybe just using larger stones that can't be budged when the creek rises? I imagine that would much less expensive than a bridge. Possibly the Boy/Eagle Scouts could get involved. They built the bridge in Tanglewood in the mid 1990s. I have no idea who payed for the materials. The Hansens would know.

8. FOT has volunteered to repair the lone bridge in the park. I think most users would prefer to have this bridge rather than fording the boggy mess during rainy periods.

9. Potentially we could have geocaching at Tanglewood, I know the former president of the Maryland Geocaching group so I could facilitate this.

From: Joe Anne MW
To: Lynette Pinhey; Matt Reno
Subject: Comments on Tanglewood
Date: Tuesday, January 31, 2023 2:44:27 PM

Hello,

I'm writing to submit this comment in response to the request for comment at the Tanglewood Property Stakeholders Meeting. My wife and I live in Old Town Bowie and frequently walk through the Tanglewood property. We appreciate having such a delightful property nearby, and support the idea of keeping it primitive, as its primitive nature is a key part of its value. There are an abundance of more lawn- and recreation-based parks in the area, and having one in a natural setting is really nice. We also support the idea of making it easier for other people to enjoy the park, through signage, perhaps limited parking, etc.

One specific suggestion we have is to have fewer trails, as the current number of trails can be problematic for wildlife, especially birds. Fewer trails will be easier to maintain, and will help avoid confusion (there are often times with several trails converge, which can cause people to become lost).

Best,
Joe Mead (and Anne Wiley)

Date: 31 Jan 2022

From: Friends of Tanglewood (FoT)

To: City of Bowie, Department of Community Services

Subj: Recommendations for the Tanglewood Master Plan

The Friends of Tanglewood strongly recommends that, whatever plans are put forward in the Tanglewood Master Plan, the foremost considerations should be to: (a) maintain its primitive nature and natural beauty; (b) to promote safe public access, regular maintenance, and cleanliness; (c) to increase awareness and the number of visitors; and most of all (d) to preserve Tanglewood as an enjoyable natural resource for generations to come. With these general considerations in mind, our group respectfully submits the following specific recommendations for inclusion:

Awareness & Branding:

- While "Tanglewood" is already unique in the list of city properties, the name "Tanglewood Forest" would make the property stand out even more; and not just in Bowie, but in surrounding areas as well. A host of clever marketing and promotion opportunities could be associated with the name to help raise awareness and patronage of the property.
- To improve awareness Tanglewood needs a welcome sign at its entrance as well as a directional sign at the corner of Zug Road and Chestnut Ave. Another should be placed near the Northridge entrance on Quill Point Dr.
- Tanglewood should be re-listed on the city's website
- Add Tanglewood to Google Maps' list of locations: How to Add a Location or Missing Place in Google Maps (businessinsider.com)
- Work to create a unique experience for visitors. Ideas include: partner with the city's arts committee to solicit appropriate "trail art" to decorate Tanglewood. For example, sponsor a Bird and Bat house contest. Call on local artists to design a unique set of trail markers for one or more of the trails. Decorate a prominent tree with unique and artful ornaments. Perhaps set up some Geocaches to attract and engage some younger visitors.
- Create a more attractive natural area. While lovely as it is, Tanglewood could benefit from a modicum of curated plantings. The idea would be to slowly add pockets of plantings that would add year-round interest. e.g., A few small groves of flowering trees and shrubs, a glade of flowering bulbs, an allee of mushrooms, a stand of rare trees not often found in the suburbs of Washington. There are many possibilities and the FoT stands ready to assist!

Access:

- The property badly needs a proper trailhead with at least a few parking spots. Preferably a NON-paved surface that is a close to Zug Rd as possible.
- The Northridge entrance dead-ends at the Newstop Branch stream. A bridge will be required across the stream to connect this entrance to the trail network.
- The current footbridge over the gully on the Green trail should be repaired.

- In preparation for a possible future trail along the Popes Creek rail line, we recommend that a notional trail route be penciled into the plan that will connect it to the Green trail.
- There are no nearby public restrooms so a port-o-potty should be placed at the trailhead and be regularly maintained.

Safety and Security

- Security camera(s) should be placed to monitor the future trailhead at Zug Rd. This will not only provide a modicum of security, but would help deter any instances of trash dumping, vandalism or illicit activity.
- The fallen trees along the Amtrak RR line should be cleared from the existing chain link fence so that it can be propped back up to serve as a proper barrier to dumping along the property's edge.
- Funding should be allocated for periodic trail maintenance. This is the best way to ensure safety in on the property. Occasionally dead or sick trees will overhang a trail and should be taken down before they fall and damage park features.
- The city should partner with the FoT to help monitor Tanglewood and report any undesirable activities.

Cleanliness

- To encourage the responsible disposal of trash, an animal resistant trash bin should be placed at the Zug Rd Trailhead and emptied at least weekly.
- A trash bin at the Northridge entrance might also be helpful but we encourage the city to open a discussion with the Northridge HOA first to see if it can be properly maintained at this location.
- The city should partner with the FoT and interested local residents to conduct periodic park cleanup events.

Signage

- Install a covered information "kiosk" at each entrance so that information signs, flyers, and trail maps can be posted.
- Install consistent trail markers at all trail entrances and crossing points
- Install warning signs (e.g., No Hunting, No Dumping, etc.) along the perimeter of the park or at least near any likely points of entrance.
- Consider a historical marker/sign or two (e.g., a description of the history of the property or one that describes the history of the Popes Creek RR.)
- Consider some information markers/placards to point out the flora. fauna, geologic features, etc. of Tanglewood.

We also strongly discourage including any of the following in the master plan:

- Any permitting of motorized vehicles in the park. Allowing motorbikes and ATVs would attract many riders from the area and drive the walking patrons away. The noise would be very disturbing to surrounding communities as well as wildlife. Lastly, many off-road enthusiasts haul their bikes on trailers. Unless extra-large parking spaces are installed, they will just park along the side of Zug road.

- The building of any new permanent structures except for a bridge over the Newstop Branch creek.
- The building of any paved trails/paths through Tanglewood (Except for the proposed heritage trail). A few low-lying muddy trail sections might benefit from the addition of gravel or mulch, but hard surface trails are not in keeping with the primitive character of the park.

Thank you for the opportunity to provide input to this master plan. The FoT look forward to collaborating further on its development and stands ready to help support its implementation.

Sincerely,

Friends of Tanglewood

APPENDIX B

MINUTES OF STAKEHOLDERS MEETING #2
March 16, 2023

Human & Rohde, Inc.
landscape architects/land planners

JOHN C. ROHDE, RLA
SALLY MALENA, RLA
LYNETTE PINHEY, RLA

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March 22, 2023

MINUTES
TANGLEWOOD PROPERTY STAKEHOLDERS MEETING #2

Date of Meeting: March 16, 2023
Location: Virtual via Microsoft Teams

ATTENDEES:

Community:

Keyonta Douglas
Laura Downey
Susan Dyer
Carl Hansen
Stan Hilinski
Bill Lussier
Ken and Patty McCaughey
Latoya Phillip
Mike Quinlan
Cornelia Randolph
Mary and Bob Rapczynski

City of Bowie:

Matthew Reno, Project Manager, Department of Community Services

Consultants:

John Rohde, Human & Rohde, Inc.
Lynette Pinhey, Human & Rohde, Inc.

PURPOSE

The purpose of this meeting was to obtain input from the community on preferences regarding three (3) schematic plans for parking and trailhead improvements.

1. Mr. Reno opened the meeting at 7:00 p.m. and explained the purpose of the meeting. Participants would be asked to provide their preference for one of the three schematic plans being presented. Any questions about the master plan process from this point on would be discussed.

2. Ms. Pinhey began the PowerPoint presentation with a summary of the general master plan process to bring participants up to date. The list of comments generated from the first Stakeholders Meeting on January 24, 2023 was briefly discussed as forming the basis for the parking and trailhead concept plans to be presented.

3. Schematic Plan A proposed 5 parallel gravel parking spaces along the shoulder of Zug Road with property signage, bulletin board/kiosk, trash/pet waste container, and portable toilet. Satisfies most of the Stakeholder and City Staff requests. Considerations were no ADA parking possible, no ADA trail or facilities, minimal wetland buffer impacts, road traffic, and least cost ($65,000±).

4. Schematic Plan B proposed head-in parking set back from Zug Road consisting of 3 gravel parking spaces and 1 ADA parking space with access aisle, bulletin board/kiosk with property identification, trash/pet waste container, portable toilet, and ADA trail to rest area. Satisfies all Stakeholder and City Staff requests. Considerations were safer relationship of parking to roadway, provides some ADA facilities, requires retaining wall to level the grade for parking area and prevent intrusion into the wetlands, more wetland buffer impacts than A, and more cost ($90,000±).

5. Schematic Plan C proposed 640 feet of gravel roadway following the Gray Trail (old roadbed) from the existing entry point on Zug Road and utilizing the existing stream crossing. Provides 3 standard gravel parking spaces and 1 ADA parking space where the slopes are less than 5%, approximately in the vicinity of the old parking area. Provides opportunities for an ADA trail and amenities in the woods on the flattest slopes. Proposes a property identification sign and controlled gate system at the entrance and a bulletin board/kiosk, trash/pet waste container and portable toilet at the parking area. Satisfies most of the Stakeholder and City Staff requests. Considerations were significant environmental impacts, major security issues, and greatest cost ($230,000±).

6. Participants were asked to vote via the Chat feature for which Schematic Plan was preferred. *The results were 10 in favor of Schematic Plan A and 7 in favor of Schematic Plan B. Zero votes for Plan C. (A transcript of public participation is attached to the minutes.)
   **The results include votes cast via email by participating stakeholders not in attendance.*

7. Mr. Reno informed the participants that these results would be taken into consideration by City Staff. A final recommendation would then be provided to Human & Rohde so that one parking and trailhead layout could be incorporated into the Draft Master Plan drawing, which will also depict other recommendations for the property based on all comments received.

8. The Draft Master Plan will be presented to the City Council at their April 3, 2023 meeting to obtain their comments and final recommendations. This is a public meeting and the community is welcome to attend and offer their comments. (Note: The presentation will be available on the City website prior to the Council meeting for all to review.) City Council comments will then be incorporated into the plan to produce the Final Master Plan which will be included on the May 1, 2023 Consent Agenda for the Council's adoption.

9. When the process is complete, the accompanying Master Plan Report will include a thorough explanation of the entire master planning process and be a record of all findings and recommendations. The Site Analysis, Final Master Plan drawing, and cost estimates for potential improvements and maintenance will be included.

10. Mr. Reno explained that the City has $25,000 appropriated in the current FY23 Capital Improvement Program budget, with an additional $30,000 in FY24 and FY25. Depending on final recommendations and potential phasing, additional funds could be requested in fiscal year 2025 budget later this year when the budget is prepared.

The meeting was concluded around 7:40 p.m.

Submitted by:

Lynette B. Pinhey, RLA
Human & Rohde, Inc.

Attachments

Note: The PowerPoint presentation for this meeting is available for download from the City's website. The transcript from the presentation is attached with these minutes.

* The following participating stakeholders were not in attendance, but their emailed votes were counted in the results:
    Susan and John Hansen
    John Teasedale
    Richard Strafella

CHAT COMMENTS - STAKEHOLDERS MEETING #2

Tanglewood Property Stakeholders Meeting #2 Chat Details Scheduling Assistant Attendance Meeting Whiteboard

Matt Reno joined the conversation.

Matt Reno named the meeting Tanglewood Property Stakeholders Meeting #2.

March 2

Sally Hein and **Nick Spurgeon** were invited to the meeting.

March 9

Wednesday

Thursday

Thursday 6:53 PM Meeting started

Lynette Pinhey (External) was invited to the meeting.

John Rohde (External) was invited to the meeting.

Mary & Bob Rapczynski (Guest) was invited to the meeting.

Mary & Bob Rapczynski (Guest) was invited to the meeting.

Ken McCaughey (Guest) was invited to the meeting.

Carl Hansen (Guest) was invited to the meeting.

Laura D (Guest) was invited to the meeting.

LD **Laura D (Guest)** Thursday 7:00 PM
Laura

Keyonta Douglas (Guest) was invited to the meeting.

Mike Quinlan (Guest) was invited to the meeting.

Thursday 7:03 PM Recording has started

Bill Lussier (Guest) was invited to the meeting.

stan hilinski.net (Guest) was invited to the meeting.

Tanglewood Property Stakeholders Meeting #2 Chat Details Scheduling Assistant Attendance Meeting Whiteboard Recordings & Transcri... Breakout rooms Q&A +

Thursday 7:11 PM
Attendees, please be advised this meeting is being recorded. Thank you.

KM **Ken McCaughey (Guest)** Thursday 7:20 PM
Will the draft plan be available prior to April 3?

BL **Bill Lussier (Guest)** Thursday 7:21 PM
Will other aspects of the park be addressed in this plan or will they be added at a future date? e.g., bridge, signage, entrance at Northridge?

SH **stan hilinski.net (Guest)** Thursday 7:21 PM
Stan Hilinski, susan Hansen and Susan Dyer prefer Option A. I fear that Option B and C with tables in the woods could attract undesirables, hanging out,= and drinking and whatever else.

CH **Carl Hansen (Guest)** Thursday 7:21 PM
Me (Carl Hansen) vote option A. My mother (Susan Hansen) and father (John Hansen) also vote option A.

KM **Ken McCaughey (Guest)** Thursday 7:22 PM
Ken McCaughey - Plan A
Patty McCaughey - Plan B
In both cases, don't see the need for the toilet.

BL **Bill Lussier (Guest)** Thursday 7:22 PM
OK Thanks

SH **stan hilinski.net (Guest)** Thursday 7:23 PM
Can we email Council Members in lieu of attending City Council meeting?

Tanglewood Property Stakeholders Meeting #2 Chat Details Scheduling Assistant Attendance Meeting Whiteboard Recordings & Transcri... Breakout rooms Q&A

BL **Bill Lussier (Guest)** Thursday 7:23 PM
Bill Lussier votes for Plan A

MO **Mike Quinlan (Guest)** Thursday 7:23 PM
Mike Quinlan - Plan B

KD **Keyonta Douglas (Guest)** Thursday 7:23 PM
Does voting need to be placed today?

SH **stan hilinski.net (Guest)** Thursday 7:23 PM
Options B and C pose a danger to female walkers I fear.

KM **Ken McCaughey (Guest)** Thursday 7:23 PM
I really don't like plan C. This is the most expensive option. It would also require the most development within Tanglewood. Permitting might be an issue an a significant cost threat due to proximity to the wetlands. I think this could enable both dumping and nefarious activities since the parking is out of sight from the road. Recurring maintenance cost will be much higher than the other plans. I am not aware of the technology they proposed being used elsewhere in the City. I am concerned that it's effectiveness will be limited and costs high.

KD **Keyonta Douglas (Guest)** Thursday 7:24 PM
Would like a chance to be more thoughtful.

M **Mary & Bob Rapczynski (Guest)** Thursday 7:24 PM
Mary & Bob Rapczynski plan B

SH **stan hilinski.net (Guest)** Thursday 7:24 PM
Cornelia RaNDOLPH IS TRAVELING RIGHT OW BUT SHE HAs always prefered "a less is more" approach to the property.

Tanglewood Property Stakeholders Meeting #2 Chat Details Scheduling Assistant Attendance Meeting Whiteboard Recordings & Transcri... Breakout rooms Q&A

BL **Bill Lussier (Guest)** Thursday 7:25 PM
Is the surface for Option B gravel as well?

LD **Laura D (Guest)** Thursday 7:25 PM
Like Plan B.to get off of Zug Road. Option c seems like it brings up too many security risks. Option A would be fine - certainly an improvement over current condition

KD **Keyonta Douglas (Guest)** Thursday 7:26 PM
Option B

SH **stan hilinski.net (Guest)** Thursday 7:26 PM
I don't see Plan A parking as a problem. There isn't that much traffic. You just need to pay attention. Those big trucks are hard to miss. I park on the side of the occasionally now.

KM **Ken McCaughey (Guest)** Thursday 7:27 PM
Patty - I like the idea of bare bones approaches but I like the configuration of the parking in B. If Plan A had B's parking I would vote for this.

SH **stan hilinski.net (Guest)** Thursday 7:27 PM
I would also like to see "No Hunting" sighs posted.

KD **Keyonta Douglas (Guest)** Thursday 7:28 PM
Plan B also minimize damage to cars from construction vehicles

CH **Carl Hansen (Guest)** Thursday 7:28 PM
I support that this process has been open

KM **Ken McCaughey (Guest)** Thursday 7:28 PM
The process has been good.

Tanglewood Property Stakeholders Meeting #2 Chat Details Scheduling Assistant Attendance Meeting Whiteboard Recordings & Transcri... Breakout rooms Q&A

SH **stan hilinski.net (Guest)** Thursday 7:29 PM 1
It's been pretty transparent. Let's see what the outcome is. Very opposed to tables in the woods for people to party and leave trash.

MO **Mike Quinlan (Guest)** Thursday 7:29 PM
Yes, a logical and open process.

KD **Keyonta Douglas (Guest)** Thursday 7:29 PM
yes . Thank you.

BL **Bill Lussier (Guest)** Thursday 7:29 PM
Do you think we should advocate of this at the Apr 3rd Counsel meeting?

KD **Keyonta Douglas (Guest)** Thursday 7:30 PM
I think as residents it could not hurt to show up.

KM **Ken McCaughey (Guest)** Thursday 7:30 PM
Will the plan have cost estimates?

CH **Carl Hansen (Guest)** Thursday 7:31 PM
Thank you!

KM **Ken McCaughey (Guest)** Thursday 7:31 PM
Thanks Matt and Lynette.

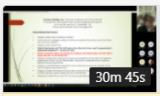
BL **Bill Lussier (Guest)** Thursday 7:32 PM
Thanks for the presentation

Tanglewood Property Stakeholders Meeting #2 Chat Details Scheduling Assistant Attendance Meeting Whiteboard Recordings & Transcri... Breakout rooms Q&A

SH **stan hilinski.net (Guest)** Thursday 7:32 PM
Thanks.

MO **Mike Quinlan (Guest)** Thursday 7:32 PM
Thanks.

Mike Quinlan (Guest) left the chat.
Ken McCaughey (Guest) left the chat.
Bill Lussier (Guest) left the chat.
Carl Hansen (Guest) left the chat.
Keyonta Douglas (Guest) left the chat.
Laura D (Guest) left the chat.
Mary & Bob Rapczynski (Guest) left the chat.
Thursday 7:33 PM Recording has stopped. Saving recording...



Recording
Matt Reno

This recording is set to expire. View or change the expiration date here. Learn more

Thursday 7:42 PM Meeting ended: **49m 39s**

Transcript Attendance

I started the recording a bit late, so my intro is not included.

0:0:22.90 --> 0:0:51.500
Lynette Pinhey
The General Master plan process for those who may not have been part of the first stakeholders meeting, and so you know, we were human and Rodie was hired by the City of Bowie to essentially revise the old master plan for the Tanglewood property. And you know what we come up, we will be used as a one to call it a road map for future improvements and management of the property. So just to to review.

0:0:52.60 --> 0:1:23.700
Lynette Pinhey
Where we where we've been and where we're going. So what we did was we prepared a base map of all the existing conditions. We we visited the site, we walked the site and on the trails and so we observed all the existing conditions and we gathered information about the history and use of the property, got some base maps information from the city and so on to so we could prepare a plan. And after evaluating all the site conditions, that's like the slopes.

0:1:23.780 --> 0:1:42.250
Lynette Pinhey
And the vegetation existing trails where the streams are wetlands and so on. We prepared a site analysis plan. That's the Third Point here. And then after that is when we had our first stakeholder meeting January 24th as as Matt was you know saying earlier.

0:1:43.30 --> 0:1:47.890
Lynette Pinhey
So at that point we, you know, got your the communities input.

0:1:49.210 --> 0:2:18.520
Lynette Pinhey
And at that meeting, and that was either the people who were there in person or by the teams chat, meet me or, you know, teams meeting business and then we had open comment period until January 30th for additional comments to come in by e-mail and at that point we put together a list. I'm gonna pull up a different different file here, a list put together, you know, summarized everything that everyone had said.

0:2:18.670 --> 0:2:49.780
Lynette Pinhey
And came up with a list of about 33 comments and points that the community wanted to address in the master plan process. We won't go through all of them, but I did just want to point out that the the one that that got the most response was to have a the entrance on Zug Road as it is now. Leave it as the primary side entrance and to have a minimal limited gravel parking alongside Rd. So we did take into consideration the comments and that when being the primary one.

0:2:49.940 --> 0:2:51.310
Lynette Pinhey
As we went forward.

0:2:52.520 --> 0:2:57.940
Lynette Pinhey
Umm, so we are here today to, as Matt said, discuss.

0:2:59.300 --> 0:3:28.810
Lynette Pinhey
The concepts that were developed as a result of putting together that information and that is what we call programming, and so that's what we're going to look at here shortly after we do that, we're going to, you know, take all this, the new information, the new input and consult with city staff and prepare the master plan, a drawing that actually shows the recommendations for the site and that will hopefully depict the expectations of the city.

0:3:28.890 --> 0:3:30.330
Lynette Pinhey
And you are stakeholders.

0:3:30.730 --> 0:4:0.120
Lynette Pinhey
Umm. For what to do with the property and we're going to take into consideration. Like I said, all the programming desires and all the site conditions and restrictions that decide itself imposes upon those those things. At that point, after that point, once we know sort of what direction we're going to take, we'll prepare a cost estimate for the operational and maintenance practices that the city will use in order to implement those recommendations of the master plan.

0:4:1.80 --> 0:4:31.370
Lynette Pinhey
So at that point, then we'll prepare a master plan report, and that is a record essentially the of the entire planning process. All the things that you know are in this list here and it will also contain that the site analysis plan, the master plan itself and the cost estimate. So it will memorialize everything that's gone into this process. And finally, eventually everything will be presented to the City Council for final approval. So that's what's ahead of us, Matt.

0:4:31.440 --> 0:4:41.280
Lynette Pinhey
We'll go into some dates at the end towards that end, but right now we're here. We're the red is. We're gonna review schematic options for that, for your consideration.

0:4:43.270 --> 0:4:43.820
Lynette Pinhey
So.

0:4:44.490 --> 0:4:45.220
Lynette Pinhey
Here we are.

0:4:46.80 --> 0:4:54.730
Lynette Pinhey
Again, the main consensus was to keep this general entrance on Zug road and have minimal parking.

0:4:56.220 --> 0:5:9.350
Lynette Pinhey
As as we can develop, so the first schematic plan A is providing 5 standard parking spaces, parallel parking adjacent to Zag Rd.

0:5:10.340 --> 0:5:39.670
Lynette Pinhey
And it's actually be expanding the shoulder of the road to accommodate parking. Just simple gravel parking and some bollards or other barricades to prevent access into the site from that point. Now this option satisfies the majority of the stakeholders and city staff requests, with the exception of a DA, accessibility and or features.

0:5:40.270 --> 0:5:43.540
Lynette Pinhey
So the plus for this is that.

0:5:44.270 --> 0:6:14.480
Lynette Pinhey
It has the the the fewest environmental impacts, which are just to the wetland buffer. I'll just point out here for those who you know may not understand this blue Aries. These blue areas are wetlands and then there needs to be a buffer, Jason, to those wetland areas. And that is this line. And I'm sort of pulling the arrow along here. So our impacts would generally be in this area and and over here to actually.

0:6:14.650 --> 0:6:18.700
Lynette Pinhey
Create the the park the parallel parking spaces now.

0:6:20.240 --> 0:6:25.190
Lynette Pinhey
The trail head improvements that were desired was was.

0:6:26.330 --> 0:6:29.110
Lynette Pinhey
A sign of some sort to identify the property.

0:6:29.910 --> 0:6:32.150
Lynette Pinhey
A bulletin board.

0:6:33.720 --> 0:6:37.70
Lynette Pinhey
And a trash can and pet waste station.

0:6:37.970 --> 0:7:8.840
Lynette Pinhey
And and and a portable toilet. So I'm showing one that would be a DA accessible. It's large enough and comfortable enough for, for, for people here. And basically we're just intercepting the existing Gray trail that goes up into the site. And so this would just be a connection point at this at this area here now again. So the downside is is that there's no accessible parking. It's not possible with parallel parking spaces that just you just can't do it.

0:7:9.360 --> 0:7:14.400
Lynette Pinhey
So again, no, no, ADA components to this design.

0:7:15.660 --> 0:7:38.970
Lynette Pinhey
And the other sort of downside is that the parking is adjacent to ZOG Road and we have, you know, acknowledged the comments by several people about the traffic that's on SOG Rd from the industrial area. That's down the way the dump trucks and and so on. So that is its perhaps least but at least.

0:7:40.660 --> 0:7:59.670
Lynette Pinhey
Good thing about it is that it's your right adjacent to the roadway. So as we say here, perhaps you know that could be mitigated by some traffic calming methods, perhaps speed bumps, some signage, whatever to try to again mitigate some of those issues and.

0:8:0.440 --> 0:8:5.690
Lynette Pinhey
The approximate cost for these improvements would be about around $65,000.

0:8:8.10 --> 0:8:37.860
Lynette Pinhey
It's thematic Plan B is also minimal parking alongside Rd, but we have head in parking that's set back from the edge of the road as provides a 24 foot backup space so that you're not backing or exiting the parking area directly onto the road with without being able to see what's coming at you. So this has them minimizes potential conflict with the traffic on the road as best as we.

0:8:38.0 --> 0:9:7.840
Lynette Pinhey
We can can get in the situation, so this shows 4 total parking spaces, 3 standard parking spaces in an accessible space with an accessible aisle. It needs to be next to the handicap space here so in and it also provides a short ADA trail to an A sitting area with maybe a picnic table or a bench that you know allows a view of at least some of the.

0:9:8.50 --> 0:9:37.680
Lynette Pinhey
Things to natural elements that are at the entrance to the at the the property, such as the wetlands and looking at the forest, that's all around. So it would also would need to have a retaining wall constructed

so that we could level out this area away from the the road so that we can get the parking spaces in here and that would so that we would not be encroaching on the actual wetlands.

0:9:38.20 --> 0:9:51.10
Lynette Pinhey
Yeah. And this blue area, we want to stay out of the wetlands itself. Wetland buffer impacts would be greater than planet A, but again, that's that's permissible. And it's easy enough to permit.

0:9:52.110 --> 0:10:13.490
Lynette Pinhey
The trail had improvements again, as requested. We have bulletin board and perhaps in this instance we could incorporate the property name onto the bulletin board and then again trash receptacle and pet waste and a portable toilet of some sort. And again, this would be intercepting the beginning of the great trail here.

0:10:15.70 --> 0:10:21.80
Lynette Pinhey
Umm. And the approximate cost would be somewhere around $90,000 for this option.

0:10:22.830 --> 0:10:30.500
Lynette Pinhey
The third, the third option is one that would allow greater development for ADA facilities.

0:10:31.220 --> 0:10:33.150
Lynette Pinhey
An accessible trail.

0:10:34.150 --> 0:10:41.300
Lynette Pinhey
In this case, we would, you know, create a gravel Rd that follows the Gray trail up the hill.

0:10:41.990 --> 0:11:11.920
Lynette Pinhey
Up to the flattest slopes where more or less the exit, the old old parking area was. Yeah, many, you know, several decades ago, but that's because it's flat up here and this allows us to have our accessible parking and develop some sort of accessible trail through the woods in the area that is less than 5% slope, which is what's critical for an accessible trail this.

0:11:12.90 --> 0:11:18.640
Lynette Pinhey
Less than 65% slope will allow us to put a bench, picnic table and so on, but that would that would have the greatest.

0:11:19.740 --> 0:11:24.570
Lynette Pinhey
ADA component then any of the other options.

0:11:26.370 --> 0:11:38.530
Lynette Pinhey

It's sad. As I said, it satisfies most of the stakeholders and city staff requests in that again it provides access to the site and in ADA components with the same amount of parking spaces.

0:11:39.10 --> 0:11:44.630
Lynette Pinhey
And following the Gray trail means that there will be very little tree removal, so that's a plus.

0:11:45.910 --> 0:12:1.450
Lynette Pinhey
As far as this particular scheme goes and the amenities would be there, you know, a sign, a property sign out by the road, we would gate off the entrance and and have some barricades to prevent access.

0:12:2.400 --> 0:12:33.210
Lynette Pinhey
So however, let's look at the downside. There would be significant environmental impacts both to the the wetland and stream buffers, as well as that primary management area we talked about at the January 24th meeting when we were looking at the site analysis. That is this all this green area here, which is the Prince Georges County requirement for providing an Environmental Protection to sensitive areas on a site.

0:12:33.310 --> 0:12:53.60
Lynette Pinhey
Includes not only vegetation, not only wetlands and streams and buffers and so on, but also steep slopes. So that's why the line is is up where it is. So it in this case we have about 350 feet of impacts to the primary management area.

0:12:54.190 --> 0:13:24.280
Lynette Pinhey
So that's something to be considered, but also I think we even more importantly to everyone is that security would be a a major issue to this particular design. So you know we could consider a controlled gate technology at the entrance that might be fitted with a code required for entry or some other method of controlling the access. Again, we provide the barriers along the the.

0:13:24.480 --> 0:13:48.90
Lynette Pinhey
Sides of the entrance to prevent unauthorized access. And thirdly, we could install and should install cameras at the entrance as well as up at the parking area and 88 area. And because of all this additional gravel, roadway and other improvements that this would have a far greater cost of around $230,000.

0:13:49.950 --> 0:14:5.460
Lynette Pinhey
So here we are. We're looking at the three options again just for review A has the parallel parking has the least amount of environmental impacts, but we do have that potential for some conflicts with the traffic on Sug road.

0:14:6.490 --> 0:14:16.480
Lynette Pinhey

Plan B has less fewer conflicts with the traffic on Zug Road, but perhaps a little bit more environmental impacts.

0:14:17.0 --> 0:14:26.160
Lynette Pinhey
Umm due to, you know, pushing the parking back a little further and then the third option of course has the greatest environmental impacts and the greatest cost.

0:14:27.140 --> 0:14:43.80
Lynette Pinhey
So that's those are the three options that are essentially based on all of the the comments that were garnered from the first meeting and from city staff input as well. And at this point, I'll turn it back over to Matt.

0:14:45.220 --> 0:15:15.290
Matt Reno
Great. Thank you, Lynette. Appreciate that presentation. I guess I I first would like to apologize. I don't know that I actually introduced myself at the beginning of this and the meeting and I know that many of the attendees know who I am. But I'm a project manager for the Department of Community Services and the Tanglewood property was a property that was assigned to me to work on. It's been a fun project so far and I've known Tanglewood Park ever since I began, worked with the city in 1997. So I've,

0:15:15.410 --> 0:15:41.120
Matt Reno
walked those woods many a times, and it's nice to to kind of get to a point where we're we're determining what is the the best use of this property to meet everybody's expectations. So yeah, there's a lot of work that's gone into this. As Linda had said, the 24th January 24th stakeholders meeting was really allowed us to garner a lot of support for the project, but also more importantly.

0:15:41.840 --> 0:15:54.650
Matt Reno
You know the those users of the park, what it is they would like to see and I think what we've put together so far that human and rodius presented really captures a lot of those public comments.

0:15:55.50 --> 0:16:27.560
Matt Reno
Umm. And you know what you're seeing tonight is just the conceptual options for addressing the parking. There's a lot more that's going that's in the draft master plan at this point that addresses sort of the trails and usage and maintenance and everything and all of that will be available for everybody to review once we finalize and select one of these three options. Once we do that, the draft master plan will then become more of a formal document.

0:16:27.810 --> 0:16:59.170
Matt Reno
And the next step would then be to bring this to a public hearing at the April 3rd City Council meeting. So at that meeting, the final master plan, I shouldn't say final, I should say the draft master plan will be presented to Council for their input and it's at that meeting because it's a public hearing that we would

ask that those of you who would like to speak, you're welcome to sign up to speak at the meeting in support of the project in support of, you know, the master plan that's been prepared.

0:16:59.890 --> 0:17:16.220
Matt Reno
Or if there's, you know, individuals at her in opposition of it, you're welcome to speak as well. But that'll be on April 3rd. So so that we can move forward this evening. What we think the best course of action would be, as if everybody could use their chat.

0:17:17.30 --> 0:17:49.30
Matt Reno
And just reply back with you whether you're in favor of option AB or C, that'll be helpful to us to be able to get a handle on where the majority stands and then what staff will do is we're gonna take all of that public comment into consideration and then we'll we'll think it through. As far as if we decide that we, you know, wanna go with a, maybe a more developed option, a meaning if the majority wanted a, but staff felt B was more appropriate.

0:17:49.100 --> 0:18:15.890
Matt Reno
And we would wrestle with that and just make some decisions. But we do appreciate all of your participation. I know that many of you have really given us some good information that staff and the consultants, you know, we're not aware of because we're not up there in a regular basis. And you guys are. So thank you very much for all of your involvement and go ahead and start.

0:18:16.590 --> 0:18:19.280
Matt Reno
Umm, submitting your votes and?

0:18:19.990 --> 0:18:36.710
Matt Reno
If everybody after, Umm, we gather these the votes here, we can go ahead and open up a chat. If anybody has some comments with regards to sort of the next phase the April 3rd meeting, etcetera, we'd be happy to to feel some questions.

0:18:37.460 --> 0:18:38.650
Matt Reno
Regarding the process.

0:18:49.70 --> 0:18:50.780
Matt Reno
Yes. So I see, Ken.

0:18:51.940 --> 0:19:6.670
Matt Reno
Asked if there if the draft plan would be available to prior prior to April 3, yes, we will make that available prior to the April 3rd meeting for sure. Council always gets it before their meetings and that's when it becomes public. So we'll make sure we do get that out to you.

0:19:9.160 --> 0:19:33.530
Matt Reno
And then it looks like Bill brought up well, while other aspects of the park be addressed in the plan. Or will they be added in the future? So yeah, all of the the comments regarding the bridge, the signage, the entrance, all of that is addressed in the text portion of the master plan. The document, I think that we've reviewed drafts so far is upwards of 40 pages. Maybe Lynette, is that correct?

0:19:33.970 --> 0:19:35.0
Lynette Pinhey
That sounds about right.

0:19:35.250 --> 0:19:49.480
Matt Reno
Yeah. So it has a lot of context to it. This is purely just the visuals for the options to address how we would deal with the parking side of it. The the comments that we've received throughout this process were certainly all.

0:19:49.750 --> 0:19:57.800
Matt Reno
Umm, uh, you know, taken into consideration throughout the whole development, the entire development of the master plan process.

0:20:0.400 --> 0:20:2.910
Matt Reno
We see I'm going to go through a couple more comments here.

0:20:4.450 --> 0:20:8.650
Matt Reno
Stan and Susan option A. OK. Gotcha.

0:20:9.970 --> 0:20:11.0
Matt Reno
Very good.

0:20:11.810 --> 0:20:20.400
Matt Reno
Yep, it's great if you guys do include uh, you know, a little explanation as to why the other options or your option you didn't select was was not preferred. That's helpful.

0:20:22.850 --> 0:20:23.330
Matt Reno
Great.

0:20:24.740 --> 0:20:25.310
Matt Reno
Excellent.

0:20:30.190 --> 0:20:35.920
Matt Reno

Yeah. So, Stan, you had mentioned I see a comment here. Can we e-mail council members in lieu of attending the City Council meeting?

0:20:38.30 --> 0:20:58.0
Matt Reno
Yes, I believe yes, there is always an opportunity for you to reach out to the city's clerk and ask to have any type of a dialogue, whether it's usually an e-mail or something like that written into the record. And then they would usually read off those at the meeting, absolutely.

0:21:1.590 --> 0:21:3.130
Matt Reno
See where we're at?

0:21:7.600 --> 0:21:25.690
Matt Reno
Yeah, Kiante has stiff the voting has. It needs to be placed this evening. It does where we really do need to finalize this into what we think the majority would like, so that the consultant has time to prepare the final draft in time for us to be able to get it out to everybody before the April 3rd meeting.

0:21:31.120 --> 0:21:31.860
Matt Reno
OK.

0:21:50.100 --> 0:21:51.30
Matt Reno
Right. OK.

0:22:0.130 --> 0:22:7.20
Matt Reno
Alright, looks like a lot of the comments have coming in. There's a few more still and and I believe everybody can see the chat so.

0:22:8.360 --> 0:22:8.940
Lynette Pinhey
I can't.

0:22:9.730 --> 0:22:10.850
Matt Reno
You can't see the chat.

0:22:10.580 --> 0:22:11.520
Lynette Pinhey
No, no.

0:22:13.330 --> 0:22:16.640
Matt Reno
At the top of your screen. If you click chat there should be a chat option.

0:22:16.870 --> 0:22:22.870
Lynette Pinhey
I'll tell you what I'm going to if is everyone, I don't know how to ask this question, should I leave?

0:22:23.690 --> 0:22:28.930
Lynette Pinhey
The screen up with the three options at this point is everyone still wanna look at them?

0:22:29.670 --> 0:22:31.700
Lynette Pinhey
I'll come back to my screen otherwise.

0:22:33.160 --> 0:22:43.10
Matt Reno
Yeah, I think you can. I think you can still do you see the bar at the top where you can hit click on the thing that says chat. There should be a button. Do you see that at the top if you click it, it should bring up the chat on the right side of the screen.

0:22:45.740 --> 0:22:46.360
Matt Reno
Now OK.

0:22:47.370 --> 0:22:47.690
Matt Reno
OK.

0:22:43.660 --> 0:22:48.780
Lynette Pinhey
Not not not in this this mode here. No, I'll try that.

0:22:51.680 --> 0:22:52.310
Matt Reno
There we go.

0:22:49.730 --> 0:22:53.100
Lynette Pinhey
Now I've got it. I just had to maximize you. OK, got it.

0:23:4.710 --> 0:23:5.930
Lynette Pinhey
No, everything's gravel.

0:22:53.290 --> 0:23:7.460
Matt Reno
I see Bill asked. A question about is the surface for option B gravel as well? So now the surface for for BI believe, correct me if I'm wrong then that would be asphalt correct or concrete? Ohh it is, it's all gravel.

0:23:10.390 --> 0:23:10.780
Matt Reno
OK.

0:23:6.650 --> 0:23:16.200
Lynette Pinhey
We we are, we have, we have priced it out that everything is gravel because that was what the overwhelming majority wanted. If they were gonna, this is gonna be parking it would be gravel so.

0:23:19.790 --> 0:23:20.40
Lynette Pinhey
Yep.

0:23:16.410 --> 0:23:21.610
Matt Reno
OK. And we would we would just use curb stops to sort of identify the parking spaces, OK.

0:23:22.520 --> 0:23:22.780
Matt Reno
Yep.

0:23:23.450 --> 0:23:23.680
Matt Reno
But.

0:23:21.320 --> 0:23:26.670
Lynette Pinhey
Something like that. Yeah. Umm, yeah. The only thing that would be different is that there would be some sort of maybe.

0:23:27.380 --> 0:23:33.280
Lynette Pinhey
No solid permeable paving for the X. The handicap space and the adjacent aisle, and.

0:23:33.980 --> 0:23:37.190
Lynette Pinhey
It's just because you there's a requirement for it to be very stable.

0:23:38.580 --> 0:23:46.710
Lynette Pinhey
For the purposes of of accessibility, that the trail though the ADA Trail portion could be a compacted crushed stone.

0:23:48.640 --> 0:23:49.10
Matt Reno
Sure.

0:23:47.520 --> 0:23:53.520
Lynette Pinhey
So that's the only part that would be actually, if you want to call it paved would be the ADA space itself.

0:23:54.670 --> 0:23:55.640
Lynette Pinhey
Everything else gravel.

0:23:56.280 --> 0:23:56.680
Matt Reno
Gotcha.

0:23:59.90 --> 0:23:59.580
Matt Reno
OK.

0:24:0.390 --> 0:24:22.150
Matt Reno
So I believe we have, everybody has responded now, which is great. I I again, I appreciate this everybody giving your input and like I said to the staff will kind of look through this again along with the consultant and we'll look at not only your votes but also the context that you've put in with your voting. And that's gonna be very helpful to us.

0:24:24.440 --> 0:24:45.60
Matt Reno
And yeah, there's there's some comments in here about, you know, no hunting signs posted signs. Sure, all of that. I can. I can assure you, is is is addressed and is included in the context in the textual portion of the master plan, not just the the schematic concepts, but in the actual document itself.

0:24:48.910 --> 0:24:49.470
Matt Reno
OK.

0:24:51.630 --> 0:24:52.640
Matt Reno
I believe.

0:24:53.340 --> 0:24:55.230
Matt Reno
We've gathered everybody's input.

0:24:59.90 --> 0:25:13.610
Matt Reno
Do do most of you feel as though this process has been as transparent as possible? That was our goal from the beginning was to try to make sure that we were able to reach out to as many of their stakeholders as possible.

0:25:14.860 --> 0:25:34.830
Matt Reno

Through various means and to make sure that you know everybody had an opportunity to speak, although you know as you're aware, this is such a a remote location, there's not as many booey residents that are aware of this. So we've had a limited amount of stakeholder input, but what we've had is been most valuable so.

0:25:36.360 --> 0:25:40.930
Matt Reno
Again, I want to thank everybody for participating in this process.

0:25:44.20 --> 0:25:53.170
Matt Reno
So if we don't have anymore comments, I think what stands got one last one, he's typing now. Great. Thank you, Ken. The process has been good.

0:25:54.60 --> 0:25:55.820
Matt Reno
Yep, Carl, same thing. Excellent.

0:26:0.730 --> 0:26:4.500
Matt Reno
OK. Well Super II looks like everybody's been UM.

0:26:5.490 --> 0:26:28.230
Matt Reno
Pleased with how we've proceeded throughout the the master planning development process. Again, the next step is gonna be the April 3rd meeting. So if you are available and you're able to attend great, you're also always welcome to reach out to any of your council members at any time. And you know, voice your support for projects such as this.

0:26:29.480 --> 0:26:59.230
Matt Reno
So with that being said, I'm after the April 3rd meeting the process going forward will be that on April 3rd, Council would review the draft master plan and they have an opportunity at that point to provide additional revisions, direction, comment, whatever that may be. Once that occurs, the consultants would make the final adjustments based on councils.

0:26:59.490 --> 0:27:7.120
Matt Reno
Recommendations or comments? And then what happens is we'll go ahead and finalize the master plan.

0:27:7.490 --> 0:27:39.550
Matt Reno
Umm, with those comments and that will then be included in the May 1st Consent Agenda for Council and at the consent agenda. Essentially they would just adopt or accept the master plan as it's developed and from that then we would move forward and we would start looking at how to appropriate funds to implement some of the the work and improvements that were identified. Currently we have $30,000 in the current year budget to put towards.

0:27:39.800 --> 0:27:50.90
Matt Reno
Some improvements. So certainly there'll be some work that we can potentially move forward with before the end of the fiscal year, which is June 30th.

0:27:50.910 --> 0:28:19.160
Matt Reno
And then, of course, the next year we have an additional amount of money in the budget as well. So it is gonna be a probably a two year process because we just are are now finishing up with the FY24 budget. So any larger ticket items that may come as improvements that will have to wait until FY25 that would be developed this fall when we work on the FY25 budget, which occurs in November, December.

0:28:20.920 --> 0:28:49.870
Matt Reno
So that being said, UMI would like to again thank everybody for attending and I appreciate Lynette your hard work on this. And John Rody as well. And again everybody is a stakeholder. Thank you again and do share that April 3rd meeting with everyone and as soon as we get the draft master plan finalized in a fashion that's ready for council before the April 3rd meeting, we'll go ahead and make sure we get that on the city's website.

0:28:51.760 --> 0:29:5.100
Matt Reno
And will the plan have a caught one last question. Yep. Will the plan have a cost estimate? Absolutely. It will have a cost estimate and it'll actually have phasing broken out if if it is that extensive where we believe that we have to break it into a phased approach.

0:29:9.50 --> 0:29:39.70
Matt Reno
OK. Do you think we have we have this third bill, you know Bill mentioned about should we advocate on on April 3rd as a resident you have the right to advocate for whatever you would choose in your community. And I do believe that it's an opportunity. Absolutely. It's an opportunity to go back to council and thank them for the direction they gave staff after the your initial meeting and to remind them that this is an important property.

0:29:39.460 --> 0:29:42.40
Matt Reno
And that you would like their support.

0:29:42.850 --> 0:29:49.720
Matt Reno
So excellent. Alright, thank you all very much. I appreciate your time this evening and have a good evening.

0:29:56.850 --> 0:29:58.70
Lynette Pinhey
Yep, Yep.

0:29:52.850 --> 0:29:58.850
Matt Reno
Lynette, if you don't mind just sticking around for a minute, I just want to go through some details on a few things. Thank you all very much.

0:30:21.840 --> 0:30:22.420
Matt Reno
OK.

0:30:23.30 --> 0:30:23.280
Lynette Pinhey
Right.

0:30:23.50 --> 0:30:23.840
Matt Reno
It's just us.

0:30:24.250 --> 0:30:25.20
Lynette Pinhey
OK.

0:30:25.150 --> 0:30:26.510
Matt Reno
Yeah, nice job.

0:30:26.940 --> 0:30:27.710
Lynette Pinhey
All right, well.

0:30:28.250 --> 0:30:35.780
Matt Reno
I'm going to go ahead and let me stop the recording real quick. Let me figure out how to do that real quick. Record and transcribes.

0:30:37.970 --> 0:30:39.60
Matt Reno
Stop the recording.

APPENDIX C

TANGLEWOOD PROPERTY HISTORY
Compiled by Susan Hansen

Tanglewood History
Compiled by Susan Hansen
January 2023

The Zug property has been referred to as an Estate (Tanglewood Estate, John Lupia draft of a book numismatic biographies) and a farm (University of MD Archives). There were 3 men, all related, named John Zug. I have not yet found the records of which John Zug is responsible for the property purchase and the buildings, as well as what the buildings are and where they are actually located:

John Zug 1818-1843 (lived mostly in PA & Baltimore; was an agent of the colonization society and a temperance speaker, University of MD Archives) His son is:

John Edgar Zug 1842-1915 (was a banker then became surveyor in Bowie (Tanglewood), his land was referred to as a farm (University of MD Archives). He and his son surveyed Bowie. His son is:

John Edgar Zug, Jr 1869-1949 was a stamp collector as a child. He graduated from Johns Hopkins University in Baltimore with a degree in civil engineering. He worked with his father surveying land in Bowie, then worked for the US Government as a civil and hydrographic engineer, then later he became a rare coin dealer and was a charter member, as well as VP, of the Washington Coin Club.

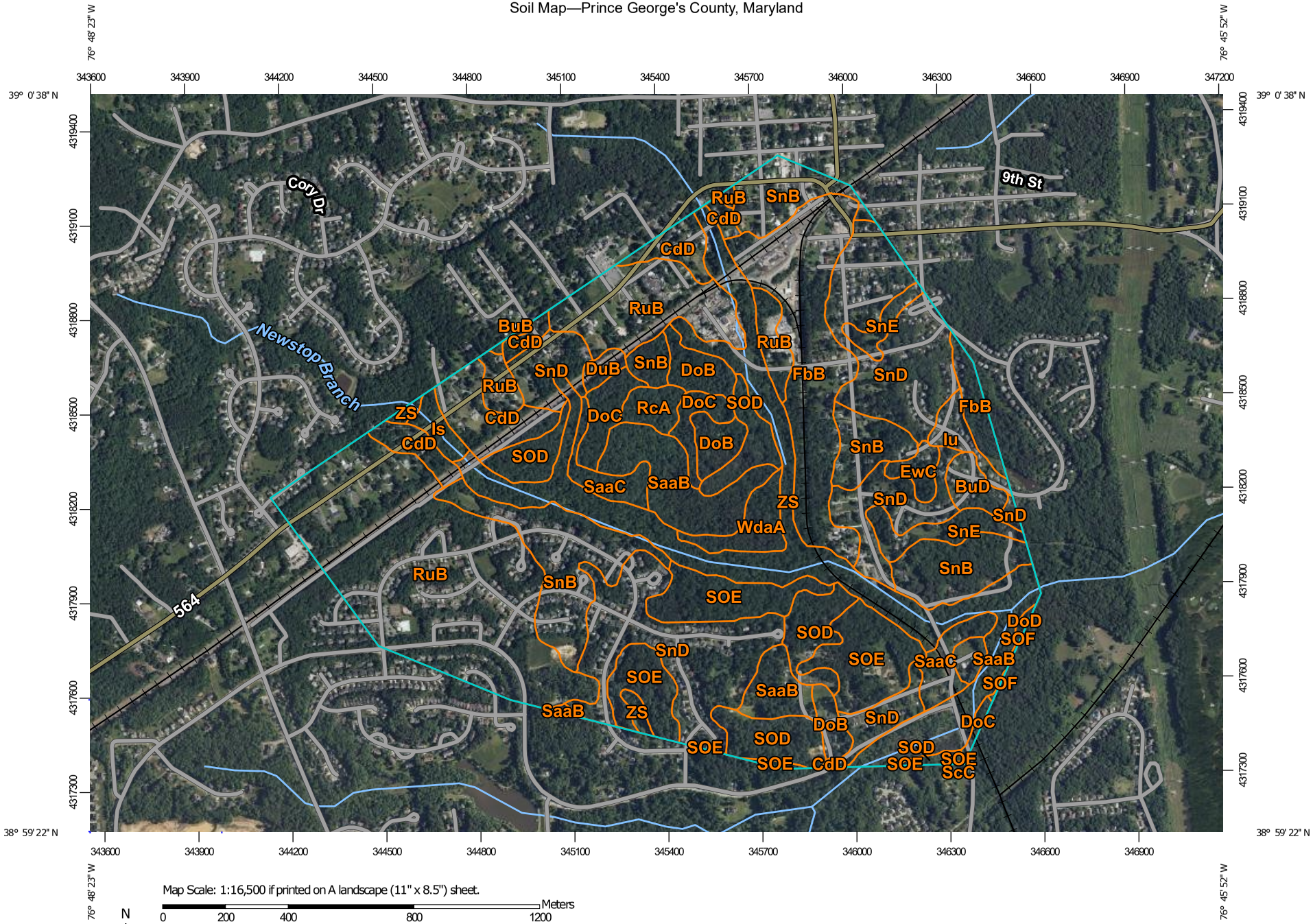
The John Zug Land Surveys are 2 notebooks which contain sketches, measurements, calculations and notes on the properties, boundaries and street layouts, and the land owners of Bowie, Maryland in the late 19th century. Those notebooks are at the University of Maryland.

A LIDAR map reveals there are possibly 2 foundations on the property, 3 indents that look like they could have been small buildings, several roads, a driveway, a bridge and possibly a wall or terrace.

There was one ball field on the property and a road to another ballfield for people of color, which was across New Stop Branch, towards Fletchertown Rd. The Zug mansion (as the neighborhood seniors call it) was burned down in the 1950's or 60's by teens hanging out in it. This is anecdotal from senior citizens in the neighborhood.

APPENDIX D

USDA CUSTOM SOIL RESOURCE REPORT
generated January 2023



Map Scale: 1:16,500 if printed on A landscape (11" x 8.5") sheet.

Meters: 0 200 400 800 1200

Feet: 0 500 1000 2000 3000

N

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BuB	Beltsville-Urban land complex, 0 to 5 percent slopes	0.6	0.1%
BuD	Beltsville-Urban land complex, 5 to 15 percent slopes	5.9	0.8%
CdD	Christiana-Downer-Urban land complex, 5 to 15 percent slopes	31.2	4.2%
DoB	Downer-Hammonton complex, 2 to 5 percent slopes	17.6	2.3%
DoC	Downer-Hamonton complex, 5 to 10 percent slopes	14.3	1.9%
DoD	Downer-Hammonton complex, 10 to 15 percent slopes	0.6	0.1%
DuB	Downer-Hammonton-Urban land complex, 0 to 5 percent slopes	2.7	0.4%
EwC	Evesboro-Downer complex, 5 to 10 percent slopes	4.3	0.6%
FbB	Fallsington-Urban land complex, 0 to 5 percent slopes	59.3	7.9%
Is	Issue silt loam, occasionally flooded	4.5	0.6%
Iu	Issue-Urban land complex, occasionally flooded	5.8	0.8%
RcA	Russett-Christiana complex, 0 to 2 percent slopes	5.6	0.7%
RuB	Russett-Christiana-Urban land complex, 0 to 5 percent slopes	150.1	20.0%
SaaB	Sassafras sandy loam, 2 to 5 percent slopes, Northern Coastal Plain	34.5	4.6%
SaaC	Sassafras sandy loam, 5 to 10 percent slopes, Northern Coastal Plain	14.6	2.0%
ScC	Sassafras-Croom complex, 5 to 10 percent slopes	0.0	0.0%
SnB	Sassafras-Urban land complex, 0 to 5 percent slopes	77.0	10.3%
SnD	Sassafras-Urban land complex, 5 to 15 percent slopes	124.1	16.6%

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
SnE	Sassafras-Urban land complex, 15 to 25 percent slopes	12.9	1.7%
SOD	Sassafras and Croom soils, 10 to 15 percent slopes	38.4	5.1%
SOE	Sassafras and Croom soils, 15 to 25 percent slopes	47.4	6.3%
SOF	Sassafras and Croom soils, 25 to 40 percent slopes	0.5	0.1%
WdaA	Woodstown sandy loam, 0 to 2 percent slopes, Northern Coastal Plain	8.7	1.2%
ZS	Zekiah and Issue soils, frequently flooded	88.7	11.8%
Totals for Area of Interest		**749.2**	**100.0%**

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Amending the Code of the City of Bowie, Chapter 21A - Ordinance O-4-23

DATE: 04/27/2023

The attached Ordinance (O-4-23) has been prepared by the City Attorney, in conjunction with the Public Works staff to amend Chapter 21A-9 & 21A-28 of the Bowie City Code.

The Maryland Department of the Environment, Water and Science Administration (the "Department") is the regulatory agency responsible for managing the State's water resources and oversees programs and administers permits that direct local counties and municipalities to protect waters from pollution created by stormwater runoff. The Department delegated to the City of Bowie erosion and sediment control enforcement authority within the City of Bowie in accordance with State law and regulations.

The Prince George's County Soil Conservation District ("PGCSCD") grants approvals for soil erosion and sediment control plans for a period of three years. The Department has advised the City of Bowie that its soil erosion and sediment control permits must be valid for the same period of time as the PGCSCD plan approvals are valid.

The Public Works Departments recommends that the City of Bowie amend City Code, Sec. 21A-9 to extend from two (2) to three (3) years the period for which a City erosion and sediment control permit is valid and to amend Sec. 21A-28 to extend from one (1) year to two (2) years the period for which a City grading permit is valid.

I concur with the above recommendation and request your approval of O-4-23.

ATTACHMENTS: 1. 20230501 - Ordinance O-4-23

AN ORDINANCE
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AMENDING THE CODE OF THE CITY OF BOWIE, CHAPTER 21A TO AMEND THE TITLE OF THE CHAPTER AND THE NAME OF ARTICLE I THEREOF, TO AMEND SEC. 21A-9 "PERMITS – REQUIREMENTS, EXPIRATION AND RENEWAL" TO PROVIDE THAT EROSION AND SEDIMENT CONTROL PERMITS SHALL BE VALID FOR THREE YEARS, AND TO AMEND SEC. 21A-28 "MUNICIPAL GRADING PERMITS – TERM" TO PROVIDE THAT GRADING PERMITS SHALL BE VALID FOR TWO YEARS

WHEREAS, the Maryland Department of the Environment, Water and Science Administration (the "Department") is the regulatory agency responsible for managing the State's water resources, and oversees programs and administers permits that direct local counties and municipalities to protect waters from pollution created by stormwater runoff; and

WHEREAS, the Department delegated to the City of Bowie erosion and sediment control enforcement authority within the City of Bowie in accordance with State law and regulations; and

WHEREAS, the Prince George's County Soil Conservation District ("PGCSCD") grants approvals for soil erosion and sediment control plans for a period of three years; and

WHEREAS, the Department has advised the City of Bowie that its soil erosion and sediment control permits must be valid for the same period of time as the PGCSCD plan approvals are valid; and

WHEREAS, the Council of the City of Bowie desires to amend City Code, Sec. 21A-9 to extend from two (2) to three (3) years the period for which a City erosion and sediment control permit is valid and to amend Sec. 21A-28 to extend from one (1) year to two (2) years the period for which a City grading permit is valid.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED, by the Council of the City of Bowie, Maryland, that the titles of Chapter 21A of the Code of the City of Bowie and Article 1 thereof are hereby amended to read as follows:

UNDERLINED SMALL CAPS: Indicate language added to the existing law.
*** Asterisks: Indicate language contained in the existing law that remains unchanged and is not reproduced in the ordinance.
~~Strikethrough~~: Indicates language deleted from the existing law.

CHAPTER 21A.

~~ARTICLE I.~~ SOIL EROSION AND SEDIMENTATION CONTROL.

ARTICLE I. IN GENERAL

BE IT FURTHER ORDAINED AND ENACTED, by the Council of the City of Bowie, Maryland, that Chapter 21A, Article I, Sec. 21A-9 "Permits – requirements, expiration and renewal" of the Code of the City of Bowie is hereby amended to read as follows:

Sec. 21A-9. Permits--requirements, expiration and renewal.

* * *

B. Permit expiration and renewal. An erosion and sediment control permit shall expire ~~2~~ THREE (3) years from the date of its issuance unless extended or renewed by the City prior to the date of expiration. Upon request and adequate justification by the permittee, including revalidation of the erosion and sediment control plan by the District, the City Manager may renew the original permit for TWELVE (12) months. Application for permit renewal shall be made at least THIRTY (30) days prior to the permit expiration date.

BE IT FURTHER ORDAINED AND ENACTED, by the Council of the City of Bowie, Maryland, that Chapter 21A, Article II, Sec. 21A-28 "Municipal grading permits – term" of the Code of the City of Bowie is hereby amended to read as follows:

Sec. 21A-28. Municipal grading permits--term.

A grading permit shall be valid for a period of ~~one (1) year~~ TWO (2) YEARS from the date of issuance. Upon request and adequate justification of a permittee, the City Manager may grant a six (6) month extension of validity.

UNDERLINED SMALL CAPS: Indicate language added to the existing law.
*** Asterisks: Indicate language contained in the existing law that remains unchanged and is not reproduced in the ordinance.
~~Strikethrough~~: Indicates language deleted from the existing law.

BE IT FURTHER ORDAINED that, this Ordinance shall become effective thirty (30) days after its enactment by the Council of the City of Bowie, Maryland provided that a fair summary of this Ordinance is published at least once prior to the date of passage and at least once within ten (10) days after the date of passage in a newspaper having general circulation in the City.

INTRODUCED by the Council of the City of Bowie, Maryland at a regular meeting on the 17th day of April, 2023.

PASSED by the Council of the City of Bowie, Maryland at a regular meeting on the _____ day of _____, 2023.

ATTEST:

THE CITY OF BOWIE, MARYLAND

_____
Awilda Hernandez, City Clerk

By:_____
Timothy J. Adams, Mayor

APPROVED AS TO FORM AND SUFFICIENCY:

_____
Elissa D. Levan, City Attorney

UNDERLINED SMALL CAPS: Indicate language added to the existing law.
*** Asterisks: Indicate language contained in the existing law that remains unchanged and is not reproduced in the ordinance.
~~Strikethrough~~: Indicates language deleted from the existing law.

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: FY 2024 Constant Yield

DATE: 04/27/2023

The State of Maryland has a requirement enacted in 1977 for a public hearing and very specific newspaper advertisement regarding what is known as the "Constant Yield". The State requires local governments to hold a hearing focused on what the tax rate would be to generate the same level of property tax revenue as in the current year.

For Bowie, in order to accomplish "constant yield", the tax rate would need to be lowered from $.4000 to $.3823. We are not recommending lowering the tax rate, as it would cost us $1,532,404 in lost revenue.

The City of Bowie plans to increase its tax rate from $0.400 to 0450. The higher tax rate will generate $5,876,014 in additional property tax revenue. The impact of raising the rate for a homeowner with a house assessed at $350,000 is $175.

Again, given the cost pressures and revenue constraints the city faces, we recommend increasing the tax rate at $0.45.

ATTACHMENTS:

1. 20230501 - 2023 CYTR Ad
2. 20230410 - Ordinance O-5-23
3. 20230410 - Resolution R-25-23

MUNICIPAL NEWSPAPER NOTICE REQUIREMENTS

Headline must be all capital letters and bold type as shown. Remainder must be both upper and lower case characters. Notices must be 12 point. Municipal advertisements must be a minimum of 1/8 page in size and must not be placed with legal notices or classified ads.

CITY OF BOWIE, MARYLAND

NOTICE OF A PROPOSED
REAL PROPERTY TAX INCREASE

The City Council of the City of Bowie, Maryland proposes to increase real property taxes.

1. For the tax year beginning July 1, 2023, the estimated real property assessable base will increase by 4.6%, from $8,296,388,407 to $8,679,489,507.
2. If City of Bowie, Maryland maintains the current tax rate of $0.40 per $100 of assessment, real property tax revenues will increase by 4.6% resulting in $1,532,404 of new real property tax revenues.
3. In order to fully offset the effect of increasing assessments, the real property tax rate should be reduced to $0.3823, the constant yield tax rate.
4. The City of Bowie, Maryland is considering not reducing its real property tax rate enough to fully offset increasing assessments. The City of Bowie, Maryland proposes to adopt a real property tax rate of $0.4500 per $100 of assessment. This tax rate is 17.7% higher than the constant yield tax rate and will generate $5,876,014 in additional property tax revenues.

A public hearing on the proposed real property tax rate increase will be held at 8:00 p.m. on Monday, May 1, 2023 at Bowie City Hall, 15901 Fred Robinson Way, Bowie, MD 20716. The hearing is open to the public, and public testimony is encouraged.

Those wishing to submit testimony for the public hearing can email written testimony/comments to cityclerk@cityofbowie.org . Deadline for submittal of written testimony/comments is 7:00 p.m., Monday, May 1, 2023. For more information, contact the City Clerk at 301-809-3029 or ahernandez@cityofbowie.org.

Residents may also view the meeting online at www.cityofbowie.org/viewmeetings or on Verizon channel 10 or Comcast channel 71 and 996.
Persons with questions regarding this hearing may call (301) 262-6200 for further information.

ORDINANCE
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
APPROVING AND ADOPTING A BUDGET FOR THE
FISCAL YEAR BEGINNING JULY 1, 2023 AND
ENDING JUNE 30, 2024

WHEREAS, in accordance with Section 44 of the City Charter, it is the determination of the City Council that an ordinance should be enacted to budget and appropriate funds for the several objects and purposes for which the City of Bowie must provide in the fiscal year beginning July 1, 2023, and ending June 30, 2024 ("Fiscal Year 2024"); and,

WHEREAS, the City Manager, as required by the City Charter, between the 10th and the 15th of April, 2023 presented to the City Council a proposed budget outlining the anticipated expenditures and transfers for Fiscal Year 2024. The budget includes the estimated revenues and other financing sources required; establishes the proposed tax rate for all real property taxes, and establishes the tax rates for the various taxing districts; and,

WHEREAS, the Council held scheduled budget worksessions and two public hearings on April 10, 2023 and May 1, 2023 after two weeks' notice thereof in a newspaper or newspapers having general circulation in Bowie.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Bowie, Maryland, with at least four of the total elected membership concurring:

Section 1: That from and out of the moneys and balances known to be in the General Fund, Equipment Acquisition and Replacement Fund, Capital Projects Fund, and Water and Sewer Fund, of the City of Bowie, Maryland, and from all moneys anticipated to come into all funds during the twelve (12) month period ending June 30, 2024, there shall be, and hereby are, appropriated the following sums for use by the several departments and offices of the City, and for the objects and purposes for which the City must provide during Fiscal Year 2024.

Underlining indicates amendments to ordinance.
~~Strike out~~ indicates matter stricken from the ordinance by amendment.

APPROPRIATION ORDINANCE
THE CITY OF BOWIE, MARYLAND

GENERAL FUND

ESTIMATED REVENUES

Real Property Taxes:

Assessed Value of Land and Improvements subject to Taxation	$8,735,020,000	
Tax Rate .450/$100 of Assessed Value	.00450	$39,307,600

Special Taxing District 1 -

There is hereby established a levy in the amount of $.075 per hundred dollars of assessed valuation for all real property, subject to taxation within that special taxing district of the City of Bowie described as University of Maryland Science and Technology Center Storm Water Management Special Taxing District as more particularly described in Ordinance Number O-19-87 and for those properties which are currently within the district or which will subsequently be placed within the district.

Assessed Value of Land and Improvements Subject to Taxation	$186,246,400	
Tax Rate .075/$100 of Assessed Value	.00075	139,700

Special Taxing District 2 -

There is hereby established a levy in the amount of $.017 per hundred dollars of assessed valuation for all real property, subject to taxation within that special taxing district of the City of Bowie described as Bowie Town Center Storm Water Management Special Taxing District as more particularly described in Ordinance Number O-20-87 and as amended by Ordinance Numbers O-11-91, O-4-96 and O-20-98 and for those properties which are currently within the district or which will subsequently be placed within the district.

Assessed Value of Land and Improvements Subject to Taxation	$285,840,000	
Tax Rate .017/$100 of Assessed Value	.00017	48,600

Special Taxing District 5 -

There is hereby established a levy in the amount of $.008 per hundred dollars of assessed valuation for all real property, subject to taxation within that special taxing district of the City of Bowie described as Highbridge Storm Water Management Special Taxing District as more particularly described in Ordinance Number O-28-88 and for those properties which are currently within the district or which will subsequently be placed within the district.

Assessed Value of Land and Improvements Subject to Taxation	$16,101,600	
Tax Rate .008/$100 of Assessed Value	.00008	1,300

Special Taxing District 6 -

There is hereby established a levy in the amount of $.027 per hundred dollars of assessed valuation for all real property, subject to taxation within that special taxing district of the City of Bowie described as International Renaissance Center Storm Water Management Special Taxing District as more particularly described in Ordinance Number O-2-89 and as amended by Ordinance Numbers O-11-91 and O-22-98 and for those properties which are currently within the district or which will subsequently be placed within the district.

Assessed Value of Land and Improvements Subject to Taxation	$152,853,700	
Tax Rate .027/$100 of Assessed Value	.00027	41,300

Special Taxing District 7-

There is hereby established a levy in the amount of $.038 per hundred dollars of assessed valuation for all real property, subject to taxation within that special taxing district of the City of Bowie described as Pin Oak Plaza Storm Water Management Special Taxing District as more particularly described

in Ordinance Number O-16-90, and for
those properties which are currently within the district
or which will subsequently be placed within the district.

Assessed Value of Land and Improvements Subject to Taxation	$18,438,200	
Tax Rate .038/$100 of Assessed Value	.00038	7,000

Special Taxing District 8-

There is hereby established a levy in the amount of $.007 per hundred dollars of assessed valuation for all real property, subject to taxation within that special taxing district of the City of Bowie described as Elder Oaks Apartments Storm Water Management Special Taxing District as more particularly described in Ordinance Number 0-17-90, and for those properties which are currently within the district or which will subsequently be placed within the district.

Assessed Value of Land and Improvements Subject to Taxation	$67,114,200	
Tax Rate .007/$100 of Assessed Value	.00007	4,700

Special Taxing District 11-

There is hereby established a levy in the amount of $.027 per hundred dollars of assessed valuation for all real property, subject to taxation within that special taxing district of the City of Bowie described as Collington Plaza Storm Water Management Special Taxing District as more particularly described in Ordinance Number 0-7-95, and for those properties which are currently within the district or which will subsequently be placed within the district.

Assessed Value of Land and Improvements Subject to Taxation	$29,702,900	
Tax Rate .027/$100 of Assessed Value	.00027	8,000

Personal Property Tax:		
Assessed Value of Tangible Personal Property of Ordinary Incorporated and Unincorporated Businesses, Operating Property (except land) of Public Utilities and Contract Carriers, and/or Operating Property (except land) of Railroads.	$217,503,000	
Tax Rate 1.125/$100 of Assessed Value	.011250	2,446,900
Total Real & Personal Property Tax Revenue		42,005,100
Total All other Anticipated Revenue		26,455,600
Appropriated Fund Balance		7,835,300
TOTAL REVENUES		$76,296,000

APPROPRIATIONS BY ACTIVITY		
City Council	$	424,300
City Manager		1,743,400
Human Resources		932,700
Elections		85,700
Finance		1,563,400
Information Technology		4,281,900
Legal Services		202,500
Communications		947,500
Business Operations		1,882,000
City Clerk		247,000
Community Services		1,533,600
Building Maintenance		1,721,800
Planning Division		650,400
Sustainability Division		303,300
Economic Development Division		1,192,800
Housing Inspection and Code Compliance		1,077,900
Emergency Management		615,200
Police Department		15,650,400
Public Works Administrative Division		2,435,300
Equipment Maintenance and Garage Division		933,400
Solid Waste Division		8,248,600
Street Maintenance Division		8,323,000
Storm Water Management Division		825,400
Storm Water Management Division - Special Tax Districts		15,500
Senior Services		1,487,300
Youth Services Bureau		1,505,800
Animal Control Program		263,000
Recreation and Parks		1,467,900
Bowie Playhouse		227,800

Parks and Grounds	4,625,800
Ice Arena	1,233,500
Historic Properties	742,500
Gymnasium	948,200
Debt Service	2,219,200
Unclassified and Non-departmental	881,700
Transfers	4,856,300
TOTAL APPROPRIATIONS	$76,296,000
Total General Fund Revenues	$76,296,000
Total General Fund Appropriations	$76,296,000
Difference	$ NONE

EQUIPMENT ACQUISITION AND REPLACEMENT FUND

ESTIMATED REVENUES	
Appropriated Fund Balance	$ 2,171,900
Transfers from General Fund	2,388,000
Total All other Anticipated Revenue	589,200
TOTAL REVENUES	$5,149,100
APPROPRIATIONS	
General Government	$ 366,500
Public Safety	811,500
Public Works	1,200,000
Parks and Recreation	524,000
Reserve for Replacements	2,247,100
TOTAL APPROPRIATIONS	$ 5,149,100
Total Equipment Acquisition Fund Revenues	$5,149,100
Total Equipment Acquisition Fund Appropriations	$5,149,100
Difference	$ NONE

CAPITAL PROJECTS FUND

ESTIMATED REVENUES	
Appropriated Fund Balance	$6,943,200
Transfers from General Fund	2,468,300
Intergovernmental Revenues	3,024,600
Other Revenues	921,500
TOTAL REVENUES	$13,357,600

APPROPRIATIONS	
Land Acquisition	$ 1,526,000
Energy Efficiency Improvements	50,000
Emergency Operations Center	200,000
Facility Preventive Maintenance	742,000
Stormwater Management	364,800
Sediment Control-Maryland Science and Technology Center	132,400
Sediment Control-Bowie Town Center	61,000
Sediment Control-Gateway	40,300
Sediment Control-Pin Oak Plaza	5,400
Sediment Control-Elder Oaks	3,000
Sediment Control-Collington	5,700
Sediment Control-Reserve City Parcel	16,000
Golf Course	2,100,000
Chesapeake Bay	3,332,800
Belair Mansion	20,000
Allen Pond Park Development	1,000,000
Bowie Trails	598,000
Racetrack Road Property	1,475,000
Parks and Grounds Annex (Entzian Farm)	25,000
Glen Allen Park	55,000
City Hall	35,000
Public Art	140,200
Bowie Railroad Museum	780,000
Centennial Park	150,000
Facility Security	500,000
TOTAL APPROPRIATIONS	$13,357,600
Total Capital Projects Fund Revenues	$13,357,600
Total Capital Projects Fund Appropriations	$13,357,600
Difference	$ NONE

WATER AND SEWER FUND

Section 2: That the following water and sewerage rate structure shall be effective for all water consumption and sewerage service used after July 1, 2023:

Water Consumption Charge

Residential and all other users - $6.27 per 1,000 gallons of water used.

Sewerage Surcharge – 143.4% of Water Charge

Residential and all other users - $8.99 per 1,000 gallons of water billed.

Section 3: That the following additional charges shall be imposed upon all users of the system based upon service meter size except that users providing service to individual customers, lessees, homeowners, or other persons, by a master meter system shall pay the minimum user fee for each customer, lessee, homeowner or other person served, and the revenues derived from the assessment based upon minimum users fees equals or exceeds that which would be assessed from an assessment based upon meter size.

Minimum Charges - Both Water and Sewer		Water or Sewer Only	
1 inch meter	$ 120 Annually	$ 60	Annually
1-1/2 inch meter	480 Annually	240	Annually
2-inch meter	780 Annually	390	Annually
3-inch meter	1,440 Annually	720	Annually
4-inch meter	2,400 Annually	1,200	Annually
6-inch meter	4,800 Annually	2,400	Annually
8-inch meter	9,600 Annually	4,800	Annually
10-inch meter	15,000 Annually	7,500	Annually

Section 4: Each new customer applying for service shall pay an Account Processing Fee of $50.00, such fee being nonreturnable.

Section 5: That from the effective date of this Ordinance all new users of the Bowie Water and Sewer System shall be required to place a security advance with the City, such advance to be applied to the users' final bill upon discontinuing service.

3/4, 5/8 and/or 1 inch meter	$ 50.00
1-1/2-inch meter	200.00
2-inch meter	300.00
3-inch meter	500.00
4-inch meter	750.00
6-inch meter	1,000.00
8-inch meter	2,000.00
10-inch meter	3,000.00

Section 6: That from the effective date of this Ordinance all new users applying for initial connection to the Water and/or Sewer System shall before connection be required to pay a nonrefundable charge as follows:

3/4, 5/8 and/or 1 inch meter	$ 1,000.00
1-1/2-inch meter	1,500.00
2- and 3-inch meters	2,000.00
4-inch meter	3,000.00
6-inch meter	4,000.00
8-inch meter	5,000.00
10-inch meter	6,000.00

Section 7: Each customer applying for installation of a submeter to measure outside water usage shall obtain a City of Bowie Permit. A nonrefundable account processing fee of $50.00 will be charged for this permit. Also, the homeowner will pay to the City the cost of the submeter according to meter size. Customers with a submeter installed shall be exempt from sewerage surcharges for outside water use.

Section 8: That the date of payment for all services rendered shall not exceed 20 days from date of billing. Failure to pay within this period will subject the user to the payment of a $15.00 late charge, and failure to pay within forty-five (45) days from billing date will subject the user to disconnection of service. Any check tendered as payment of an account and returned because of Insufficient Funds, is considered nonpaid and subject to late charge of $15.00,

returned check charge of $35.00, and disconnection. There shall be a $40.00 reconnection charge for all disconnections due to nonpayment.

Section 9: That any user requesting a meter replacement or testing of a meter shall be required to pay a fee of $120.00 when such test indicates that the meter was operating within normal limits as established by the manufacturer.

Section 10: That each user will pay a quarterly charge of $23.44 to cover the cost associated with the Water Distribution System Recapitalization Program.

OPERATING BUDGET

ESTIMATED REVENUES	
Water Sales	$ 3,034,700
Sewerage Surcharge	3,656,000
Minimum Charges	1,040,000
Other Revenues	871,700
Renewal/Replacement	740,000
Proceeds -Loan	5,000,000
Federal Grant	2,000,000
State Grants – Projects	146,600
Appropriated Retained Earnings	1,031,700
TOTAL REVENUES	$17,520,700
APPROPRIATIONS	
Billing and Accounting	$ 735,800
Water Supply Division	10,664,400
Wastewater Division	4,885,600
Debt Retirement	350,500
Miscellaneous and Non-departmental	380,700
Transfers to General Fund	503,700
TOTAL APPROPRIATIONS	$17,520,700
Total Water & Sewer Fund Revenues	$17,520,700
Total Water & Sewer Fund Appropriations	$17,520,700
Difference	$NONE

Section 11: That should any section of this Ordinance be determined to be invalid, such invalidity shall not affect any other sections.

Section 12: The Budget Document is hereby approved, which includes the Plan of Compensation, City Rental and User Fees Schedule, Classification Plan, Protective Inspection and Licensing Fee and the Permit Fee Schedule. Furthermore, the Budget Document is hereby incorporated by reference into this Ordinance.

Section 13: Outstanding encumbrances at Fiscal Year 2023 year end shall be considered revenues for Fiscal Year 2024 at June 30, 2023 and re-appropriated, by this budget ordinance, in Fiscal Year 2024 for the purposes set forth in the budget ordinance for the Fiscal Year 2023, unless otherwise appropriated by the City Council.

Section 14: That any transfer of funds between appropriations by the City Manager must be approved by the City Council in the form of an ordinance by at least a two-thirds vote before becoming effective.

Section 15: The City Manager is hereby directed to establish and incorporate in the accounting system of the City a reserve account for the accumulation of funds for future preventative maintenance of City facilities. Such account shall be recorded in the Capital Projects Fund.

BE IT FURTHER ORDAINED, that this Ordinance shall become effective twenty (20) days after its enactment by the Council of the City of Bowie, Maryland provided that a fair summary of this Ordinance is published at least once prior to the date of passage and at least once within ten (10) days after the date of passage in a newspaper having general circulation in the City.

INTRODUCED by the Council of the City of Bowie, Maryland at a Special Meeting on April 10, 2023.

PASSED by the Council of the City of Bowie, Maryland by a favorable vote of at least a majority of the total elected membership of the Council at a Regular Meeting on _____, 2023.

_____ By: _____
Awilda Hernandez, City Clerk Timothy J. Adams, Mayor

APPROVED AS TO FORM AND SUFFICIENCY:

_____
Elissa D. Levan, City Attorney

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ADOPTING A CAPITAL IMPROVEMENTS PROGRAM
FOR THE FISCAL YEARS 2024-2029

WHEREAS, Section 43 of the City Charter requires that the City Manager prepare a proposed Capital Improvements Program; and

WHEREAS, the Capital Improvements Program must include a listing of all capital improvements proposed to be undertaken during the next six years, including funding sources, recommended time schedules, and cost estimates; and

WHEREAS, the City Council is required to adopt a Capital Improvements Program at the same time as the adoption of the City Operating Budget; and

WHEREAS, the City Manager shall include in his proposed Operating Budget, those Capital Improvement Projects adopted by the City Council for the ensuing fiscal year; and

WHEREAS, the City Manager has prepared and presented to the City Council the required proposed Capital Improvements Program, which has been included as a portion of the Fiscal Year 2024 Proposed Budget Document.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland that the Capital Improvements Program for Fiscal Years 2024-2029, as reflected in the City's FY2024 Proposed Budget Document, is hereby adopted.

INTRODUCED by the Council of the City of Bowie, Maryland at a Special Meeting on April 10, 2023.

PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on _____, 2023, after public hearings on April 10, 2023, and May 1, 2023.

_____
Timothy J. Adams, Mayor

Attest:

_____
Awilda Hernandez, City Clerk

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Economic Development Roundtable Proposed Plan

DATE: 04/27/2023

Economic Development Roundtable

Introduction: At your March 6, 2023 meeting you instructed staff to work with the City's Economic Development Committee to devise a plan that would include input from existing developers, current business owners, County officials and City officials on repairing the lines of communication and strengthen the partnership between all. Once that plan is laid out, it would be presented to the Council for further input and implementation at a future Council meeting.

Proposed Plan: After coordinating with the Economic Development Committee at their April 12, 2023 meeting this is proposed --

First Council Meeting (at a regular City Council meeting) – an industry expert in retail leasing will provide Council with a briefing on retail center development, leasing, operation, and revitalization to provide a greater understanding of the business of shopping center retail.

Second Council Meeting (as a Special City Council Meeting- held as a Virtual Meeting) – the Economic Development Roundtable

Invite all thirteen (13) retail center owners/landlords and their leasing representative [possible 26 attendees]

1. Bowie Plaza
2. Bowie Town Center
3. Collington Plaza
4. Free State Shopping Center
5. Hilltop Plaza
6. Marketplace
7. Melford Town Center
8. Mill Branch Crossing
9. Mount Oak Plaza
10. Pointer Ridge Plaza
11. Shoppes at Bowie Town Center

12. Shoppes at Highbridge
13. South Lake

Invite specific Bowie shopping center located retail or restaurant businesses identified by City Council. (Try for 2 businesses per center).

The virtual meeting would be at 7:30 PM on a weeknight (not a Friday) and would last 2 hours. The EDC recommends an earlier start time.

The EDC Chair, Yolanda Muckle, would be the moderator/facilitator.

Questions for Council:

Will you consider a daytime meeting for the roundtable?

Will you consider a 6:00 PM start time for an evening roundtable meeting?

Which Bowie businesses do you want invited?

What County officials do you want invited?

Recommendation: Instruct staff to implement the proposed Plan.

ATTACHMENTS: None

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Half Note Lounge Briefing

DATE: 04/27/2023

Representatives of the Half Note Lounge will brief Council and answer questions regarding the Half Note brand.

ATTACHMENTS: None

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Detailed Site Plan DET-2022-018 - Bowie Marketplace Consolidated Storage and Car Wash

DATE: 04/27/2023

Please see attached staff report.

ATTACHMENTS: 1. 22-07 Council Staff Report Bowie Marketplace Sstorage and Car Wash

LAND USE PETITION IN THE BOWIE PLANNING AREA

Maryland - National Capital Park and Planning Commission ID: Detailed Site Plan DET-2022-018
Bowie Marketplace Consolidated Storage and Car Wash

Bowie Advisory Planning Board #22-07 **Date:** April 26, 2023

INTRODUCTORY NOTE: The proposed application is a request for approval:

_____ (a) of a zoning type case involving the specific use of land;
_____ (b) of a conceptual site plan;
_____ (c) to subdivide property into building lots and obtain adequate public facilities approval;
__X__ (d) of a site plan for building and parking design, landscaping, architecture, etc. under the development regulations of Prince George's County. The application has been referred to the City for our review and recommendation. The position of the Bowie Advisory Planning Board in this matter is advisory to the City Council. The City Council will also conduct a public hearing on this application and their vote will become the final City recommendation. Persons wishing to participate in these hearings must submit written testimony or sign up to speak at each public hearing. Each person wishing to speak at the City's hearings will be given up to five minutes. To participate in the County's hearings, you must make a separate, written request to become a person of record.

GENERAL DATA:

1. **Nature of Petition:** Detailed Site Plan
2. **Petitioner:** Berman Enterprises
3. **Represented by:** Mr. Andre Gingles
4. **Location of Petitioned Property:** West side of Superior Lane, approximately 700 feet south of MD 450
5. **Proposed Use of Petitioned Property:** A 275,100 square foot consolidated storage building complex consisting of two phases - a 132,300 square foot, three-story building (Phase 1) and a 142,800 square foot, four-story building (Phase 2). In addition, a 4,575 square foot car wash building is proposed.
6. **Size/Zone of Petitioned Property:** 4.94 acres/Zoned: CGO (Commercial General Office)
7. **Date of Hearing before BAPB:** Tuesday, April 25, 2023 at 7:00 P.M.
8. **Date of Hearing before City Council:** Monday, May 1, 2023 at 8:00 P.M.
9. **Date of Hearing before M-NCPPC:** May 25, 2023 at 10:00 a.m.
10. **Date of Hearing before Hearing Examiner:** N/A
11. **Date of Hearing before District Council:** N/A

NOTICES/LEGALS	Date	Number of Mailing/Signs
Notice sent to Adj. Properties:	4/10/23	413
Notice sent to Parties of Record:	N/A	
Date Signs Posted:	4/10/23	8
Date Legal Sent:	N/A	
Date Legal Appeared:	N/A	

RECOMMENDATIONS:

12. **Department of Planning and Sustainability Recommendation:**
The Department of Planning and Sustainability staff recommends **APPROVAL** with conditions.

13. **Bowie Advisory Planning Board Recommendation:**
The Bowie Advisory Planning Board recommends **APPROVAL** with conditions.

t:/docketsheet.doc

City of Bowie
15901 Fred Robinson Way
Bowie, Maryland 20716

MEMORANDUM

TO: City Council

FROM: Mr. Michael Byrd, Chair
Bowie Advisory Planning Board

SUBJECT: Detailed Site Plan DET-2022-018
Bowie Marketplace Consolidated Storage and Car Wash

DATE: April 26, 2023

The Bowie Advisory Planning Board (BAPB) met on Tuesday, April 25th, to review Detailed Site Plan DET-2022-018 for a consolidated storage and car wash project at Bowie Marketplace. The subject property consists of approximately five acres and is zoned Commercial General Office (CGO), where the proposed uses are permitted by right, subject to Detailed Site Plan approval. The location of the proposed development is behind the retail shopping center, on the west side of Superior Lane, approximately 700 feet south of MD 450.

Presentations

Mr. Joe Meinert, City Planning Director, reviewed the staff report, noting that one comment from a resident was received via email (see attached). Planning Director Meinert discussed the concerns expressed at the October 2022 Virtual Stakeholders Meeting and pointed out that this project is one of the first the City has seen under the County's new Zoning Ordinance. He directed the Board's attention to Attachment #3 of the staff report, which is the applicant's Statement of Justification. This lengthy assessment goes through each of the new design standard requirements of the Zoning Ordinance. Planning Director Meinert stated that the basic criterion for Detailed Site Plan approval is that the proposed plan complies with these requirements.

Planning Director Joe Meinert advised that the staff report was issued with three conditions related to the recommendation of approval. However, the applicant clarified that the building height of the car wash is much higher than what staff originally understood, and staff no longer recommends Condition #3 requiring a reduction in sign height. The two tower elements on the car wash building are 20 feet and 24 feet, respectively, and therefore the proposed sign is not higher than the height of the building as staff first thought.

Planning Director Meinert further stated that, regarding Condition #1, staff recommends a rewording, since the main issue is related to providing safe and efficient vehicular circulation in the area between the Phase 1 consolidated storage building and the rear of the existing retail center, rather than a need for additional parking. Staff described the new wording of Condition #1, as follows:

1. The DSP shall be revised to create appropriate pavement striping and markings for safety between the proposed consolidated storage building and the existing retail building.

He concluded by stating that staff recommends approval of DET-2022-018 with two conditions. Planning Director Meinert then read the statement received via email from resident Danielle Stowe.

Attorney Andre Gingles introduced the members of the development team, including Ms. Gretchen Elton, architect, Mr. Kevin Berman, owner, and Mr. Tom Zyla, engineer. He then provided some background and history of the subject property. Engineer Tom Zyla reviewed a Powerpoint presentation showing the site plan and some photographs and renderings. Mr. Kevin Berman discussed his company's approach to developing the rear portion of their center. Mr. Gingles concluded by stating that the applicant agrees with the staff conditions, as amended.

Public Hearing

Mr. William Petruzzo, of the Kenilworth section, stated his opinion that Bowie needs apartments. He observed that the storage facility building looks okay, but it is bad for the community. Mr. Petruzzo said these types of uses should be located on the side of the community, although he recognizes that people need storage. He reiterated that, despite the resilient business model, the storage facility should not be here; the City needs apartments. Mr. Petruzzo concluded by saying that people will learn to hate this, and he is sad and frustrated because this is the worst thing for the community.

Mr. Ted Herman, 3201 Superior Lane, stated that he has lived there for the last 47 years. He thanked the developer for the retail improvement of the Bowie Marketplace. Mr. Herman asked if there was ever a steering committee to figure out what the residents want and what businesses the City actually needs? He does not understand why a car wash and storage facility are a priority. He also has a concern with building heights. He felt that the storage buildings might be an eyesore, as the proposed landscaping may not offset the visual impact immediately. He has concerns about the car wash and its impact on traffic patterns and Superior Lane. Mr. Herman identified speeding as an issue on Superior Lane between Stonybrook Drive and MD 450. He concluded by agreeing that a storage building should be built in a more out of the way place.

Mr. Leroy Ferguson, of Elsmere Lane across from the Bowie Town Center, praised the developer for the improvement of the property. However, he said he would not equate a car wash and storage facility as good for the community. He is not sure Bowie has a long-term plan, such as what to do with the Sears building that has been vacant for years. Mr. Ferguson noted that traffic is increasing. Car washes, such as those built in Suitland, result in negative effects of people hanging out. He stated that we need better services for residents, other than a car wash and a storage building.

Questions by BAPB Members

Questions by BAPB members included the following:

Ron Skotz

- What is the timeframe for the project build-out? A: 4-5 years.
- How many storage units are proposed? A: Approximately 900-1,000 units
- What are the hours of operation? A: Typically, there is access allowed between 6:00 a.m. and 10:00 p.m. Office hours are typically from 7:00 a.m. to 9:00 p.m.

Terry Rogers

- What is the queuing length for the car wash? A: There are 8-10 spaces along the side of the building.

- Will the queuing extend onto Superior Lane? A: One of the current access points to Superior Lane (the southern one), will be closed to minimize the impact on Superior Lane. By using the north entrance, a very long queue range will result between the door of the car wash and Superior Lane. The traffic from the proposed uses do not exceed the trip cap established through the subdivision approval.

Carl Schuettler

- Are these the only businesses that have approached the Berman company? A: Berman has approached a lot of businesses. The site is attractive to many "pseudo" retail tenants, such as kid's bounce houses, Zaba Zones, and support conscious tenants. These types of uses do not have to have a lot of visibility, people will find them. They pursued other businesses, but with no success. Residential uses do not work at this point.
- You are the one who makes the determination about uses coming to the site, not the City—correct? A: Yes, although the City might have its own limitations. (Mr. Schuettler noted that residents mistakenly believed that the City makes these determinations.) The developer works with brokers who have studied the numbers and who are looking for certain sites. Over the past two years, there was interest expressed from these users. When the new Zoning Ordinance was adopted, storage became a permitted use, so they decided to move ahead.
- If there is capacity at the MD 197 storage facility, what impact would it have? A: In the due diligence phase, all storage areas existing in the area were examined and it was discovered that those facilities do not meet the current and projected demand.
- Are the parking spaces in the area of the car wash currently being utilized? A: No, the Harris Teeter customers park in the front, and the Chaney Tire customers have plenty of places to park.
- Having a car wash closer to home will be beneficial since he currently goes to Crofton.

Terry Rogers

- Does the County's legislation restricting consolidated storage affect this property? A: The legislation moving ahead has certain grandfathering and this site meets the requirements to be grandfathered. Berman holds properties and maintains them. Given the good track record of what Berman has done in the County, when it was mentioned to the County legislators, the County modified their bill and allowed certain projects to proceed.

Mr. Jim Golato

- Asked for clarification of the driveway locations along Superior Lane that serve Harris Teeter. Because of the volume of traffic and turning movements on Superior Lane, it is already a danger. The car wash is going to add to that. What are they going to do to alleviate the situation and make it safer? A: At least 26 cars can wrap around the building. In addition, the driveway to the car wash facility is double width. It is estimated that at least 33 cars can stack before they were to queue onto Superior Lane.
- The architecture of the consolidated storage building does not seem to fit into the contemporary design of the retail center. Should it be more like the existing development? A: The drawing shown on the screen does not accurately reflect the color. The accents are like other parts of the center. The rear elevation facing the single-family neighborhood has fake windows.

- With 900 storage units, how many cars would it draw? A: 30 per day. On the weekends, it would be approximately 50. With full build-out, with 250,000 square feet, you would expect about 100 cars per day.

Ron Skotz

- Agrees that earth tone colors would better reflect compatibility with the existing center. Using brown or green would be more aesthetic, rather than white. A: The image shown on the screen is not accurate. The design elements were pulled from the Marketplace. The white color is really beige and does exist within the center. All these elements are present. Arches, brick pilasters, tower elements all exist and were used in the design concept for the storage buildings. The owner wants the back to resemble the front for continuity.

Michael Byrd

- What is your definition of a sustainable project? A: The use is sustainable because it works in conjunction with the rest of the center and will be there for a long time; it is not a short-term use. Residential may ultimately be best along MD 450. Over time, the pad sites along MD 450 may be the best place to develop multi-family if you are trying to make MD 450 a walkable boulevard. The uses proposed now fit in the long-term. In addition, the Zoning Ordinance requires a minimum of number of points for providing sustainable features within the project and those are being provided.
- What kind of market research was done? A: They worked with brokers who represent people looking at the corridor, travel time minimums. Storage is mainly used by residents and businesses already in the community. People want access to them and do not want to drive 30 minutes to access a storage facility. Brokers study the area and the businesses who want to come here.

BAPB Motion

Mr. Carl Schuettler moved to recommend **APPROVAL** of Detailed Site Plan DET-2022-018, noting that the proposed plan is a reasonable alternative for satisfying the site design guidelines, per the detailed Statement of Justification, with the revised conditions recommended by staff. Mr. Terry Rogers seconded the motion, which passed 5-1 (Golato).

Attachment

Joe Meinert

From: Danielle Stowe [redacted]
Sent: Monday, April 24, 2023 12:29 PM
To: Joe Meinert
Subject: {EXTERNAL}: AGAINST Storage Facility & Car Wash Proposal Near Bowie Marketplace

Hi Joe,

I'm a resident of Bowie and am writing to voice my concerns about the proposed storage facility and car wash near Bowie marketplace. I urge the planning committee to reject this proposal in favor of more community oriented projects, like housing, parks or retail and dining options. Annapolis Road already has a storage facility minutes away and there are multiple local car washes as well. We should be focusing on creating and supporting projects that improve the quality of life for our residents and support small local businesses, not filling the pockets of investors outside of Bowie.

Thank you,
Danielle

This email has been scanned for spam and viruses by Proofpoint Essentials. Click here to report this email as spam.

City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

MEMORANDUM

TO: City Council

FROM: Alfred D. Lott, ICMA-CM, CPM
City Manager

SUBJECT: Detailed Site Plan DET-2022-018
Bowie Marketplace Consolidated Storage and Car Wash

DATE: April 26, 2023

I. Background and Proposal

Berman Enterprises, owner of Bowie Marketplace, is seeking approval of a new proposal to build a multi-story consolidated storage facility and car wash on the vacant land behind the retail shopping center. The 4.94-acre development site, zoned Commercial-General-Office (CGO), is located on the west side of Superior Lane, approximately 700 feet south of MD 450 (see Attachment #1). The plan includes a 275,100 square foot consolidated storage building complex consisting of two phases - a 132,300 square foot, three-story building (Phase 1) and a 142,800 square foot, four-story building (Phase 2). In addition, a 4,575 square foot car wash building is proposed along Superior Lane (see Attachment #2).

The proposed uses are listed as permitted uses in the CGO zone. Consolidated storage is a specifically named use. A car wash fits into the definition of a Personal Vehicle Repair and Maintenance Use. Accessory uses, such as related outdoor storage, are permitted to serve principal uses.

This site was the subject of a Preliminary Plan of Subdivision (#4-16028) application for residential development in 2017. On January 3, 2017, the Bowie City Council conducted a public hearing on a Conceptual Site Plan, Preliminary Plan and Detailed Site Plan for the subject property. At that time, the development proposal presented to the City included 288 multi-family apartment units in a 4-5 story building, including a 475-space parking garage and 16 surface parking spaces.

The City Council recommended approval of both the Preliminary Plan and Detailed Site Plan, with conditions. The County Planning Board approved Preliminary Plan #4-16028 on February 16, 2017. In June 2017, the County Planning Board approved Detailed Site Plan #DSP-17002. There were no appeals or review of #DSP-17002 by the District Council. The approved DSP expired by operation of law at the end of 2022.

In November 2021, the Countywide Map Amendment rezoned the subject property from C-S-C (Commercial Shopping Center) to the CGO (Commercial-General-Office) zone.

A Statement of Justification was submitted for this application (see Attachment #3). It is important to note that Detailed Site Plan DET-2022-018 is being reviewed under the new County Zoning Ordinance which contains many more design guidelines than the prior Zoning Ordinance.

II. Stakeholders Meeting

On Wednesday, October 12, 2022, City staff conducted a virtual Stakeholders Meeting for Detailed Site Plan DET-2022-018 for Bowie Marketplace. Berman Enterprises is seeking approval of a new proposal to build a multi-story consolidated storage facility and car wash on the vacant five acres behind the retail shopping center. The site is the location of the previously approved 225-unit, multi-family apartment project. The new plan includes a 275,100 square foot consolidated storage building complex consisting of two phases - a 132,300 square foot, three-story building (Phase 1) and a 142,800 square foot, four-story building (Phase 2). In addition, a 4,575 square foot car wash building is proposed along Superior Lane. Over 50 participants attended. Some of topics covered by Stakeholder questions included: the size and height of the proposed consolidated storage building, elimination of existing parking near the Chaney Tire and Auto store and Bowie Community Center, possible impacts on Acorn Hill Park (there are none), compatibility with adjacent residential single-family homes, the impacts of site lighting, security at the storage facility, the color scheme used on the car wash building, access to the storage building and traffic and circulation (especially around the proposed car wash). A video of the Stakeholders Meeting is posted on the City's YouTube channel and the project webpage.

III. Analysis of Detailed Site Plan DET-2022-018

Detailed Site Plan Decision Standards are found in Zoning Ordinance Section 27-3605 (e). A Detailed Site Plan may only be approved upon a finding that all applicable standards are met. The primary decision standard that applies to all Detailed Site Plans is identified below:

> (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;

Development standards are set forth in Part 27-6 of the Zoning Ordinance and include:

Section 27-6200	Roadway Access, Mobility and Circulation
Section 27-6300	Off-Street Parking and Loading
Section 27-6400	Open Space Set-Asides
Section 27-6500	Landscaping
Section 27-6600	Fences and Walls
Section 27-6700	Exterior Lighting
Section 27-6800	Environmental Protection and Noise Controls
Section 27-6900	Multi-Family, Townhouse and Three-Family Form and Design Standards
Section 27-61000	Nonresidential and Mixed-Use Form and Design Standards
Section 27-61100	Industrial Form and Design Standards
Section 27-61200	Neighborhood Compatibility
Section 27-61300	Agricultural Compatibility Standards
Section 27-61400	Urban Agriculture Compatibility Standards
Section 27-61500	Signage
Section 27-61600	Green Building Standards

The applicant's Statement of Justification and Addendum (Attachment #3) reviews the Detailed Site Plan's compliance with the development standards. Staff concurs with the Statement of Justification and Addendum, generally. However, there are several standards for which additional detail or revisions to the Detailed Site Plan are needed to fully comply with Section 27-3605 (e)(1).

A. Parking Associated with Existing Uses in the Shopping Center

The Zoning Ordinance, in Section 27-6304 (c), Location and Arrangement, (1) Safe and Convenient Access (A) states:

> Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.

Furthermore, Section 27-6304 (d), Markings, (1) states:

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

Staff Comment: The construction of the new building, particularly Phase 1, will displace existing parking used by the adjacent auto service use. It is not clear where customers and vehicles waiting to be serviced will park. Staff notes that a recorded Reciprocal Deed of Easement exists between the parcels in the shopping center that will allow parking and access to be shared. There is an expansive paved area just behind the retail building (see Attachment #4) that might be striped to highlight the two-way access route that runs in an east-west direction. The DSP should be revised to show appropriate pavement striping and markings for safety should be designated in this location.

B. Use of Pervious Paving

The Zoning Ordinance, in Section 27-6304 (b), Surfacing, (2) Pervious or Semi-Pervious Surfacing, states:

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

Staff Comment: Staff believes that it might be possible to use pervious paving in the less heavily traveled portions of the site, such as between the storage buildings and the southern property line, where stormwater bioretention is proposed. Another possible location might be in the parking area located east of the Phase 2 building, between the storage building and the car wash. The use of grass pavers in this part of the site, combined with the landscaping proposed, would enhance the green space and eliminate pavement in this portion of the parking lot. The applicant should revise the DSP to include pervious paving wherever possible.

IV. Outstanding Issues

None

V. Recommendation

With the conditions set forth below, staff finds the Detailed Site Plan proposed for Bowie Marketplace will meet the findings for approval set forth in Section 27-3605 (e)(1). Specifically, the proposed Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

Therefore, staff recommends **APPROVAL** of Detailed Site Plan DET-2022-018, with the following conditions, which are intended to improve the site design and address conformance with the County Zoning Ordinance and City Development Review Guidelines:

1. The DSP shall be revised to create appropriate pavement striping and markings for safety between the proposed consolidated storage building and the existing retail building.

2. The applicant shall examine the use of pervious paving in the less heavily traveled portions of the site, such as between the storage buildings and the southern property line, where stormwater bioretention is proposed. Another possible location might be in the parking area located east of the Phase 2 building, between the storage building and the car wash, where grass pavers could be used to enhance the green space and eliminate pavement in this portion of the parking lot.

Location Map

Attachment #1

Data provided by Prince George's County Planning Department - 1

BOWIE MARKETPLACE

DETAILED SITE PLAN

DET-2022-018

CONDO LAND UNIT 2 OF PARCEL X-12

48 Hours
Before You Dig Call
"MISS UTILITY"
Service Protection Center
MEMBER ONE CALL SYSTEMS INTERNATIONAL
CALL TOLL FREE
1-800-257-7777

1. UTILITY INFORMATION SHOWN HEREON WAS OBTAINED FROM AVAILABLE RECORDS. THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

2. THE CONTRACTOR SHALL HAND DIG TEST PITS AT ALL UTILITY CROSSINGS TO DETERMINE THE EXACT LOCATION AND DEPTH WELL IN ADVANCE OF CONSTRUCTION.

3. FOR MARKING LOCATIONS OF EXISTING UTILITIES, NOTIFY "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION.

4. FOR FIELD LOCATION OF GAS LINE SERVICES, PLEASE NOTIFY WASHINGTON GAS LIGHT Co., 703-750-1000, 48 HOURS PRIOR TO THE START OF ANY EXCAVATION OR CONSTRUCTION.

5. OMISSIONS AND/OR ADDITIONS OF UTILITIES FOUND DURING CONSTRUCTION SHALL BE THE SOLE RESPONSIBILITY OF ANY CONTRACTOR ENGAGED IN EXCAVATION AT THIS SITE. GUTSCHICK, LITTLE & WEBER, P.A., SHALL BE NOTIFIED IMMEDIATELY OF ANY AND ALL UTILITY INFORMATION, OMISSIONS AND ADDITIONS FOUND BY ANY CONTRACTOR.

6. DUE TO THE PROXIMITY OF LIVE UNDERGROUND AND OVERHEAD UTILITIES, WE ARE NOT RESPONSIBLE FOR ANY DAMAGE OR INJURY SUSTAINED DURING CONSTRUCTION BY ANY PERSONS, TRUCKS, TRAILERS, OR EQUIPMENT USED ON OR ADJACENT

GENERAL NOTES

1. OWNER/APPLICANT: BE BOWIE RESIDENTIAL LLC
ATTN: MR. KEVIN BERMAN
5410 EDSON LANE SUITE 220
ROCKVILLE, MARYLAND 20852
TEL.: 240.621.3200
2. PROJECT NAME: BOWIE MARKETPLACE
TAX MAP/GRID: TAX MAP 38 / GRID B4
TAX ID: #07/5600540
200 FT MAP REF. 208NE13 & 14
LEGAL DESCRIPTION: PLAT BOOK: SJH 247, PLAT NO. 87
LIBER FOLIO: L. 39780/F. 224
3. PREVIOUS APPROVALS:
PRELIMINARY PLAN: PPS 4-16028
DETAILED SITE PLAN: DSP-11002
ALTERNATIVE COMPLIANCE: AC-11041-01
4. BOUNDARY SURVEY PREPARED BY: GUTSCHICK LITTLE & WEBER,
5. TOPOGRAPHY SHOWN: FIELD RUN BY GUTSCHICK, LITTLE & WEBER, UPDATED JULY, 2022.
6. STORMWATER MANAGEMENT CONCEPT PLAN 01-1022-208NE14 BY GUTSCHICK LITTLE & WEBER, PA, APPROVED BY THE CITY OF BOWIE OCTOBER 11, 2022.
7. EXISTING & PROPOSED WATER AND SEWER SERVICE CATEGORIES: S-3 AND W-3.
8. NEAREST POLICE STATION: DISTRICT NO. 2
9. NEAREST FIRE STATION: FIRE/EMS DEPARTMENT STATION 816
10. THIS PROPERTY IS IN SUSTAINABLE GROWTH TIER 1.
11. THIS PROPERTY IS NOT LOCATED IN A MILITARY INSTALLATION OVERLAY ZONE.
12. THIS PROPERTY IS NOT LOCATED IN A CENTER OR CORRIDOR.
13. THIS PROPERTY IS NOT LOCATED WITHIN AN AVIATION POLICY AREA.
14. THERE ARE NO SCENIC OR HISTORIC ROADS LOCATED ON OR ADJACENT TO THE SUBJECT PROPERTY.
15. THERE ARE NO KNOWN CEMETERIES LOCATED ON OR CONTIGUOUS TO THIS PROPERTY.
16. THERE ARE NO KNOWN HISTORIC SITES LOCATED ON OR IN THE VICINITY OF THIS PROPERTY.
17. THIS PROPERTY IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA (CBCA).
18. NO 100-YEAR FLOODPLAIN EXISTS ON THE SUBJECT PROPERTY.
19. NO WETLANDS AND STREAMS EXIST ON THE SUBJECT PROPERTY.
20. A NATURAL RESOURCES INVENTORY EQUVALENCY LETTER (NRI-EL) RENEWAL HAS BEEN OBTAINED FOR THIS PROJECT.
21. A PHASE ONE ARCHAEOLOGICAL SURVEY REPORT HAS PREPARED FOR PREVIOUS PROJECTS.
22. THIS PROPERTY IS NOT ADJACENT TO AN EASEMENT HELD BY ANY LAND MARYLAND ENVIRONMENTAL TRUST, MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION, OR ANY LAND TRUST OR ORGANIZATION.
23. SOILS INFORMATION SHOWN OBTAINED FROM USDA NRCS WEB SURVEY(WSS). THERE ARE NO KNOWN AREAS OF MARLBORO CLAY ON THE SUBJECT PROPERTY.
24. A 10' PUBLIC UTILITY EASEMENT IS PROVIDED ALONG ALL PUBLIC RIGHTS-OF-WAY.
25. A WOODLAND CONSERVATION LETTER OF (WCO-EL) EXEMPTION RENEWAL HAS BEEN OBTAINED FOR THIS PROJECT.
26. A TRAFFIC IMPACT STATEMENT LETTER PROVIDED BY THE TRAFFIC GROUP DATED MAY 24, 2022 CONCLUDES THE PROPOSED USES WILL NOT GENERATE TRIPS IN EXCESS OF THOSE PREVIOUSLY APPROVED FOR THE 225 UNIT APARTMENT BUILDINGS.
27. DURING THE CONSTRUCTION PHASES OF THIS PROJECT, NO DUST SHOULD BE ALLOWED TO CROSS OVER PROPERTY LINES AND IMPACT ADJACENT PROPERTIES. CONSTRUCTION TO CONFORM TO CONSTRUCTION ACTIVITY DUST CONTROL REQUIREMENTS AS SPECIFIED IN THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL..
28. DURING THE CONSTRUCTION PHASES OF THIS PROJECT, NO NOISE SHOULD BE ALLOWED TO ADVERSELY IMPACT ACTIVITIES ON ADJACENT PROPERTIES. CONSTRUCTION TO CONFORM TO CONSTRUCTION ACTIVITY NOISE CONTROL REQUIREMENTS AS SPECIFIED IN SUBTITLE 19 OF PRINCE GEORGE'S COUNTY CODE.
29. IT IS THE APPLICANT'S INTENT TO CONFORM TO CONSTRUCTION ACTIVITY DUST CONTROL REQUIREMENTS AS SPECIFIED IN THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL..
30. IT IS THE APPLICANT'S INTENT TO CONFORM TO CONSTRUCTION ACTIVITY NOISE CONTROL REQUIREMENTS AS SPECIFIED IN SUBTITLE 19 OF THE PRINCE GEORGE'S COUNTY CODE.

LEGEND

- EXISTING TOPOGRAPHY
- PROPOSED TOPOGRAPHY
- PROPOSED BUILDING
- EXISTING TREELINE
- PROPOSED TREELINE
- LOD — LOD — LIMITS OF DISTURBANCE
- EXISTING EDGE OF PAVING
- PROPOSED EDGE OF PAVING
- PROPOSED PAVING
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- EXISTING WATER
- PROPOSED WATER & FIRE HYDRANT
- EXISTING SEWER
- PROPOSED SEWER
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- PROPOSED LIGHT
- PROPOSED TREES & SHRUBS
- // — // — EXISTING FENCE

BOWIE MARKETPLACE

EXISTING RETAIL	AREA
CLEANERS (PARCEL X-1)	6,156 SF
AUTOZONE (PARCEL X-2)	7,364 SF
PATIENT FIRST (PARCEL X-3)	7,148 SF
CHICK-FIL-A (PARCEL X-6)	4,731 SF
CHASE BANK (PARCEL X-7)	3,470 SF
SUBTOTAL	28,869 SF

BUILDING 1 (PARCEL X-12 - CL UNIT 1)	34,782 SF
BUILDING 2 (PARCEL X-12 - CL UNIT 1)	65,268 SF
BUILDING 3 (PARCEL X-8)	9,543 SF
TOTAL EXISTING	138,462 SF

PROPOSED RETAIL	AREA
CARWASH	4,575 SF
CONSOLIDATED STORAGE	275,100 SF
MAINTENANCE SHED (10' x 15')	150 SF
TOTAL PROPOSED	279,825 SF

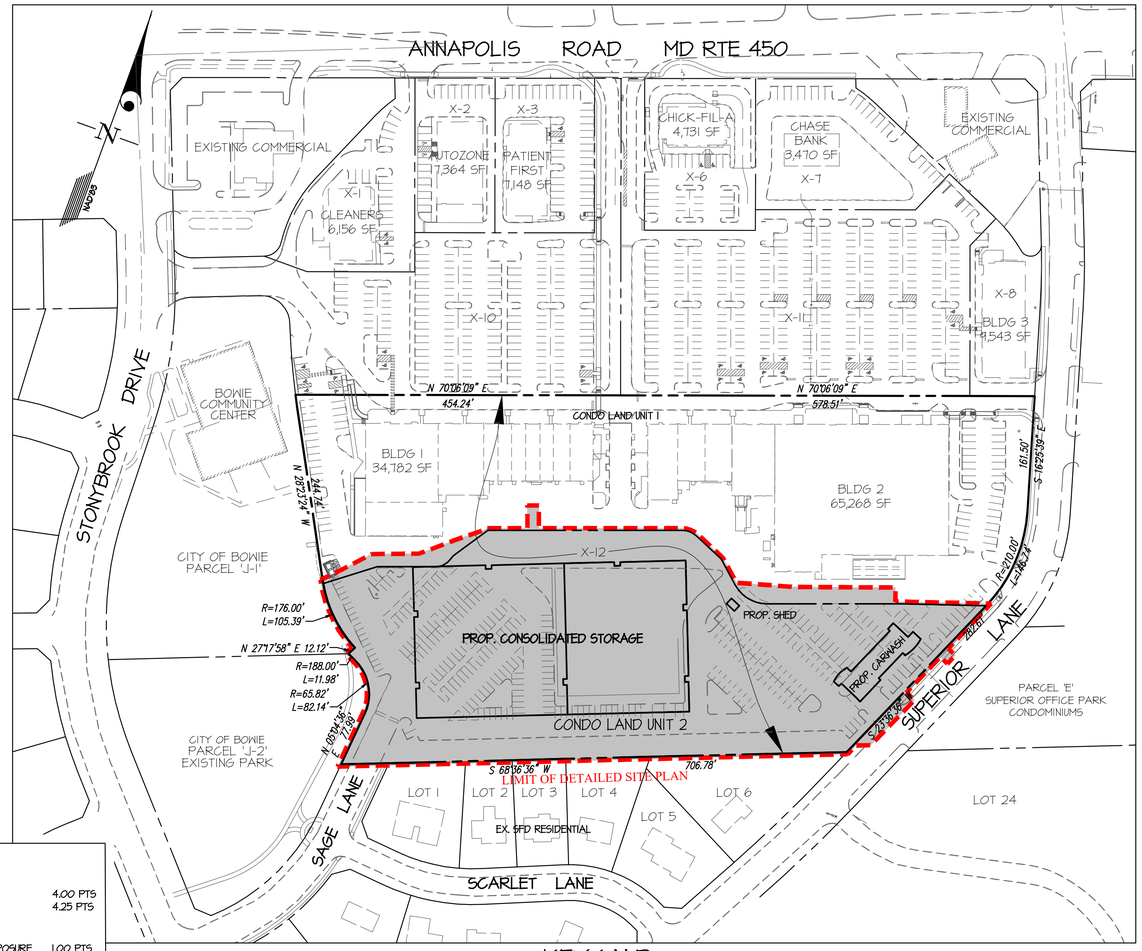
GRAND TOTAL (EX. AND PROP.)	418,287 SF

NOTE: 265,208 SQUARE FEET WAS THE TOTAL GFA WHICH EXISTED PREVIOUSLY ON PARCEL X, AT THE TIME THE PLAT WAS RECORDED IN PLAT BOOK MMB 235 PAGE 63 IN 2012.

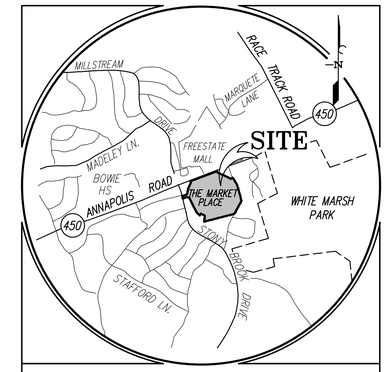
GREEN BUILDING STANDARDS

NON-RESIDENTIAL DEVELOPMENT >75,000 S.F.

	REQUIRED:	4.00 PTS
	PROVIDED:	4.25 PTS
1)	ORIENT AT LEAST 25% OF THE NON-RESIDENTIAL BUILDINGS WITH AN AXIS ORIENTED EAST-WEST FOR MAXIMUM SOLAR EXPOSURE	1.00 PTS
2)	ALL LAVATORY FAUCETS FLOW RATE IS 1.5 GPM OR LESS AT 60 PSI	0.50 PTS
3)	ALL TOILETS HAVE DUAL ACTIVATED FLUSHING	1.00 PTS
4)	PROVIDE RAIN GARDENS OR OTHER APPROPRIATE STORMWATER INFILTRATION SYSTEM(S) THAT ACCOMMODATE A MINIMUM OF 25% OF THE RUNOFF	1.00 PTS
5)	PROVIDE AN ELECTRIC VEHICLE (EV) LEVEL 2 CHARGING STATION THAT IS MADE AVAILABLE TO THOSE USING THE BUILDING	0.75 PTS



KEY MAP
SCALE: 1" = 100'



VICINITY MAP
SCALE 1" = 2,000'

TAX MAP: 38-B4 WSSC GRID: 208NE14

SITE DATA

PARCEL X-12	10.53 AC.
CONDO LAND UNIT #1	5.59 AC.
CONDO LAND UNIT #2	4.94 AC.
GROSS TRACT AREA:	4.94 AC.
ZONING:	
CGO - COMMERCIAL GENERAL OFFICE	
100 YR FLOODPLAIN:	0.00 AC.
NET TRACT AREA:	4.94 AC.
EXISTING USE:	PARKING LOT

PROPOSED USES.
INDUSTRIAL (CONSOLIDATED STORAGE)
PHASE ONE - PHASE ONE BUILDING (132,300 SF) & ADDITIONAL PARKING
PHASE TWO - PHASE ONE BUILDING (132,300 SF) & OUTDOOR STORAGE (12,600 SF)
PHASE THREE - PHASE ONE & PHASE TWO BUILDING (275,100 SF)
COMMERCIAL (DRIVE THROUGH CARWASH) 4,575 SF

PUBLIC ROAD DEDICATION: (SUPERIOR LANE)	0.00 AC. (PREVIOUS DEDICATION)

PARKING CALCULATIONS

	PARKING REQUIRED	PARKING / LOADING PROVIDED
CARWASH		
4 PS PER 1,000 S.F. (4,575 S.F.)	19 SPACES	20 SPACES (1 ADA ACCESSIBLE)
	3 BICYCLE/2 EV	8 BICYCLE SPACES/2 EV SPACES
CONSOLIDATED STORAGE		
PHASE ONE - PHASE ONE BUILDING + ADDITIONAL PARKING		
1 PS PER 3,000 S.F. RENTAL STORAGE AREA (95,250 S.F.)	32 SPACES	
4 PS PER 1,000 S.F. OFFICE	4 SPACES	
TOTAL	36 SPACES	184 SPACES (6 ADA ACCESSIBLE)
BICYCLE	5 SPACES	3 LOADING SPACES (15' x 19') 8 BICYCLE SPACES
TOTAL SHOPPING CENTER PS REQUIRED	546 SPACES	
TOTAL SHOPPING CENTER PS PROVIDED:	820 SPACES	
TOTAL PS SURPLUS:	224 SPACES	
PHASE TWO - PHASE ONE BUILDING + OUTDOOR STORAGE		
1 PS PER 3,000 S.F. RENTAL STORAGE AREA (95,250 S.F.)	32 SPACES	
4 PS PER 1,000 S.F. OFFICE	4 SPACES	
2 PS PER 1,000 S.F. OUTDOOR STORAGE (12,600 S.F.)	26 SPACES	
TOTAL	62 SPACES	72 SPACES (3 ADA ACCESSIBLE)
BICYCLE	7 SPACES	3 LOADING SPACES (15' x 19') 8 BICYCLE SPACES
TOTAL SHOPPING CENTER PS REQUIRED	622 SPACES	
TOTAL SHOPPING CENTER PS PROVIDED:	703 SPACES	
TOTAL PS SURPLUS:	81 SPACES	
PHASE THREE - PHASE ONE & PHASE TWO BUILDING		
1 PS PER 3,000 S.F. RENTAL STORAGE AREA (198,000 S.F.)	66 SPACES	
4 PS PER 1,000 S.F. OFFICE	4 SPACES	
TOTAL	70 SPACES	88 SPACES (3 ADA ACCESSIBLE)
BICYCLE	8 SPACES	6 LOADING SPACES (15' x 19') 8 BICYCLE SPACES
TOTAL SHOPPING CENTER PS REQUIRED	630 SPACES	
TOTAL SHOPPING CENTER PS PROVIDED:	711 SPACES	
TOTAL PS SURPLUS:	81 SPACES	

SHEET SCHEDULE

SHEET NO.	SHEET TITLE
1	COVER SHEET
2	APPROVALS SHEET
3	DETAILED SITE PLAN (PHASE ONE)
4	DETAILED SITE PLAN (PHASE TWO)
5	DETAILED SITE PLAN (PHASE THREE)
6	LANDSCAPE AND LIGHTING PLAN (PHASE ONE)
7	LANDSCAPE AND LIGHTING PLAN (PHASE TWO)
8	LANDSCAPE AND LIGHTING PLAN (PHASE THREE)
9	LANDSCAPE NOTES, DETAILS & SCHEDULES
10	SITE NOTES AND DETAILS
11	SITE DETAILS
12	OPEN SPACE SET-ASIDES EXHIBIT

Attachment #2

GLW
PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY:	TSZ
DRAWN BY:	WJ
CHECKED BY:	TML

DATE	REVISION	BY	APP'R.

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29414, EXPIRATION DATE: JANUARY 20, 2024 .

PROFESSIONAL ENGINEER TIMOTHY MICHAEL LEWIS No. 29414 STATE OF MARYLAND
4/6/23

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE	ZONING
1" = 100'	CGO
DATE	TAX MAP - GRID
APRIL, 2023	38 - B4

COVER SHEET

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07 PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038

SHEET 1 OF 12

L:\CADD\DRAWINGS\22038\PLANS BY GLW\SITE PLAN\DET\22038 DET-01.dwg, TED: 4/6/2023 4:39 PM, LAST SAVED: 4/6/2023 2:41 PM, PLOTTED BY: Timothy Michael Lewis

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L:\CADD\DRAWINGS\22038\PLANS BY GLW\SITE PLAN\DET\22038 DET-02.dwg,
PLOTTED: 4/6/2023 4:39 PM, LAST SAVED: 12/20/2022 2:32 PM, ACCEPTED BY: chris.jeffries

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DESIGNED BY:	XXX
DRAWN BY:	XXX
CHECKED BY:	XXX

DATE	REVISION	BY	APP'R.

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914, EXPIRATION DATE: JANUARY 20, 2024 .

4/6/23

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE	ZONING
NTS	CGO
DATE	TAX MAP – GRID
APRIL, 2023	38 – B4

APPROVALS SHEET

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038

SHEET 2 OF 12

EXISTING COMMERCIAL/RETAIL

EXISTING RETAIL/COMMERCIAL

LIMIT OF DETAILED SITE PLAN

EXISTING GROCERY STORE

NAD83

CONSOLIDATED STORAGE BUILDING
44,100 SF / FLOOR
3 STORIES
132,300 SF TOTAL
FFE=125.50
HEIGHT= 32'-0"

CAR WASH
4,575 SF
FFE= 122.17
HEIGHT=18'-0"
TOWER A= 28'-0"
TOWER B= 24'-0"

PARCEL J-1
BOWIE CITY OF
BELAIR SHOPPING CENTER
3209 STONYBROOK DR.
BOWIE, MD 20715
ZONED: CGO
USE: MIXED USE

PARCEL J-2
BOWIE CITY OF
3208 SAGE LN,
BOWIE, MD 20715
L. 03819 F. 285
ZONED: R5F-65
USE: RESIDENTIAL

PIORKOWSKI REAL ESTATE LLC
3231 SUPERIOR LN,
BOWIE, MD 20715
ZONED: CGO
USE: MIXED USE

SUPERIOR LANE
(60' R/W (VARIABLE WIDTH PAVING))

SAGE LANE
(60' R/W)

SCARLET LANE
(50' R/W)

SAFETY TURN

LOT 1
MEDSOURCE COMM SERVICES INC.
12500 SCARLET LN,
BOWIE, MD 20715
ZONED: R5F-65
USE: RESIDENTIAL

LOT 2
HABTU HABTU K ET AL
12502 Scarlet Ln,
Bowie, MD 20715
L. 47482 F. 536
ZONED: R5F-65
USE: RESIDENTIAL

LOT 3
UMANAGARMENDEZ
MILTON A
12504 Scarlet Ln,
Bowie, MD 20715
L. 37843 F. 213
ZONED: R5F 65
USE: RESIDENTIAL

LOT 4
SWANK LAWRENCE G &
KAREN H
12506 Scarlet Ln,
Bowie, MD 20715
L. 04704 F. 072
ZONED: R5F-65
USE: RESIDENTIAL

"SOMERSET AT BELAIR-SECTION 18"
Plat Bk 41 Plat No. 51

LOT 5
HUBBARD ANDREA A
12508 Scarlet Ln,
Bowie, MD 20715
L. 44211 F.510
ZONED: R5F 65
USE: RESIDENTIAL

LOT 6
234 WEST ST TRUST
3202 SUPERIOR LN,
BOWIE, MD 20715
ZONED: R5F-65
USE: RESIDENTIAL

LOT 24
RABBITT DANIEL L & JUDITH E
12631 Safety Turn,
Bowie, MD 20715
L. 12404 F. 558
ZONED: R-65
USE: RESIDENTIAL

SCALE: 1" = 30'

0' 15' 30' 60' 120'

LEGEND

- EXISTING TOPOGRAPHY
- PROPOSED TOPOGRAPHY
- PROPOSED BUILDING
- EXISTING TREELINE
- PROPOSED TREELINE
- LOD — LIMITS OF DISTURBANCE
- EXISTING EDGE OF PAVING
- PROPOSED EDGE OF PAVING
- PROPOSED PAVING
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- EXISTING WATER
- PROPOSED WATER & FIRE HYDRANT
- EXISTING SEWER
- PROPOSED SEWER
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- PROPOSED LIGHT
- EXISTING WOODEN B/B FENCE

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DESIGNED BY: TSZ
DRAWN BY: WsJ
CHECKED BY: TSZ

DATE	REVISION	BY	APP'R.

PROFESSIONAL CERTIFICATION
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4/6/23

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE	ZONING
1" = 30'	CGO
DATE	TAX MAP – GRID
APRIL, 2023	38 – B4

DETAILED SITE PLAN (PHASE ONE)

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038

SHEET 3 OF 12

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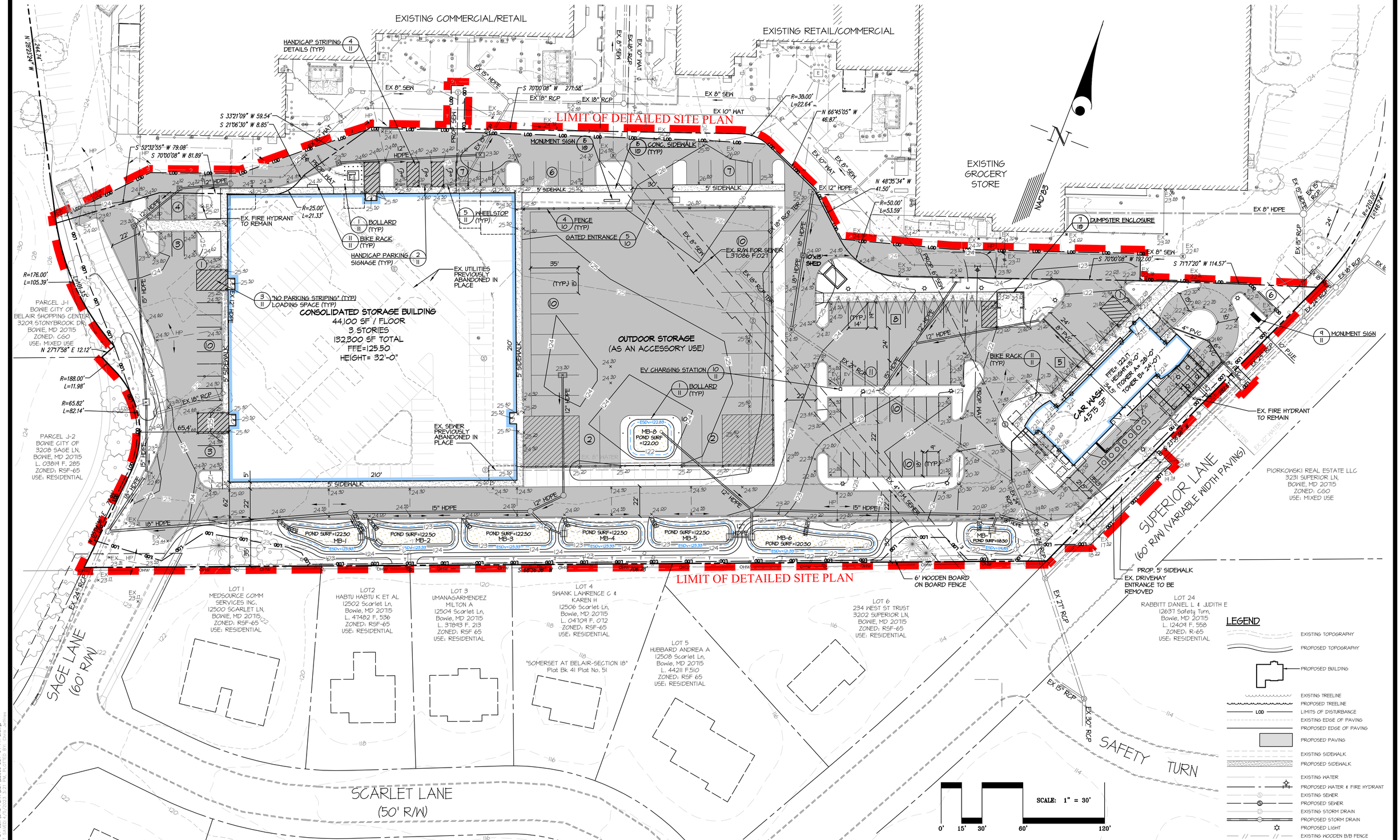

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DESIGNED BY:	TSZ
DRAWN BY:	WJ
CHECKED BY:	TSZ

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4/6/23

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5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE	ZONING
1" = 30'	CGO
DATE	TAX MAP – GRID
APRIL, 2023	38 – B4

DETAILED SITE PLAN (PHASE TWO)

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038

SHEET 4 OF 12

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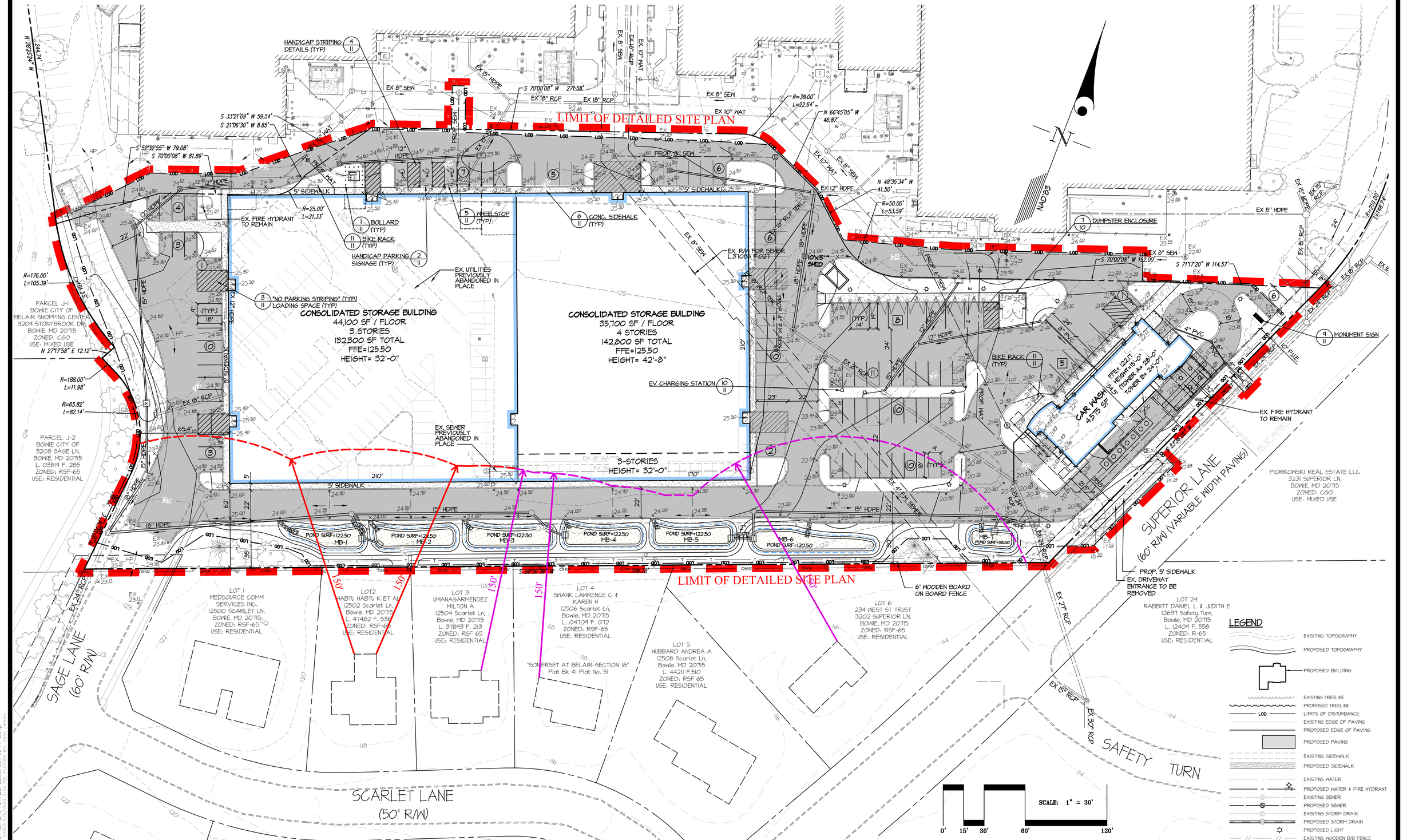

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DESIGNED BY:	DATE	REVISION	BY	APP'R.
TSZ				
DRAWN BY: WsJ				
CHECKED BY: TSZ				

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I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29414, EXPIRATION DATE: JANUARY 20, 2024 .

4/6/23

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE	ZONING
1" = 30'	CGO
DATE	TAX MAP – GRID
APRIL, 2023	38 – B4

DETAILED SITE PLAN (PHASE THREE)

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038

SHEET 5 OF 12

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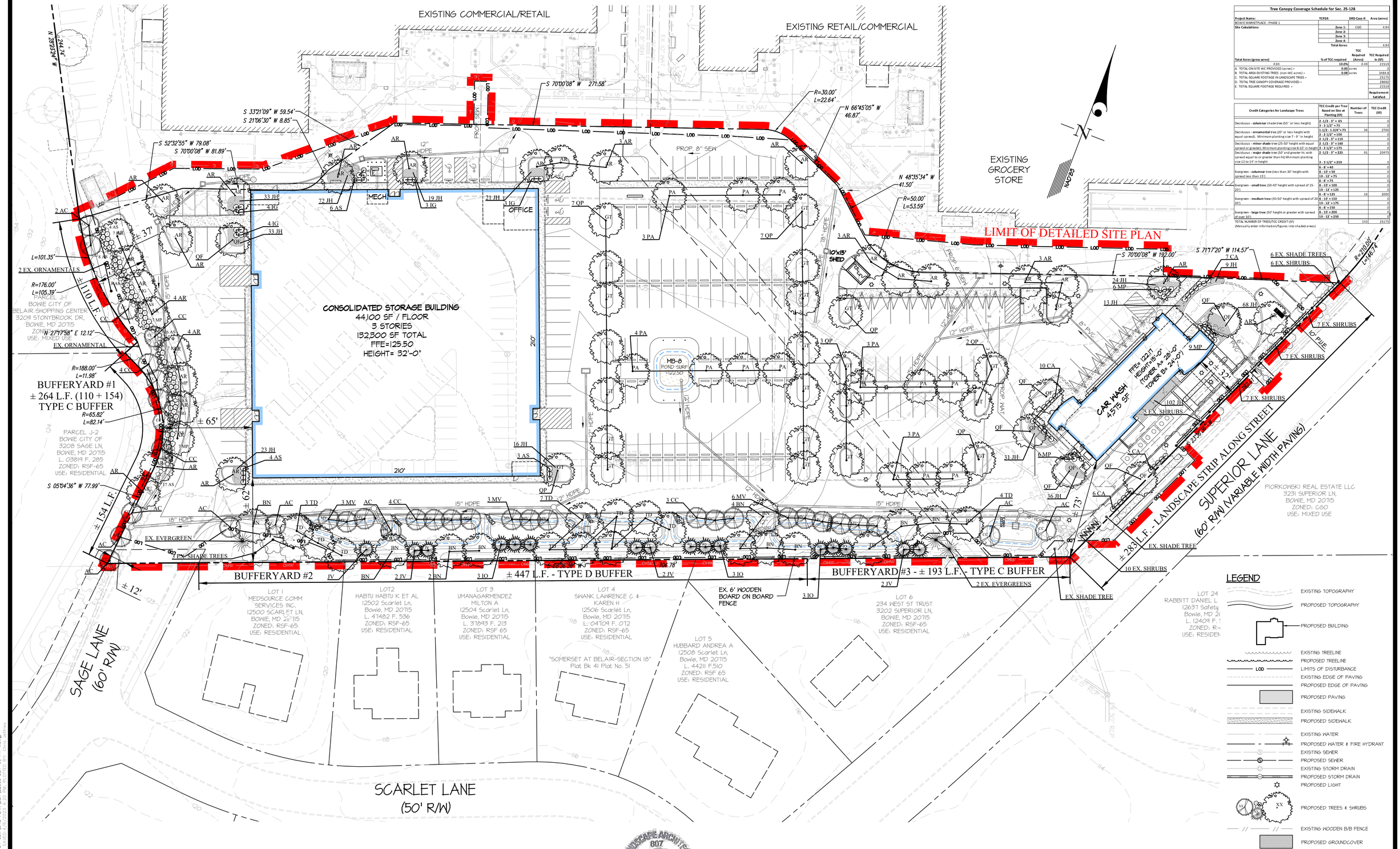

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	BOWIE MARKETPLACE - PHASE 1	TCP2#:	DRD Case #:
Site Calculations:	Zone 1:	C6O	4.84
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		4.84

Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
4.84	10.0%	0.48	21513
A. TOTAL ON-SITE WC PROVIDED (acres) =	0.00	acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.08	acres	3484.8
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			25175
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			28660
E. TOTAL SQUARE FOOTAGE REQUIRED =			21513
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50' or less height)	2 -1/2 - 3" = 65		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9' in height	1-1/2 - 1-3/4"=75	36	2700
	2 - 2 1/2" = 100		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2 -1/2 - 3" = 110		0
	2 -1/2 - 3" = 160		0
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2 -1/2 - 3" = 225	91	20475
	3 - 3 1/2" = 250		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	6 - 8' = 40		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	6 - 8' = 75		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	6 - 8' = 125	16	2000
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	6 - 8' = 150		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		143	25175

(Manually enter information/figures into shaded areas)

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DESIGNED BY: TSZ
DRAWN BY: WaJ
CHECKED BY: TSZ

DATE	REVISION	BY	APP'R.

LANDSCAPE ARCHITECT 807 — 4/6/23 — KEVIN ASHMORE FOSTER — STATE OF MARYLAND

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE: 1" = 30'
ZONING: CGO
DATE: APRIL, 2023
TAX MAP – GRID: 38 – B4

LANDSCAPE & LIGHTING PLAN (PHASE ONE)

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038

SHEET 6 OF 12

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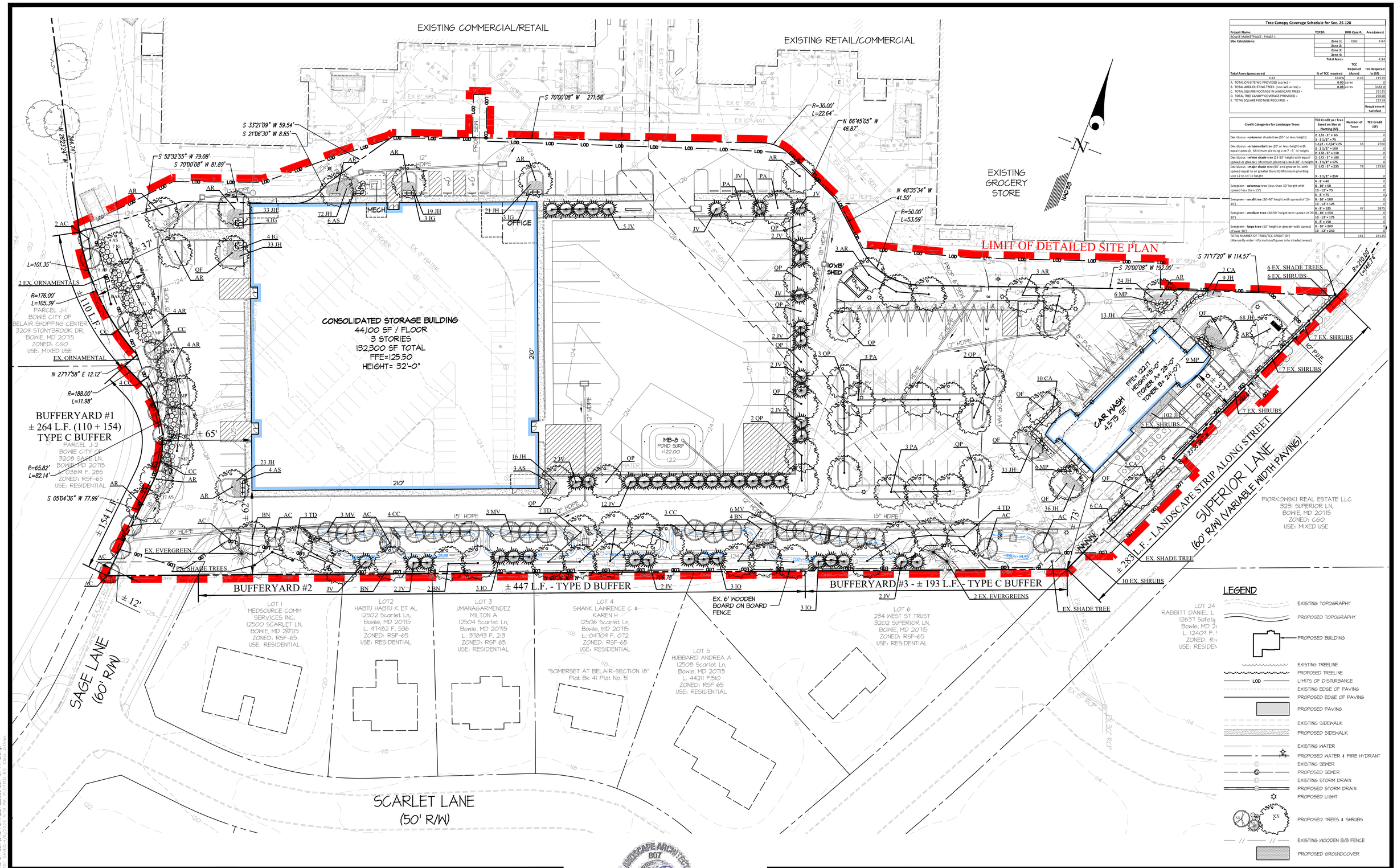

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name: BOWIE MARKETPLACE - PHASE 1	TCP2#:	DRD Case #:	Area (acres)
Site Calculations:	Zone 1:	CGO	4.94
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		4.94

Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
4.94	10.0%	0.49	21513
A. TOTAL ON-SITE WC PROVIDED (acres) =	0.00	acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.08	acres	3484.8
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			26125
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			29610
E. TOTAL SQUARE FOOTAGE REQUIRED =			21513
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	2 -1/2 - 3" = 65		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	1-1/2 - 1-3/4"= 75	36	2700
	2 - 2 1/2" = 100		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2 -1/2 - 3" = 110		0
	2 -1/2 - 3" = 140		0
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2 -1/2 - 3" = 225	78	17550
	3 - 3 1/2" = 250		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	6 - 8' = 40		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	6 - 8' = 75		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	6 - 8' = 125	47	5875
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	6 - 8' = 150		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF) (Manually enter information/figures into shaded areas)		161	26125

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DESIGNED BY: TSZ
DRAWN BY: WsJ
CHECKED BY: TSZ

DATE	REVISION	BY	APP'R.

LANDSCAPE ARCHITECT 807 REGISTERED PROFESSIONAL KEVIN ASHMORE FOSTER STATE OF MARYLAND 5/6/23

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE: 1" = 30'
DATE: APRIL, 2023
ZONING: CGO
TAX MAP – GRID: 38 – B4

LANDSCAPE & LIGHTING PLAN (PHASE TWO)

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07
PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038
SHEET 7 OF 12

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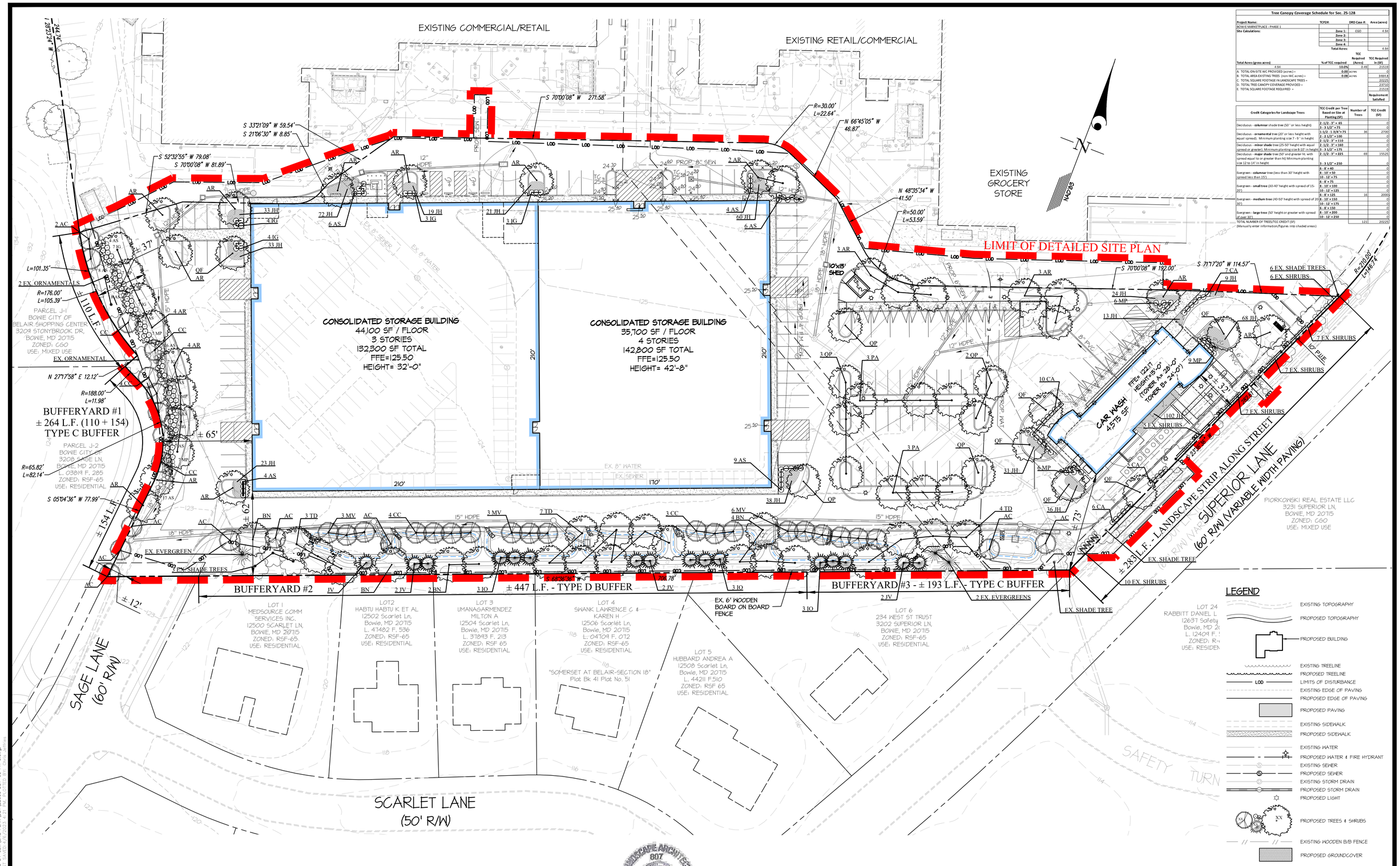

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	TCP2#:	DRD Case #:	Area (acres)
BOWIE MARKETPLACE - PHASE 1			
Site Calculations: Zone 1:	C6O		4.84
Zone 2:			
Zone 3:			
Zone 4:			
Total Acres:			4.84

Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
4.84	10.0%	0.48	21513
A. TOTAL ON-SITE WC PROVIDED (acres) =	0.00 acres		0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.08 acres		3484.8
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			20225
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			23710
E. TOTAL SQUARE FOOTAGE REQUIRED =			21513
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50' or less height)	2 - 1/2 - 3" = 65		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	1-1/2 - 1-3/4" = 75	36	2700
	2 - 2 1/2" = 100		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2 - 1/2 - 3" = 110		0
	2 - 1/2 - 3" = 160		0
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2 - 1/2 - 3" = 225	69	15525
	3 - 3 1/2" = 250		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	6 - 8' = 40		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	6 - 8' = 75		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	6 - 8' = 125	16	2000
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	6 - 8' = 150		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		121	20225

(Manually enter information/figures into shaded areas)

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DESIGNED BY: TSZ
DRAWN BY: WaJ
CHECKED BY: TSZ

DATE	REVISION	BY	APP'R.

LANDSCAPE ARCHITECT 807 — 4/6/23 — KEVIN ASHMORE FOSTER — STATE OF MARYLAND

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE: 1" = 30'
DATE: APRIL, 2023
ZONING: CGO
TAX MAP – GRID: 38 – B4

LANDSCAPE & LIGHTING PLAN (PHASE THREE)

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07
PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038
SHEET 8 OF 12

L:\CADD\DRAWINGS\22038\PLANS BY GLW\SITE PLAN\DET\22038 DET-08 PH 3.dwg, PRINTED: 4/6/2023 4:41 PM, LAST SAVED: 4/6/2023 4:21 PM, PLOTTED BY: Chris Whitten

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PUBLIC STORAGE BUILDING - PHASE 1

SCHEDULE 4.8-1
BUILDING FRONTAGE ZONE (NONRESIDENTIAL USE OR MIXED USE)

Total length of Building Frontage		*192 Linear Feet
Number of Shade Trees required at 1 per 40 linear feet		5 Shade Trees
Number of Shade Trees required per section 4.10, if applicable		N/A
Number of Shade Trees provided in the right-of-way or per Section 4.10, if applicable		N/A
Number of Shade Trees required less those within the right-of-way or per Section 4.10		5 Shade Trees
Total number of Shade Trees provided		5 Shade Trees
Building Frontage Zone greater than 25 feet in depth		N/A
Number of Ornamental Trees required at 1 per 1,000 sf		N/A
Number of Ornamental Trees Substitutes		N/A
Number of Ornamental Trees provided		N/A
Building Frontage Zone less than 25 feet in depth	5,884 sf x 8%	471 sf of planted area req.
Building Frontage Zone 25 to 40 feet	0 sf x 20%	0 sf of planted area req.
Total square feet of planted area required		471 sf of planted area req.
Tree planters	0 sf	0 sf of tree planter area provided
Total area of shrubs and/or perennials provided in tree planters	0 sf x 50%	0 sf of shrub planter area provided
All other planted areas	2,453 sf x 100%	2,453 sf of other planted areas

* NOTE: TREES PROPOSED TO MEET SECTION 4.8 REQUIREMENTS ARE ALSO BEING PROPOSED TO MEET SECTION 4.3 REQUIREMENTS OF THE LANDSCAPE MANUAL.

PUBLIC STORAGE BUILDING - PHASE 2

SCHEDULE 4.8-1
BUILDING FRONTAGE ZONE (NONRESIDENTIAL USE OR MIXED USE)

Total length of Building Frontage		*192 Linear Feet
Number of Shade Trees required at 1 per 40 linear feet		5 Shade Trees
Number of Shade Trees required per section 4.10, if applicable		N/A
Number of Shade Trees provided in the right-of-way or per Section 4.10, if applicable		N/A
Number of Shade Trees required less those within the right-of-way or per Section 4.10		5 Shade Trees
Total number of Shade Trees provided		5 Shade Trees
Building Frontage Zone greater than 25 feet in depth		N/A
Number of Ornamental Trees required at 1 per 1,000 sf		N/A
Number of Ornamental Trees Substitutes		N/A
Number of Ornamental Trees provided		N/A
Building Frontage Zone less than 25 feet in depth	12,461 sf x 8%	997 sf of planted area req.
Building Frontage Zone 25 to 40 feet	0 sf x 20%	0 sf of planted area req.
Total square feet of planted area required		997 sf of planted area req.
Tree planters	0 sf	0 sf of tree planter area provided
Total area of shrubs and/or perennials provided in tree planters	0 sf x 50%	0 sf of shrub planter area provided
All other planted areas	8,212 sf x 100%	8,212 sf of other planted areas

* NOTE: TREES PROPOSED TO MEET SECTION 4.8 REQUIREMENTS ARE ALSO BEING PROPOSED TO MEET SECTION 4.3 REQUIREMENTS OF THE LANDSCAPE MANUAL.

PUBLIC STORAGE BUILDING - PHASE 3

SCHEDULE 4.8-1
BUILDING FRONTAGE ZONE (NONRESIDENTIAL USE OR MIXED USE)

Total length of Building Frontage		*224 Linear Feet
Number of Shade Trees required at 1 per 40 linear feet		6 Shade Trees
Number of Shade Trees required per section 4.10, if applicable		N/A
Number of Shade Trees provided in the right-of-way or per Section 4.10, if applicable		N/A
Number of Shade Trees required less those within the right-of-way or per Section 4.10		6 Shade Trees
Total number of Shade Trees provided		6 Shade Trees
Building Frontage Zone greater than 25 feet in depth		N/A
Number of Ornamental Trees required at 1 per 1,000 sf		N/A
Number of Ornamental Trees Substitutes		N/A
Number of Ornamental Trees provided		N/A
Building Frontage Zone less than 25 feet in depth	7,971 sf x 8%	638 sf of planted area req.
Building Frontage Zone 25 to 40 feet	0 sf x 20%	0 sf of planted area req.
Total square feet of planted area required		3,685 sf of planted area req.
Tree planters	0 sf	0 sf of tree planter area provided
Total area of shrubs and/or perennials provided in tree planters	0 sf x 50%	0 sf of shrub planter area provided
All other planted areas	3,685 sf x 100%	3,685 sf of other planted areas

* NOTE: TREES PROPOSED TO MEET SECTION 4.8 REQUIREMENTS ARE ALSO BEING PROPOSED TO MEET SECTION 4.3 REQUIREMENTS OF THE LANDSCAPE MANUAL.

PHASE 1 - WEST PARKING

SCHEDULE 4.3.-2 INTERIOR PLANTING FOR PARKING LOTS 7,000 S.F. OR GREATER

Parking Lot Area (See Figure 4.3-1)		14,544 square feet
Interior landscape area required	8%	1,164 square feet
Interior landscape area provided	10%	1,448 square feet
Minimum number of shade trees required (1 per 300 sf of interior planting area provided) OR (1 per 200 sf of interior planting area provided)	1,448 sf interior landscape area provided	
	1,448 sf / 300 sf = 5 shade trees	
Number of shade trees provided	5 shade trees	
Is a minimum of 300 square feet of contiguous pervious land area provided per shade tree?	☒ yes	☐ no
Is there a planting island on average every 10 spaces?	☒ yes	☐ no
Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	☒ yes	☐ no
Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	☒ yes	☐ no
Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	☒ yes	☐ no
For parking lots 50,000 square feet or larger: is there a 9-foot-wide planting island perpendicular to parking for every 2 bays? OR do the number of shade trees increase? (1 per 200 sq. ft. of interior planting area required)	☐ yes	☐ no

PHASE 1 - NORTH & EAST PARKING

SCHEDULE 4.3.-2 INTERIOR PLANTING FOR PARKING LOTS 7,000 S.F. OR GREATER

Parking Lot Area (See Figure 4.3-1)		83,768 square feet
Interior landscape area required	10%	8,377 square feet
Interior landscape area provided	13.7%	11,479 square feet
Minimum number of shade trees required (1 per 300 sf of interior planting area provided) OR (1 per 200 sf of interior planting area provided)	11,479 sf interior landscape area provided	
	11,479 sf / 300 sf = 39 shade trees	
Number of shade trees provided	39 shade trees	
Is a minimum of 300 square feet of contiguous pervious land area provided per shade tree?	☒ yes	☐ no
Is there a planting island on average every 10 spaces?	☒ yes	☐ no
Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	☒ yes	☐ no
Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	☒ yes	☐ no
Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	☒ yes	☐ no
For parking lots 50,000 square feet or larger: is there a 9-foot-wide planting island perpendicular to parking for every 2 bays? OR do the number of shade trees increase? (1 per 200 sq. ft. of interior planting area required)	☒ yes	☐ no

CARWASH BUILDING

SCHEDULE 4.8-1
BUILDING FRONTAGE ZONE (NONRESIDENTIAL USE OR MIXED USE)

Total length of Building Frontage		364 Linear Feet
Number of Shade Trees required at 1 per 40 linear feet		10 Shade Trees
Number of Shade Trees required per section 4.10, if applicable		N/A
Number of Shade Trees provided in the right-of-way or per Section 4.10, if applicable		N/A
Number of Shade Trees required less those within the right-of-way or per Section 4.10		10 Shade Trees
Total number of Shade Trees provided		5 Shade Trees
Building Frontage Zone greater than 25 feet in depth		N/A
Number of Ornamental Trees required at 1 per 1,000 sf		N/A
Number of Ornamental Trees Substitutes		N/A
Number of Ornamental Trees provided		N/A
Building Frontage Zone less than 25 feet in depth	4,991 sf x 8%	400 sf of planted area req.
Building Frontage Zone 25 to 40 feet	0 sf x 20%	0 sf of planted area req.
Total square feet of planted area required		400 sf of planted area req.
Tree planters	0 sf	0 sf of tree planter area provided
Total area of shrubs and/or perennials provided in tree planters	0 sf x 50%	0 sf of shrub planter area provided
All other planted areas	3,215 sf x 100%	3,215 sf of other planted areas

PHASE 2 - WEST PARKING

SCHEDULE 4.3.-2 INTERIOR PLANTING FOR PARKING LOTS 7,000 S.F. OR GREATER

Parking Lot Area (See Figure 4.3-1)		14,544 square feet
Interior landscape area required	8%	1,164 square feet
Interior landscape area provided	10%	1,448 square feet
Minimum number of shade trees required (1 per 300 sf of interior planting area provided) OR (1 per 200 sf of interior planting area provided)	1,448 sf interior landscape area provided	
	1,448 sf / 300 sf = 5 shade trees	
Number of shade trees provided	5 shade trees	
Is a minimum of 300 square feet of contiguous pervious land area provided per shade tree?	☒ yes	☐ no
Is there a planting island on average every 10 spaces?	☒ yes	☐ no
Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	☒ yes	☐ no
Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	☒ yes	☐ no
Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	☒ yes	☐ no
For parking lots 50,000 square feet or larger: is there a 9-foot-wide planting island perpendicular to parking for every 2 bays? OR do the number of shade trees increase? (1 per 200 sq. ft. of interior planting area required)	☐ yes	☐ no

PHASE 2 - NORTH PARKING

SCHEDULE 4.3.-2 INTERIOR PLANTING FOR PARKING LOTS 7,000 S.F. OR GREATER

Parking Lot Area (See Figure 4.3-1)		11,152 square feet
Interior landscape area required	8%	892 square feet
Interior landscape area provided	8%	896 square feet
Minimum number of shade trees required (1 per 300 sf of interior planting area provided) OR (1 per 200 sf of interior planting area provided)	896 sf interior landscape area provided	
	896 sf / 300 sf = 3 shade trees	
Number of shade trees provided	3 shade trees	
Is a minimum of 300 square feet of contiguous pervious land area provided per shade tree?	☒ yes	☐ no
Is there a planting island on average every 10 spaces?	☒ yes	☐ no
Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	☒ yes	☐ no
Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	☒ yes	☐ no
Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	☒ yes	☐ no
For parking lots 50,000 square feet or larger: is there a 9-foot-wide planting island perpendicular to parking for every 2 bays? OR do the number of shade trees increase? (1 per 200 sq. ft. of interior planting area required)	☐ yes	☐ no

PHASE 2 - EAST PARKING

SCHEDULE 4.3.-2 INTERIOR PLANTING FOR PARKING LOTS 7,000 S.F. OR GREATER

Parking Lot Area (See Figure 4.3-1)		22,479 square feet
Interior landscape area required	8%	1,798 square feet
Interior landscape area provided	12.5%	2,805 square feet
Minimum number of shade trees required (1 per 300 sf of interior planting area provided) OR (1 per 200 sf of interior planting area provided)	2,805 sf interior planting area provided	
	2,805 sf / 300 sf = 10 shade trees	
Number of shade trees provided	10 shade trees provided	
Is a minimum of 300 square feet of contiguous pervious land area provided per shade tree?	☒ yes	☐ no
Is there a planting island on average every 10 spaces?	☒ yes	☐ no
Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	☒ yes	☐ no
Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	☒ yes	☐ no
Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	☒ yes	☐ no
For parking lots 50,000 square feet or larger: is there a 9-foot-wide planting island perpendicular to parking for every 2 bays? OR do the number of shade trees increase? (1 per 200 sq. ft. of interior planting area required)	☐ yes	☐ no

PHASE 3 - WEST PARKING

SCHEDULE 4.3.-2 INTERIOR PLANTING FOR PARKING LOTS 7,000 S.F. OR GREATER

Parking Lot Area (See Figure 4.3-1)		14,544 square feet
Interior landscape area required	8%	1,164 square feet
Interior landscape area provided	10%	1,448 square feet
Minimum number of shade trees required (1 per 300 sf of interior planting area provided) OR (1 per 200 sf of interior planting area provided)	1,448 sf interior landscape area provided	
	1,448 sf / 300 sf = 5 shade trees	
Number of shade trees provided	5 shade trees	
Is a minimum of 300 square feet of contiguous pervious land area provided per shade tree?	☒ yes	☐ no
Is there a planting island on average every 10 spaces?	☒ yes	☐ no
Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	☒ yes	☐ no
Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	☒ yes	☐ no
Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	☒ yes	☐ no
For parking lots 50,000 square feet or larger: is there a 9-foot-wide planting island perpendicular to parking for every 2 bays? OR do the number of shade trees increase? (1 per 200 sq. ft. of interior planting area required)	☐ yes	☐ no

PHASE 3 - NORTH PARKING

SCHEDULE 4.3.-2 INTERIOR PLANTING FOR PARKING LOTS 7,000 S.F. OR GREATER

Parking Lot Area (See Figure 4.3-1)		10,171 square feet
Interior landscape area required	8%	814 square feet
Interior landscape area provided	9.4%	956 square feet
Minimum number of shade trees required (1 per 300 sf of interior planting area provided) OR (1 per 200 sf of interior planting area provided)	956 sf interior landscape area provided	
	956 sf / 300 sf = 4 shade trees	
Number of shade trees provided	4 shade trees	
Is a minimum of 300 square feet of contiguous pervious land area provided per shade tree?	☒ yes	☐ no
Is there a planting island on average every 10 spaces?	☒ yes	☐ no
Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	☒ yes	☐ no
Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	☒ yes	☐ no
Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	☒ yes	☐ no
For parking lots 50,000 square feet or larger: is there a 9-foot-wide planting island perpendicular to parking for every 2 bays? OR do the number of shade trees increase? (1 per 200 sq. ft. of interior planting area required)	☐ yes	☐ no

PHASE 3 - EAST PARKING

SCHEDULE 4.3.-2 INTERIOR PLANTING FOR PARKING LOTS 7,000 S.F. OR GREATER

Parking Lot Area (See Figure 4.3-1)		22,479 square feet
Interior landscape area required	8%	1,798 square feet
Interior landscape area provided	12.5%	2,805 square feet
Minimum number of shade trees required (1 per 300 sf of interior planting area provided) OR (1 per 200 sf of interior planting area provided)	2,805 sf interior planting area provided	
	2,805 sf / 300 sf = 10 shade trees	
Number of shade trees provided	10 shade trees provided	
Is a minimum of 300 square feet of contiguous pervious land area provided per shade tree?	☒ yes	☐ no
Is there a planting island on average every 10 spaces?	☒ yes	☐ no
Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	☒ yes	☐ no
Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	☒ yes	☐ no
Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	☒ yes	☐ no
For parking lots 50,000 square feet or larger: is there a 9-foot-wide planting island perpendicular to parking for every 2 bays? OR do the number of shade trees increase? (1 per 200 sq. ft. of interior planting area required)	☐ yes	☐ no

PLANT SCHEDULE - PHASE ONE CAR WASH AND CONSOLIDATED STORAGE

KEY	QTY.	BOTANICAL NAME		COMMON NAME	SIZE	CONTAINER	COMMENTS
SHADE TREES (58)							
AR	18	Acer rubrum 'October Glory'	NATIVE	October Glory Red Maple	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
QF	5	Quercus falcata	NATIVE	Southern Red Oak	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
QP	22	Quercus phellos	NATIVE	Willow Oak	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
PA	13	Platanus x acerifolia	NATIVE	London Planetree	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
SHRUBS (65)							
AS	13	Azalea spp	NATIVE	Native compact Azalea	18-24" HT.	Cont.	
CA	17	Clethra anlifolia	NATIVE	Summersweet	18-24" HT.	Cont.	
IG	14	Ilex glabra 'Compacta'	NATIVE	Compact Inkberry	18-24" HT.	Cont.	
MP	21	Myrica pennsylvanica	NATIVE	Compact Bayberry	18-24" HT.	Cont.	
GROUNDCOVER							
	500	Juniperus horizontalis	NATIVE	Carpet Juniper	1 Gallon	Cont.	21" O.C.

PLANT SCHEDULE - PHASE TWO CAR WASH AND CONSOLIDATED STORAGE

KEY	QTY.	BOTANICAL NAME		COMMON NAME	SIZE	CONTAINER	COMMENTS
SHADE TREES (45)						B&B	Min. 6' branching ht.
AR	16	Acer rubrum 'October Glory'	NATIVE	October Glory Red Maple	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
QF	5	Quercus falcata	NATIVE	Southern Red Oak	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
QP	16	Quercus phellos	NATIVE	Willow Oak	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
PA	8	Platanus x acerifolia	NATIVE	London Planetree	2-1/2"-3" cal., 12-14' ht.		
EVERGREEN TREES (31)							
JV	31	Juniperus virginiana	NATIVE	Eastern Red Cedar	6-8' ht.	B&B	
SHRUBS (65)							
AS	13	Azalea spp	NATIVE	Native compact Azalea	18-24" HT.	Cont.	
CA	17	Clethra anlifolia	NATIVE	Summersweet	18-24" HT.	Cont.	
IG	14	Ilex glabra 'Compacta'	NATIVE	Compact Inkberry	18-24" HT.	Cont.	
MP	21	Myrica pennsylvanica	NATIVE	Compact Bayberry	18-24" HT.	Cont.	
GROUNDCOVER							
	500	Juniperus horizontalis	NATIVE	Carpet Juniper	1 Gallon	Cont.	21" O.C.

PLANT SCHEDULE - PHASE THREE CAR WASH AND CONSOLIDATED STORAGE

KEY	QTY.	BOTANICAL NAME		COMMON NAME	SIZE	CONTAINER	COMMENTS
SHADE TREES (36)							
AR	17	Acer rubrum 'October Glory'	NATIVE	October Glory Red Maple	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
QF	5	Quercus falcata	NATIVE	Southern Red Oak	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
QP	8	Gleditsia triacanthos	NATIVE	Honey Locust	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
PA	6	Platanus x acerifolia	NATIVE	London Planetree	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
SHRUBS (81)							
AS	29	Azalea spp	NATIVE	Native compact Azalea	18-24" HT.	Cont.	
CA	17	Clethra anlifolia	NATIVE	Summersweet	18-24" HT.	Cont.	
IG	14	Ilex glabra 'Compacta'	NATIVE	Compact Inkberry	18-24" HT.	Cont.	
MP	21	Myrica pennsylvanica	NATIVE	Compact Bayberry	18-24" HT.	Cont.	
GROUNDCOVER							
	582	Juniperus horizontalis	NATIVE	Carpet Juniper	1 Gallon	Cont.	21" O.C.

PLANT SCHEDULE - INCOMPATIBLE USE BUFFER YARDS (1, 2 & 3) & LANDSCAPE STRIP ALONG STREET

KEY	QTY.	BOTANICAL NAME		COMMON NAME	SIZE	CONTAINER	COMMENTS
SHADE TREES (33)							
AR	10	Acer rubrum 'October Glory'	NATIVE	October Glory Red Maple	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
BN	8	Betula nigra	NATIVE	River Birch	1-1/2"-1-3/4" cal., 7-9' ht.	B&B	
QF	1	Quercus falcata	NATIVE	Southern Red Oak	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
TD	14	Taxodium distichum	NATIVE	Bald Cypress	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
ORNAMENTAL TREES (36)							
AC	10	Amelanchier canadensis	NATIVE	Serviceberry	1-1/2"-1-3/4" cal., 7-9' ht.	B&B	Multi-stem
CC	14	Cercis canadensis	NATIVE	Eastern Redbud	1-1/2"-1-3/4" cal., 7-9' ht.	B&B	Multi-stem
MV	12	Magnolia virginiana	NATIVE	Sweetbay Magnolia	1-1/2"-1-3/4" cal., 7-9' ht.	B&B	Multi-stem
EVERGREEN TREES (16)							
IO	9	Ilex opaca	NATIVE	American Holly	6-8' ht.	B&B	
JV	7	Juniperus Virginiana	NATIVE	Eastern Red Cedar	6-8' ht.	B&B	
SHRUBS (153)							
AS	86	Azalea species	NATIVE	Native Azalea	24-30" HT.	Cont./B&B	
CA	11	Clethra anlifolia	NATIVE	Summersweet	24-30" HT.	Cont./B&B	
IG	28	Ilex glabra	NATIVE	Inkberry	24-30" HT.	Cont./B&B	
MP	28	Myrica pennsylvanica	NATIVE	Bayberry	24-30" HT.	Cont./B&B	

SCHEDULE 4.7-1
BUFFERING INCOMPATIBLE USES REQUIREMENTS
BUFFER #1

1.	GENERAL PLAN DESIGNATION:	DEVELOPING
2.	USE OF PROPOSED DEVELOPMENT:	INDUSTRIAL (CONSOLIDATED STORAGE)
3.	USE OF ADJOINING DEVELOPMENT:	COMMERCIAL (RECREATIONAL FACILITY)
4.	MINIMUM REQUIRED BUFFERYARD:	C
5.	MINIMUM REQUIRED BUILDING SETBACK:	40 FEET
6.	BUILDING SETBACK PROVIDED:	+/- 65 FEET
7.	MINIMUM REQUIRED WIDTH OF LANDSCAPE YARD:	30 FEET
8.	WIDTH OF LANDSCAPE YARD PROVIDED:	VARIES 12 FEET - 37 FEET
9.	LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND RIGHT-OF-WAY:	+/- 264 LINEAR FEET
10.	PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING TREES:	4.7% (EX. 15 Plant Units)
11.	IS A SIX FOOT HIGH FENCE OR WALL INCLUDED IN THE BUFFERYARD:	NO
12.	TOTAL NUMBER OF PLANTS REQUIRED IN THE BUFFER STRIP: 120 PER 100 L.F.	317 Plant Units - 15 Ex. = 302 P.U.
13.	TOTAL NUMBER OF PLANT UNITS PROVIDED:	302 P.U.
	NUMBER OF SHADE TREES PROVIDED:	10 TREES X 10 PU = 100
	NUMBER OF ORNAMENTAL TREES PROVIDED:	12 TREES X 5 PU = 60
	NUMBER OF EVERGREEN TREES PROVIDED:	0 TREES X 5 PU = 0
	NUMBER OF SHRUBS PROVIDED:	142 SHRUBS X 1 PU = 142

SCHEDULE 4.7-1
BUFFERING INCOMPATIBLE USES REQUIREMENTS
BUFFER #2

1.	GENERAL PLAN DESIGNATION:	DEVELOPING
2.	USE OF PROPOSED DEVELOPMENT:	INDUSTRIAL (CONSOLIDATED STORAGE)
3.	USE OF ADJOINING DEVELOPMENT:	SINGLE FAMILY RESIDENTIAL
4.	MINIMUM REQUIRED BUFFERYARD:	D
5.	MINIMUM REQUIRED BUILDING SETBACK:	50 FEET
6.	BUILDING SETBACK PROVIDED:	+/- 62 FEET
7.	MINIMUM REQUIRED WIDTH OF LANDSCAPE YARD:	40 FEET
8.	WIDTH OF LANDSCAPE YARD PROVIDED:	35 FEET* (ALT. COMPLIANCE REQ'D)
9.	LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND RIGHT-OF-WAY:	+/- 447 LINEAR FEET
10.	PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING TREES:	9.8% (EX. 35 Plant Units)
11.	IS A SIX FOOT HIGH FENCE OR WALL INCLUDED IN THE BUFFERYARD:	YES
12.	TOTAL NUMBER OF PLANTS REQUIRED IN THE BUFFER STRIP: 160 PER 100 L.F.	716 P.U. - 358 Fence - 35 Ex. = 323 P.U.
13.	TOTAL NUMBER OF PLANT UNITS PROVIDED:	325 P.U.
	NUMBER OF SHADE TREES PROVIDED:	18 TREES X 10 PU = 180
	NUMBER OF ORNAMENTAL TREES PROVIDED:	18 TREES X 5 PU = 90
	NUMBER OF EVERGREEN TREES PROVIDED:	11 TREES X 5 PU = 55
	NUMBER OF SHRUBS PROVIDED:	0 SHRUBS X 1 PU = 0

SCHEDULE 4.2-1
REQUIREMENT FOR LANDSCAPE STRIP ALONG STREETS
SUPERIOR LANE

LINEAR FEET OF STREET FRONTAGE, EXCLUDING DRIVEWAY ENTRANCES:

1)	GENERAL PLAN DESIGNATION:	DEVELOPING TIER
2)	OPTION SELECTED:	OPTION No. 2
3)	IS THERE A PUBLIC UTILITY EASEMENT ALONG THE FRONTAGE OF THE PROPERTY?	YES
	LENGTH ALONG PUBLIC STREET	283 LINEAR FEET
4)	NUMBER OF PLANTS REQUIRED: (1 SHADE TREE / 35 L.F.) (5 SHRUBS / 35 L.F.)	8 SHADE TREES 0 ORNAMENTAL/ EVERGREEN TREES 41 SHRUBS
	EXISTING PLANTS	7 EX. TREES 42 EX. SHRUBS
5)	TOTAL NUMBER OF PLANTS PROVIDED:	8 SHADE TREES 53 SHRUBS

SCHEDULE 4.9-1
SUSTAINABLE LANDSCAPING REQUIREMENTS

1) PERCENTAGE OF NATIVE PLANT MATERIAL REQUIRED IN EACH CATEGORY:

SHADE TREES:	TOTAL 172 x 80% = 138 TOTAL NUMBER REQUIRED TOTAL NUMBER PROVIDED 172 = 100% NATIVE
ORNAMENTAL TREES:	TOTAL 36 x 70% = 26 TOTAL NUMBER REQUIRED TOTAL NUMBER PROVIDED 36 = 100% NATIVE
EVERGREEN TREES:	TOTAL 47 x 40% = 19 TOTAL NUMBER REQUIRED TOTAL NUMBER PROVIDED 47 = 100% NATIVE
SHRUBS:	TOTAL 364 x 60% = 219 TOTAL NUMBER REQUIRED TOTAL NUMBER PROVIDED 364 = 100% NATIVE (TO MATCH EXISTING SHRUBS)

2) ARE INVASIVE SPECIES PROVIDED? ___YES X NO

3) ARE EXISTING INVASIVE SPECIES ON-SITE IN AREAS THAT ARE TO REMAIN UNDISTURBED? ___YES X NO

4) IF "YES" IS CHECKED IN NUMBERS 2 OR 3, IS A NOTE INCLUDED ON THE PLAN REQUIRING REMOVAL OF INVASIVE SPECIES PRIOR TO CERTIFICATION IN ACCORDANCE WITH SECTION 1.5, CERTIFICATION ON INSTALLATION OF PLANT MATERIALS? ___YES ___NO

5) ARE TREES PROPOSED TO BE PLANTED ON SLOPES GREATER THAN 3:1? ___YES X NO

SCHEDULE 4.7-1
BUFFERING INCOMPATIBLE USES REQUIREMENTS
BUFFER #3

1.	GENERAL PLAN DESIGNATION:	DEVELOPING
2.	USE OF PROPOSED DEVELOPMENT:	COMMERCIAL (CARWASH)
3.	USE OF ADJOINING DEVELOPMENT:	SINGLE FAMILY RESIDENTIAL
4.	MINIMUM REQUIRED BUFFERYARD:	C
5.	MINIMUM REQUIRED BUILDING SETBACK:	40 FEET
6.	BUILDING SETBACK PROVIDED:	+/- 73 FEET
7.	MINIMUM REQUIRED WIDTH OF LANDSCAPE YARD:	30 FEET
8.	WIDTH OF LANDSCAPE YARD PROVIDED:	30 FEET
9.	LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND RIGHT-OF-WAY:	+/- 193 LINEAR FEET
10.	PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING TREES:	8.6% (EX. 20 Plant Units)
11.	IS A SIX FOOT HIGH FENCE OR WALL INCLUDED IN THE BUFFERYARD:	YES
12.	TOTAL NUMBER OF PLANTS REQUIRED IN THE BUFFER STRIP: 120 PER 100 L.F.	232 P.U. - 116 Fence - 20 Ex. = 96 P.U.
13.	TOTAL NUMBER OF PLANT UNITS PROVIDED:	100 P.U.
	NUMBER OF SHADE TREES PROVIDED:	4 TREES X 10 PU = 40
	NUMBER OF ORNAMENTAL TREES PROVIDED:	6 TREES X 5 PU = 30
	NUMBER OF EVERGREEN TREES PROVIDED:	6 TREES X 5 PU = 30
	NUMBER OF SHRUBS PROVIDED:	0 SHRUBS X 1 PU = 0

SCHEDULE 4.11-1
REQUIREMENTS FOR NON-RESIDENTIAL AND MIXED-USE DEVELOPMENT

Square Feet of Green Area provided outside of: A. Water surfaces or paved surfaces or any impervious surface area of the site, such as roof tops (even if they are green roofs), parking lots, foor gardens, walkways, designated play area if they are designed and sized in accordance with the Parks and Recreational Facilities Guidelines, or patios. B. Any existing or required parking lot landscape strip adjacent to a street in accordance with Section 4.2, C. Any existing or required buffer areas in accordance with Sections 4.3, 4.6, or 4.7, D. Any required building frontage zones in accordance with Section 4.8, and E. Any undisturbed forested areas to be preserved, woodlands or afforestation provided to meet the requirements of the Woodland and Wildlife Habitat Conservation Ordinance.	0 SF
Number of Shade Trees required per 1,000 SF of green area provided	0 shade trees required
Number of Shade Trees substituted with ornamental trees	0 shade trees substituted
Total Number of Trees Provided:	0shade trees provided
Understory plantings provided @ 25 plant units per 1,000 square feet of Green Area:	
Ornamental trees	0
Evergreen trees	0
Shrubs	0
Perennials	0
Groundcover	0

LANDSCAPE ARCHITECT 807 KEVIN ASHMORE FOSTER STATE OF MARYLAND 4/6/23

DESIGNED BY:	TSZ
DRAWN BY:	WsJ
CHECKED BY:	TSZ

DATE	REVISION	BY	APP'R.

GLW
PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE	ZONING	DATE	TAX MAP - GRID
NTS	CGO	APRIL, 2023	38 - B4

LANDSCAPE NOTES, DETAILS & SCHEDULES

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07 PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038

SHEET 9 OF 12

L:\CADD\DRAWINGS\22038\PLANS BY GLW\SITE PLAN\DET\22038 DET-09.dwg, PLOTTED: 4/7/2023 9:26 AM, LAST SAVED: 4/7/2023 9:26 AM, PLOTTED BY: Chris Jeffries

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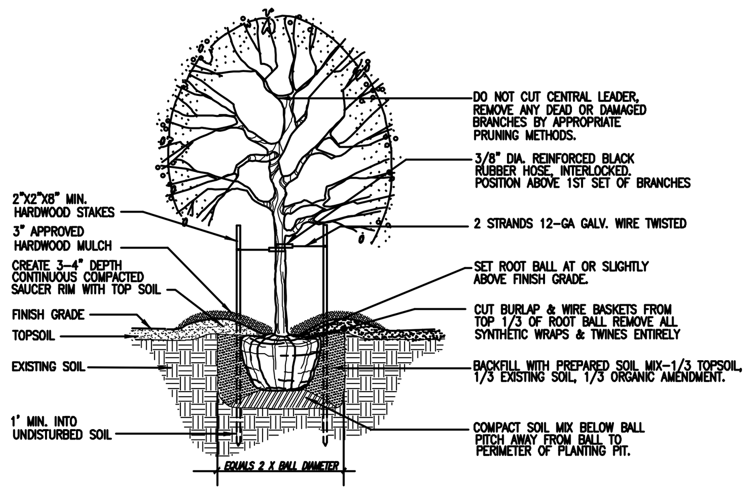
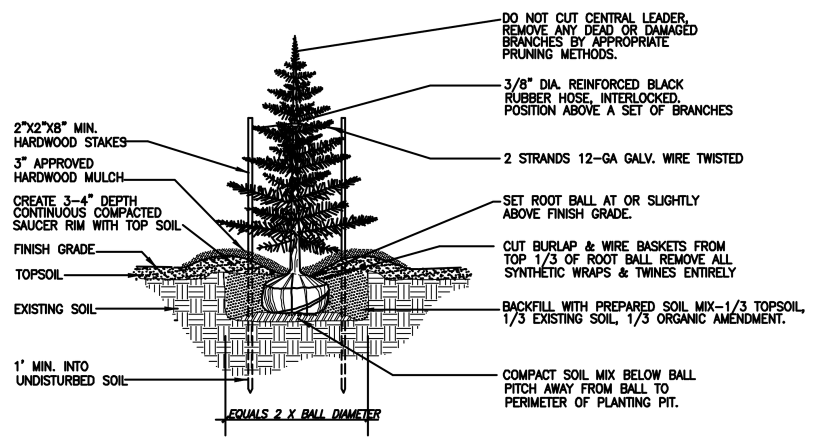


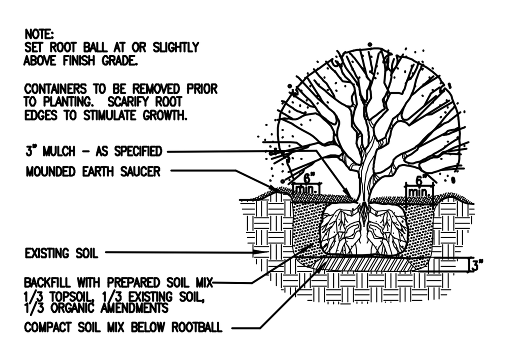
1 DECIDUOUS TREE PLANTING DETAIL

FOR PLANTING MATERIAL UP TO 3 1/2" CALIPER NTS



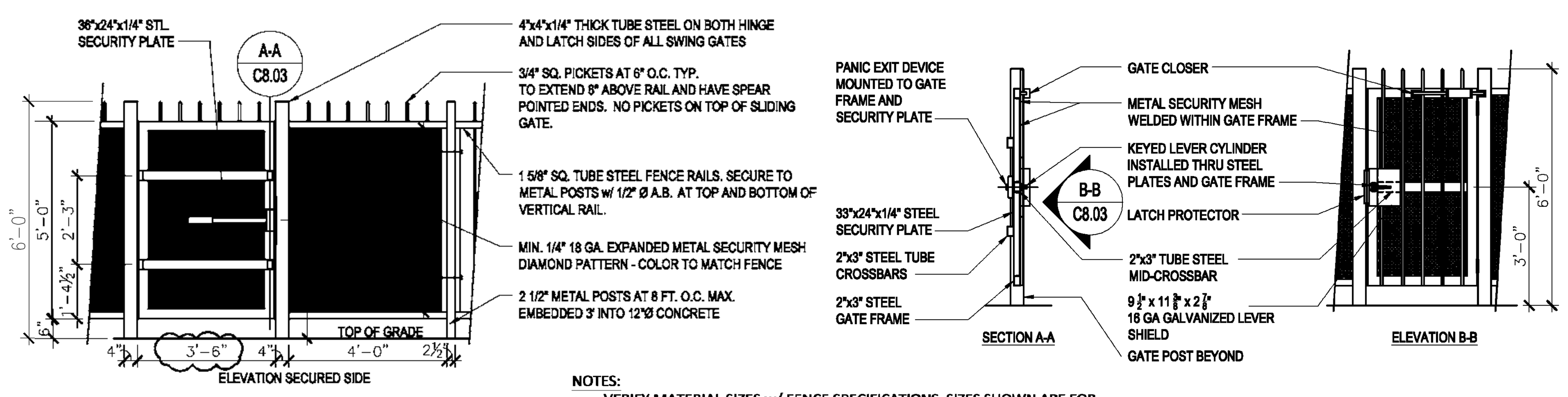
2 EVERGREEN TREE PLANTING DETAIL

NTS



3 SHRUB PLANTING DETAIL

NTS

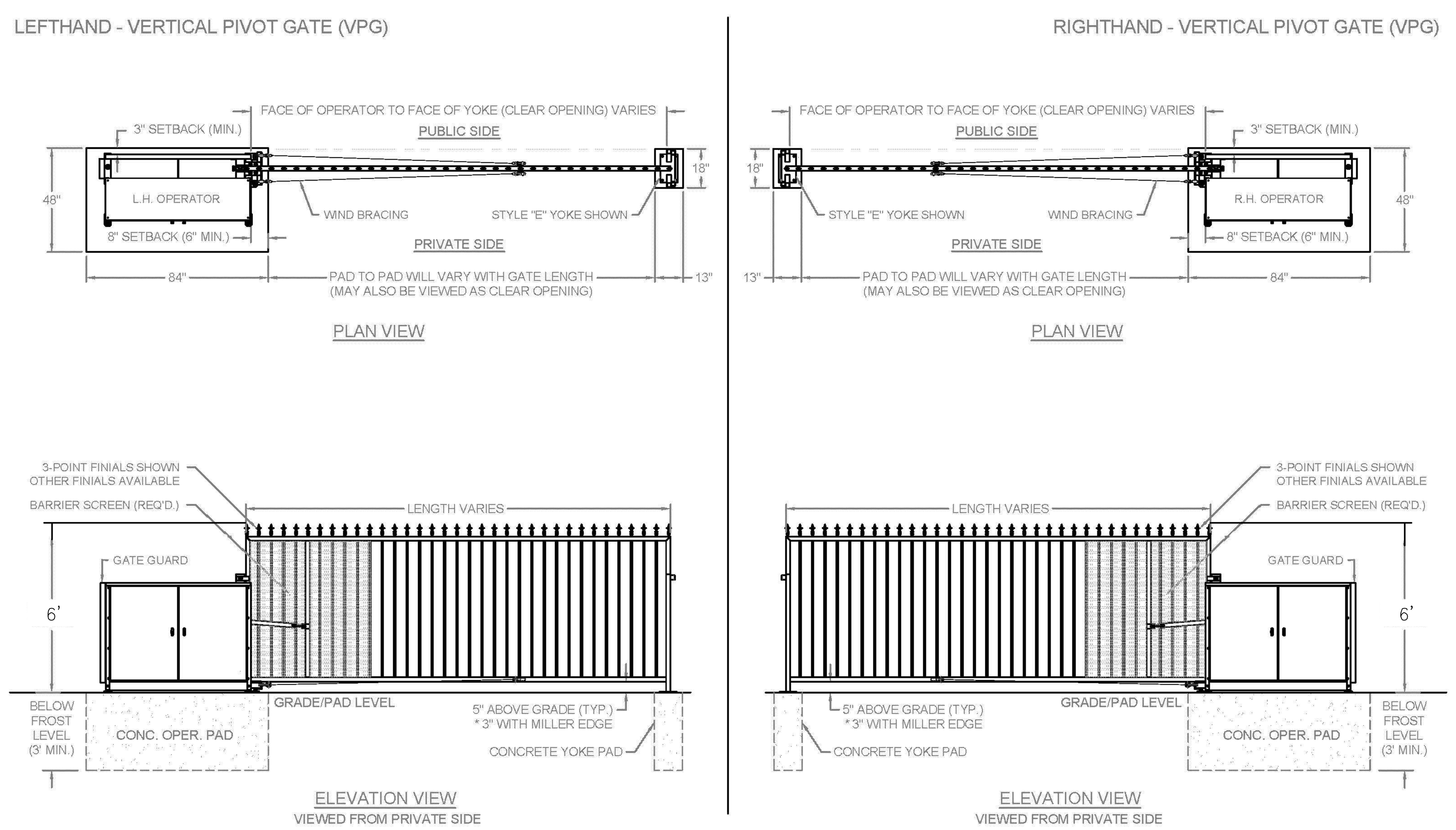


NOTES:

- VERIFY MATERIAL SIZES w/ FENCE SPECIFICATIONS. SIZES SHOWN ARE FOR GUIDELINES ONLY. ALL JOINTS OF METAL FENCE TO BE FULLY WELDED AND GROUND SMOOTH. COLOR: SEE FINISH SCHEDULE

4 OUTDOOR STORAGE FENCE

PRODUCT: TUBE STEEL FENCE & PEDESTRIAN GATE (OR M-NCPPC APPROVED EQUAL) NTS

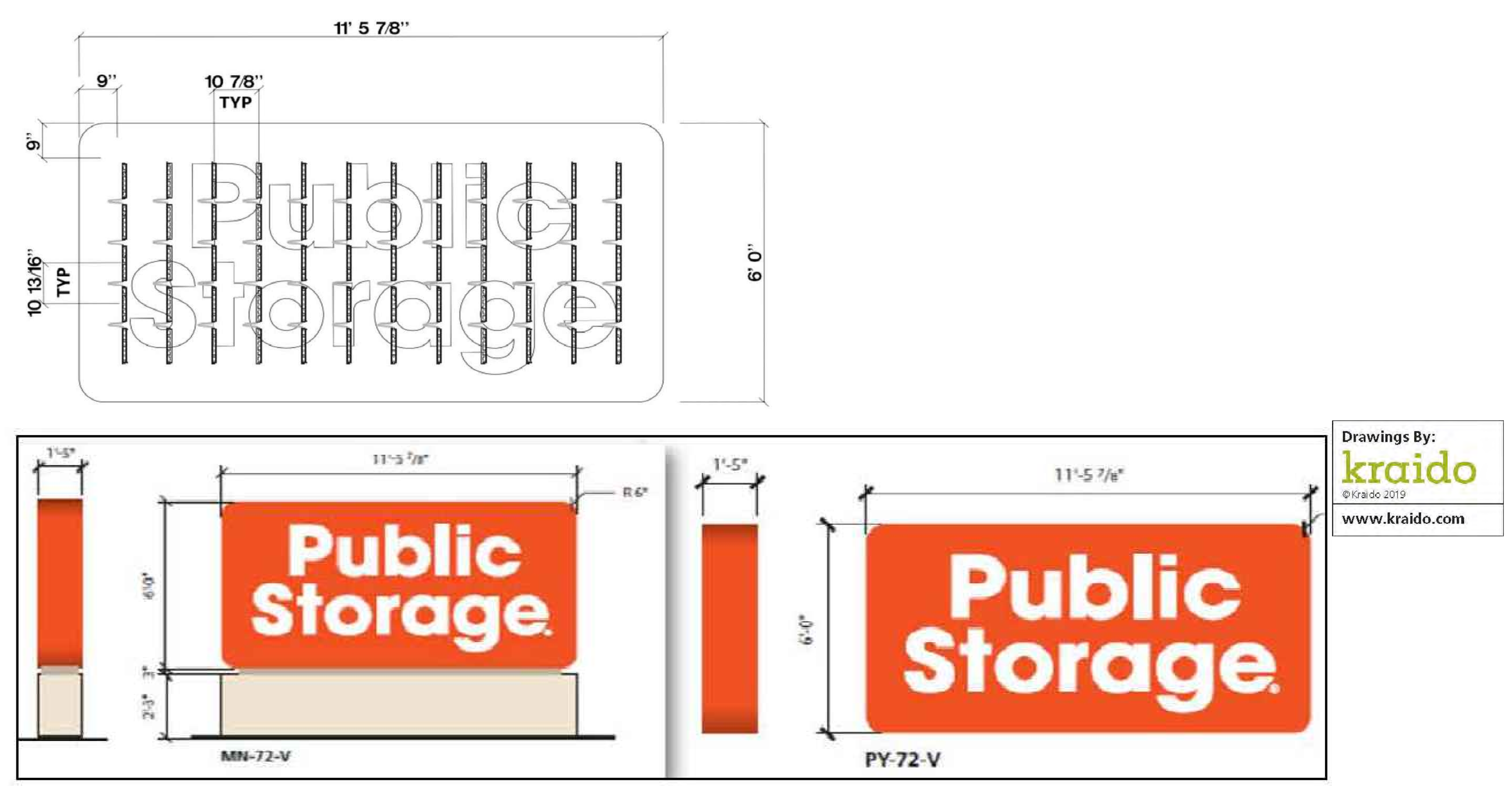


NOTES:
1) ALL OF OUR GATES ARE TYPICALLY DRAWN FROM THE PRIVATE SIDE LOOKING OUT.
2) LENGTH AND HEIGHT VARIES, CONSULT WITH AUTOGATE SALES FOR MORE INFORMATION.
3) SHOWN WITH STANDARD 5' STYLE "E" YOKE. SEE DRAWING #105 FOR YOKE STYLES.
4) CONTOURS AND CURBS WILL REQUIRE CUSTOM DRAWINGS. (CONSULT WITH AUTOGATE).

5 OUTDOOR STORAGE GATE

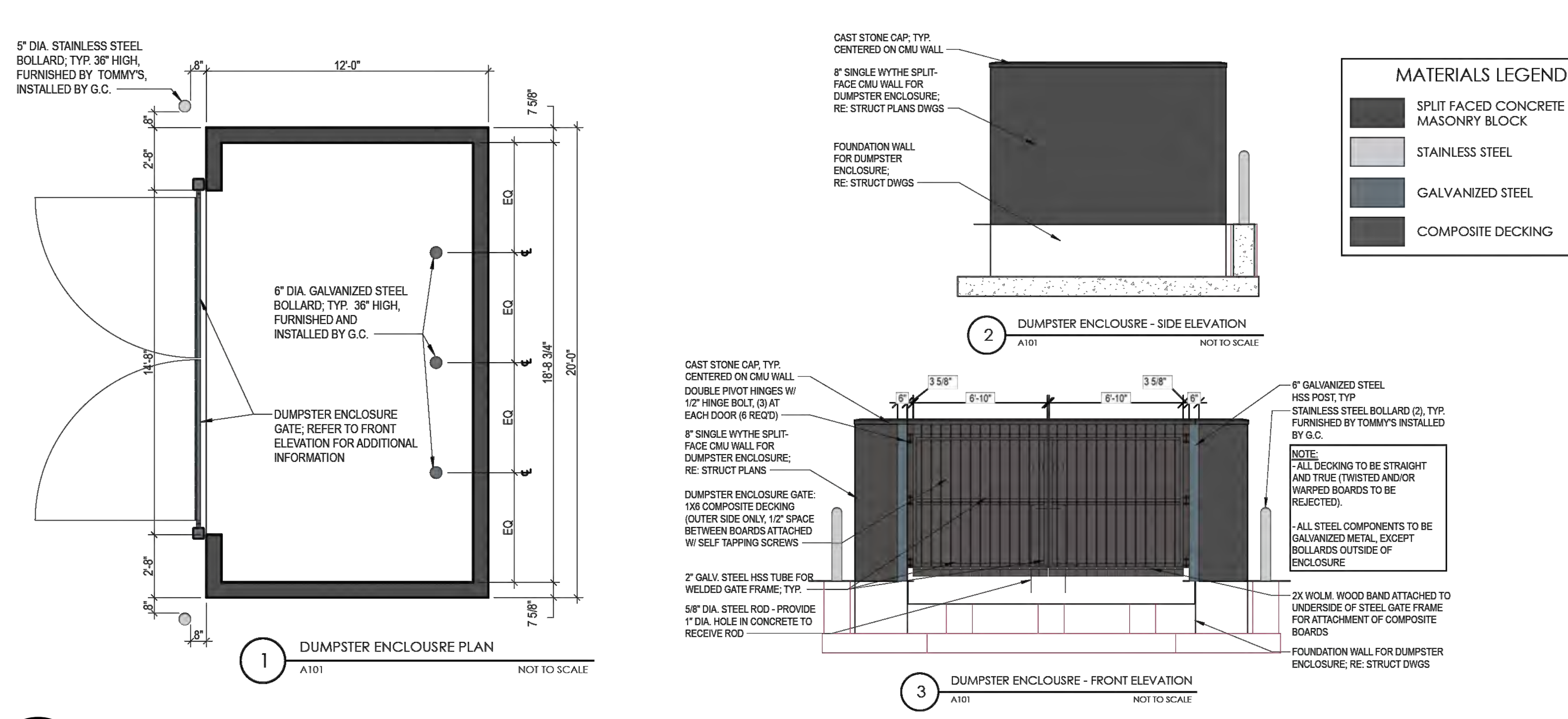
PRODUCT: 500 BUCKEYE VERTICAL PIVOT GATE AUTOGATE, GATE ENTRY SYSTEMS (OR M-NCPPC APPROVED EQUAL) NTS

GATES SHALL COMPLY WITH THE FOLLOWING STANDARDS:
a. ALL GATES SHALL HAVE HARDWARE TO SECURE THE GATE IN A CLOSED POSITION.
b. ALL UNATTENDED GATES AND GATES OPENING ONTO A PUBLIC SIDEWALK AREA SHALL BE SELF-CLOSING, SELF-LATCHING, AND LOCKED WHEN NOT IN USE.



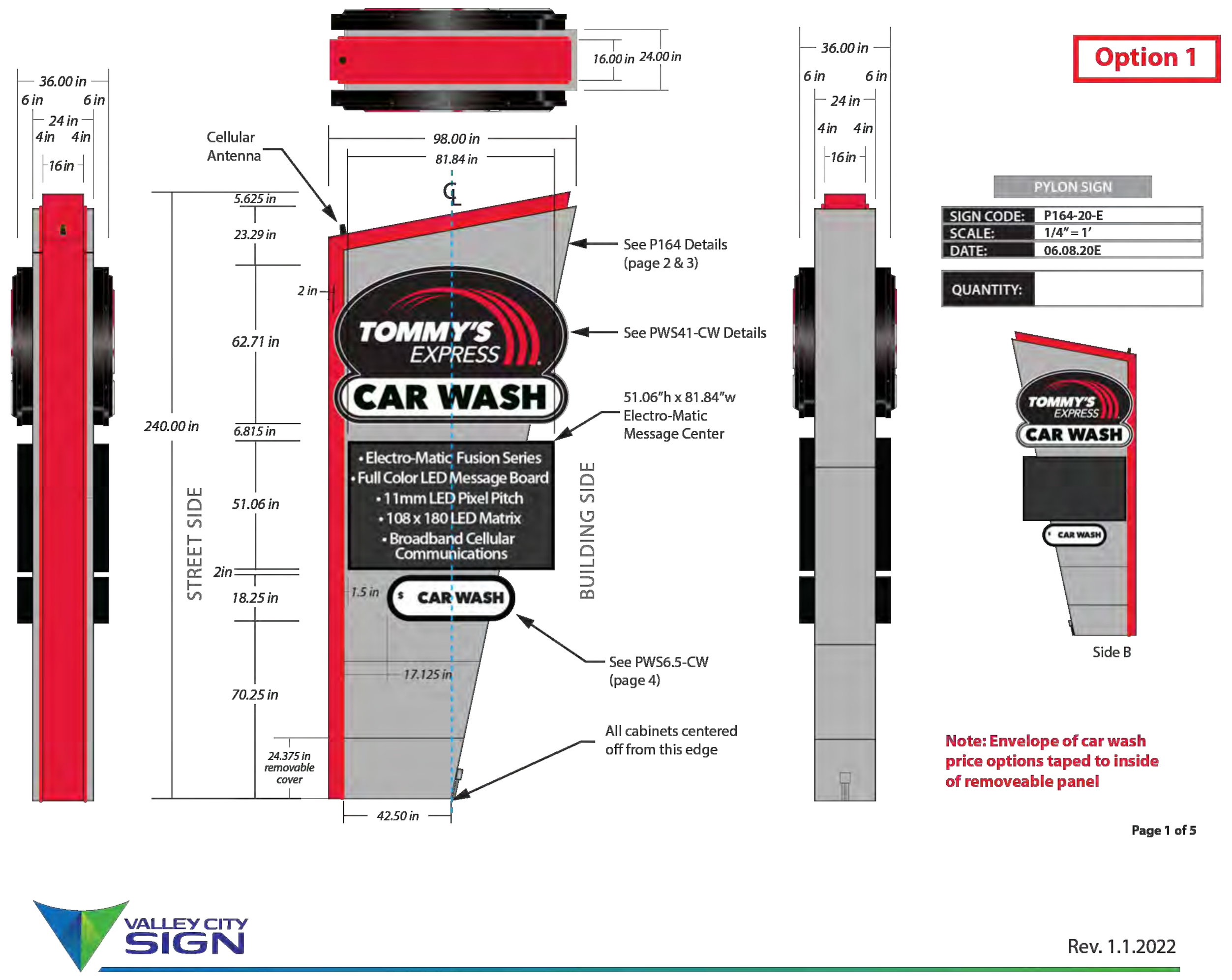
6 CONSOLIDATED STORAGE FREESTANDING SIGN

(OR M-NCPPC APPROVED EQUAL) NTS



7 DUMPSTER ENCLOSURE DETAIL

NTS



9 CARWASH FREESTANDING SIGN

NTS

SIGNAGE		
	PERMITTED	PROPOSED
CARWASH = 238 LF SOUTHEAST (STREET FRONTAGE) & NORTHWEST (PUBLIC ENTRANCE FRONTAGE)	2 SF/ 1 LF = 476 SF	416.3 SF TOTAL (151.8 SF - FREESTANDING) (264.5 SF - BUILDING MOUNTED)
CONSOLIDATED STORAGE FACILITY NORTH (PUBLIC ENTRANCE FRONTAGE)		
PHASE 1 = 210 LF	2 SF/ 1 LF = 420 SF	138 SF TOTAL (69 SF - FREESTANDING) (69 SF - BUILDING MOUNTED)
PHASE 2 = 210 LF	2 SF/ 1 LF = 420 SF	138 SF TOTAL (69 SF - FREESTANDING) (69 SF - BUILDING MOUNTED)
PHASE 3 = 380 LF	2 SF/ 1 LF = 760 SF	138 SF TOTAL (138 SF - BUILDING MOUNTED)

LANDSCAPE SPECIFICATIONS

1.0 GENERAL CONDITIONS
1.1 SCOPE OF WORK
A. The landscape contractor shall provide all materials, labor and equipment to complete all landscape work as shown on the plans and specifications.
B. Total number of plants shall be drawn on the landscape plan. If there is a discrepancy between the drawing and the list on the plans, the contractor shall request clarification from the landscape architect.
1.2 STANDARDS
A. All plant material shall conform to the current issue of the American Standard for Nursery Stock published by the American Association of Nurserymen. All trees to branch symmetrically around central leader. No forked leader stock will be accepted.
B. Plant material must be selected from nurseries that have been inspected and certified by state plant inspectors.
C. Nomenclature will be in accordance with Hortus III by L.H. Bailey.
1.3 SUBMITTALS
When requested by the owner or owner's representative, samples of all material other than plants shall be submitted to the owner's designated representative for approval.
1.4 APPROVALS
All approvals will be in writing.
1.5 SUBSTITUTIONS
All substitutions shall be approved by M-NCPPC.
1.6 UTILITIES AND UNDERGROUND FEATURES
The landscape contractor shall notify utility companies and/or the general contractor in advance of construction to locate utilities.
1.7 DRAINAGE
If plants are to be installed in areas that show obvious poor drainage, and the plants are inappropriate for that condition, the landscape contractor shall notify the landscape architect and owner. If they deem necessary, the plants shall be relocated, the contract shall be adjusted to allow for drainage correction at a negotiated cost, or the plant selection modified by the landscape architect to accommodate the poor drainage situation.
1.8 WORKMANSHIP
A. During delivery and installation, the landscape contractor shall perform in a workmanlike manner, coordinating his/her activities so as not to interfere unduly with the work of other trades and leaving his/her work area(s) clean of letter and debris at the close of each workday.
B. During planting, all areas shall be kept neat and clean; precautions shall be taken to avoid damage to existing plants, large trees, turf and structures. Where existing trees are to be preserves, additional precautions should be taken to avoid unnecessary accumulation of excavated materials, soil compaction or root damage.
C. Upon completion, all debris and waste material resulting from planting operations shall be removed from the project and the area cleaned up.
D. Any damage to the existing utilities, buildings, paving, curb and walls, and vegetation (not so designated for removal on these plans) shall be repaired to previous condition or replaced by the Contractor at his expense.
1.9 WATER
A. The owner shall supply water on site at no cost. If the landscape contractor has to supply water to the site, it shall be at an additional cost.
1.10 PLANTING SEASONS
A. Red Oak, White Oak, Willow Oak, Scarlet oaks, Dogwood, Sweet Gum, conifers, and Broad Leaf Evergreens will not be planted between November 15 and March 1, unless the landscape contractor states in writing that he/she will guarantee plants.
1.11 INSPECTIONS AND ACCEPTANCE
A. Initial Inspection: Prior to planting, all plant locations shall be staked in the field by the contractor. The landscape architect shall be contacted to inspect and approve all plant locations before planting.
B. Final acceptance Inspection: A verification of performance for work by contract documents, to be conducted by the landscape architect or owner's representative on-site and in the presence of the landscape contractor for the purpose of acceptance.
C. Final warranty inspection: The landscape contractor shall conduct a final inspection with the owner or owner's representative at the end of the one year period.
1.12 WARRANTY
A. The standard warranty is for one (1) year period, excluding bulbs and annuals, commencing on the date of initial acceptance. All plants shall be alive and in satisfactory growth at the end of the guarantee period.
B. Any material that is 25% dead or more shall be considered dead and must be replaced at no charge. A tree shall be considered dead when the main leader has died back, or 25% of the crown is dead.
C. Perennials shall be guaranteed for one year after initial acceptance.
2.0 PLANT MATERIALS
2.1 SCOPE OF WORK
The landscape contractor shall be responsible for furnishing and installing all plant material shown on the drawings and plant list.
2.2 INSPECTION
A. Plants shall be subject to inspection and approval by the owner or owner's representative at the place of growth (before digging - trees) or holding yard (shrubs) for conformity to specification requirements as to quality, size, and variety.
3.0 PRODUCTS
3.1 QUALITY ASSURANCE
Manufacturer's certified analysis shall accompany packaged standard products.
3.2 ORGANIC MATTER
A. Peat Moss - Type I sphagnum peat moss; finely divided with a pH of 3.1 to 5.0.
B. Sedge Peat - decomposes peat containing no identifiable fibers.
C. Leaf Compost - that is screened and free to trash.
D. Composted Sewage Sludge - approved, screened, polymer-dewatered sewage sludge with a pH of 9.2 - 7.2g ma
3.3 TOPSOIL
A. It shall be free of stones, lumps, plants, roots and other debris over 11/2". Topsoil must also be free of plants or plant parts of Bermudagrass, quackgrass, Johnsongrass, mugwort, nutsedge, poison ivy, Canadian thistle or others as specified.
B. It shall not contain toxic substances harmful to plant growth, i.e. pesticide residues.
3.4 BACKFILL MIXTURE
A. Backfill mixture for trees and shrubs shall be 3/4 existing soil mixed with 1/4 organic material, plus granular fertilizer.
3.5 MULCH
A. Material shall be composted, shredded hardwood bark, with less than 10% sapwood, dark brown in color, or approved equal
B. Material shall be uniform in size and free of foreign matter.
C. All areas to be mulched unless noted otherwise noted on plan.

4.0 PLANTING PROCEDURE FOR TREES
4.1 TREE PLANTING
A. Wall of tree pit shall be dug so that they are vertical or sloping outward in heavy soils, be and scarified.
B. The tree pit must be a minimum of 9" larger on every side than the ball of the tree.
C. Place the tree in the pit carrying the ball and then lowering it into the pit. Never lift the tree by the trunk or branches.
D. Set the tree straight and in the center of the pit with the most desirable side facing toward the prominent view.
E. Backfill tree pit with a soil mixture stated in the specifications.
F. Cut and remove rope or wire off the top 50% of rootball and pull burlap back to the edge of the ball. Remove as much burlap, woven products and twine as possible. All plastic or synthetic film must be removed from the rootball. Cut all twine away from trunk.
G. Form a saucer above existing grade, around the outer rim of the tree pit, especially on slopes and in heavy soils.
H. Mulch top of root ball and saucer to a minimum depth of 2", not to exceed 3". Do not place mulch against the trunk.
I. Water thoroughly on the interior of the tree saucer until it is filled, even if it is raining. A second watering may be necessary to insure saturation of the root ball and elimination of air pockets.
J. Pruning should be restricted to corrective pruning to improve form only.
K. Stake tree per planting detail

5.0 PLANTING PROCEDURES FOR SHRUBS
5.1 PLANTING SHRUBS
A. For a single shrub, the pit shall be dug 1' wider than the rootball and deep enough to allow 1/8th of the rootball to set above existing grade. (Single shrub plantings only if noted on plans)
B. For a shrub mass planting, the entire bed area shall be tilled 4-6" deep. Tilling should only be done in dry soil to avoid compaction. If the soil is heavy in clay and silt, organic material should be added. Each shrub pit shall be excavated for the proper setting of the rootball.
C. Place the shrub in the pit by lifting and carrying it by the rootball. Remove containers from all container-grown shrubs; slash the edges of the rootball from top to bottom, at least 1" deep.
D. Set the shrub and in the center of the pit with the most desirable side facing toward the prominent view.
E. Cut and remove rope or wire off the top 50 % of rootball and pull burlap back to the edge of the ball. Remove as much burlap, woven products and twine as possible. All plastic or synthetic film must be removed from the rootball. Cut all twine away from trunk.
F. Form a saucer above the existing grade and completely around the planting pit.
G. Mulch top of rootball and saucer a maximum depth of 2".
H. Water shrub mass thoroughly even if it is raining. A second watering may be necessary to insure saturation of the root ball and elimination of air pockets.
6.0 PLANTING PROCEDURES FOR GROUND COVER, PERENNIALS AND ANNUALS
6.1 PLANTING GROUND COVER, PERENNIAL AND ANNUAL BEDS
A. The planting bed shall be loosened when the soil is dry prior to planting by tilling. Soil shall be loosened to a depth of 4 to 6".
B. Organic matter shall be spread over the bed to a depth of 2" for peat moss of 1" deep for compost, i.e. not to exceed 4 cubic yards of compost/1000 square feet, after the soil has been loosened. The organic matter shall be worked into the bed by tilling.
C. Fertilizer shall be top-dressed over bed area.
D. The plant, either potted or bare root, shall be installed so that the roots are surrounded by soil below the mulch. Potted plants shall be set so that the top of the pot is even with the existing grade. The roots of bare root plants shall be covered to the crown.
E. Spacing of plants shall be installed as noted on the landscape plan.
F. The entire bed shall be mulched to a minimum depth of 1", 2" maximum, with approved mulch.
G. The entire planting bed shall be thoroughly watered.

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: TSZ
DRAWN BY: WsJ
CHECKED BY: TSZ

DATE	REVISION	BY	APP'R.

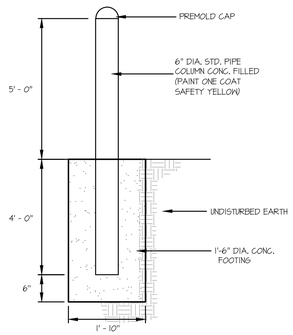
LANDSCAPE ARCHITECT 807 KEVIN ASHMORE FOSTER STATE OF MARYLAND 4/6/23

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

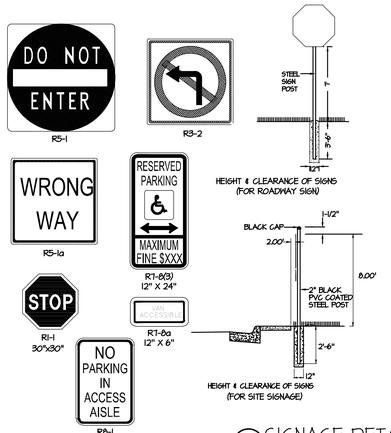
SCALE	ZONING	LANDSCAPE DETAILS	G. L. W. FILE No.
NTS	CGO	**BOWIE MARKETPLACE CONDO LAND UNIT 2 OF PARCEL X-12** L.39780 F.224	22038
DATE: APRIL, 2023	TAX MAP - GRID: 38 - B4	ELECTION DISTRICT No. 07 PRINCE GEORGE'S COUNTY, MARYLAND	SHEET: 10 OF 12

L:\CADD\DRAWINGS\22038\PLANS BY GLW\SITE PLAN\DET\22038 DET-10.dwg, PLOTTED: 4/6/2023 4:41 PM, LAST SAVED: 4/6/2023 4:37 PM, PLOTTED BY: Chris Jeffries

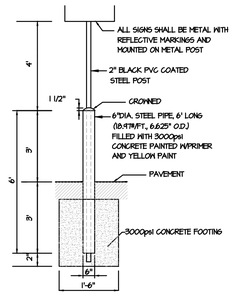
© GLW 2022



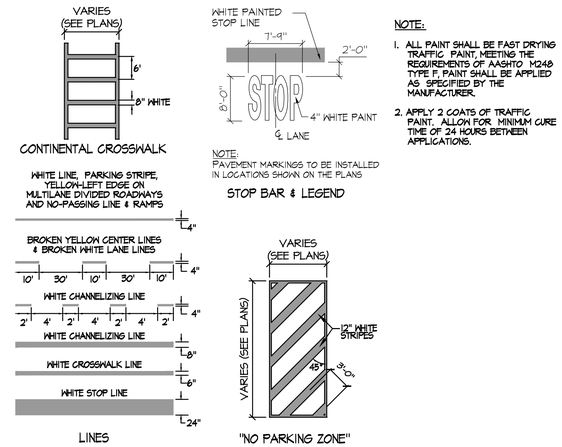
1 BOLLARD DETAIL
SCALE: NTS



2 SIGNAGE DETAIL
SCALE: NTS



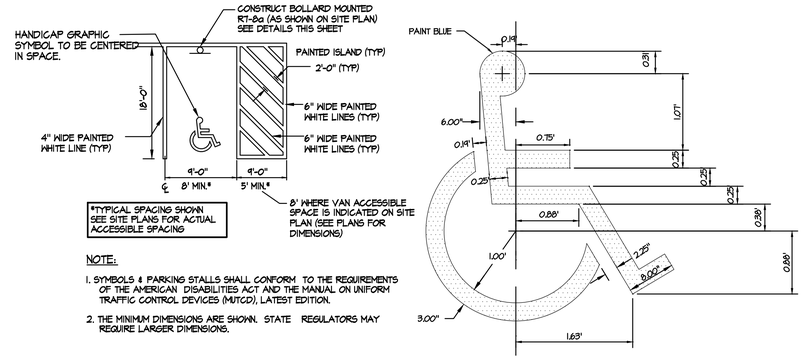
SIGN BOLLARD
NOT TO SCALE



NOTE:

1. ALL PAINT SHALL BE FAST DRYING TRAFFIC PAINT, MEETING THE REQUIREMENTS OF AASHTO M248 TYPE F, PAINT SHALL BE APPLIED AS SPECIFIED BY THE MANUFACTURER.
2. APPLY 2 COATS OF TRAFFIC PAINT. ALLOW FOR MINIMUM CURE TIME OF 24 HOURS BETWEEN APPLICATIONS.

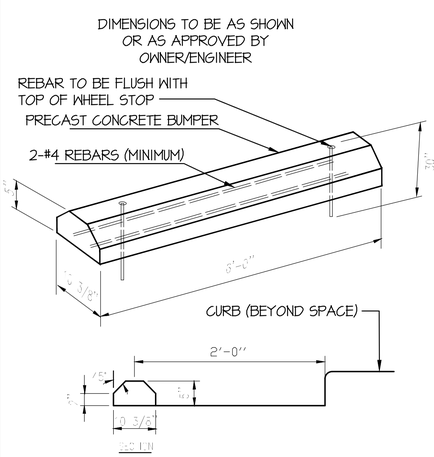
3 STRIPING
SCALE: NTS



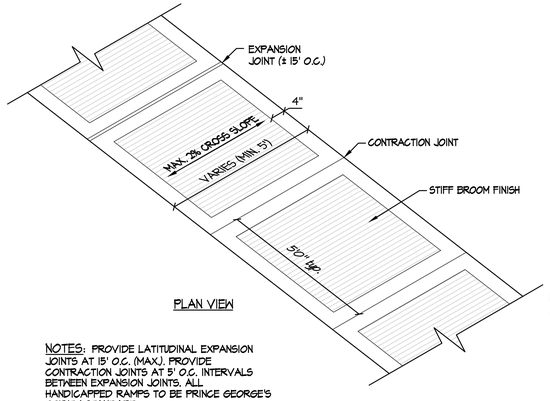
NOTE:

1. SYMBOLS & PARKING STALLS SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICAN DISABILITIES ACT AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
2. THE MINIMUM DIMENSIONS ARE SHOWN. STATE REGULATORS MAY REQUIRE LARGER DIMENSIONS.

4 HANDICAP DETAILS
SCALE: NTS

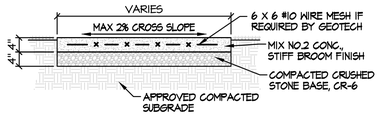


5 DETAIL - WHEEL STOP
SCALE: N.T.S.



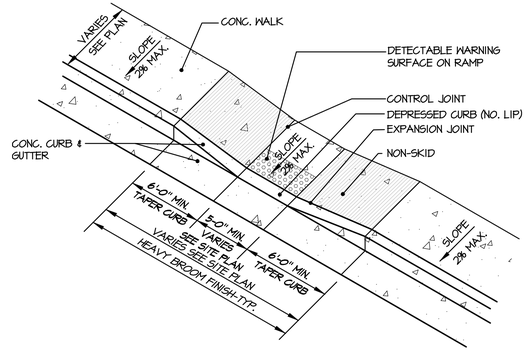
PLAN VIEW

NOTES: PROVIDE LATITUDINAL EXPANSION JOINTS AT 15' O.C. (MAX.). PROVIDE CONTRACTION JOINTS AT 5' O.C. INTERVALS BETWEEN EXPANSION JOINTS. ALL HANDICAPPED RAMPS TO BE PRINCE GEORGE'S COUNTY STANDARD.

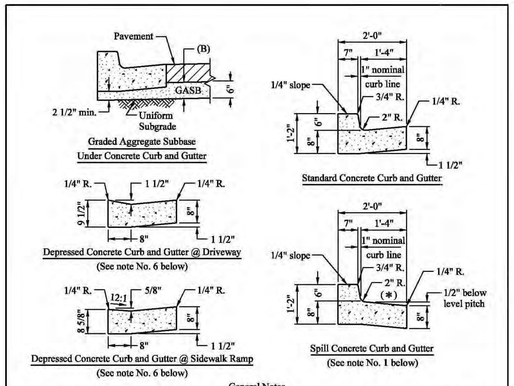


SECTION

6 DETAIL - CONCRETE SIDEWALK (PRIVATE)
SCALE: N.T.S.



7 CONCRETE HANDICAP RAMP
PRIVATE ON SITE
NTS



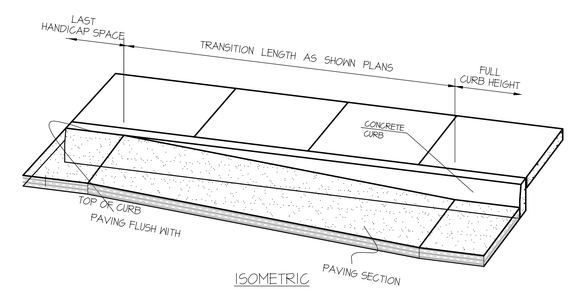
General Notes

1. Use of spill concrete curb and gutter requires special Departmental approval, except for "Urban Major Collector Road" design.
2. The slope (*) of a spill concrete curb and gutter pan shall be equal to the cross slope of roadway paving.
3. Install expansion joints using 1/2" preformed non-extruding joint filler, at 100' intervals, at the beginning and end of curves with less than 100' radii, at structures, and at midpoints of curb returns.
4. All construction joints shall be located at 10' intervals. The contraction joints shall be constructed to a depth equal to 1/4 of the depth of the thickness of the concrete.
5. All concrete shall be Class I (MSHA Mix No. 3) air-entrained, unless otherwise approved by the Department. The surface shall be brush finished.
6. The depressed concrete curb and gutter sections shall be used at all driveway aprons and sidewalk ramps.
7. Preformed joint fillers shall conform to M 153. The bituminous fiber type joint shall conform to M 213, with the bitumen content determined using T 164.
8. Granite curb and gutter may be required under certain conditions.
9. Provide uniform subgrade under entire roadway section.
10. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act and Fair Housing regulations.

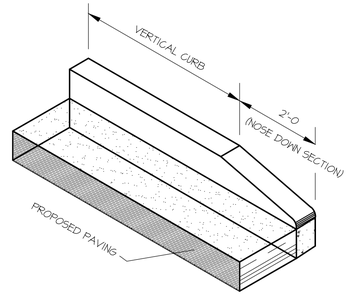
APPROVED:	
DIRECTOR	DATE
REVISION DATE:	APPROVED BY:

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD

Concrete Curb and Gutter — STD. 300.01



8 FLOW TRANSITION
SCALE: NTS



9 DETAIL - TRANSITION CURB (PRIVATE)
SCALE: N.T.S.

SemaConnect

Product and Service Submittal

Product:

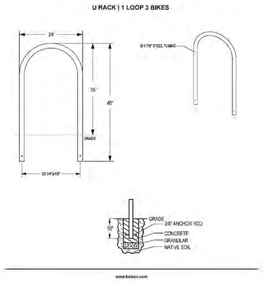
Series 7 (48A) / Series 7 (80A) Plus EV Charging Solutions

Customer:

WWW.SEMACONNECT.COM

10 EV CHARGING STATIONS
SCALE: N.T.S.

BELSON OUTDOORS
Model # U24-10-P — Dimension Sheet



11 1 LOOP BIKE RACK
SCALE: N.T.S. (OR APPROVED EQUAL)

TOTAL = 2 LOOPS FOR 6 BIKES

MODEL: H36-1-6-16
DESCRIPTION: HEAVY DUTY CHALLENGER, 1 LOOP - 3 BIKES, IN-GROUND MOUNT WITH GROUT COVERS
SIZE: 37"± (AT GRADE) X 61 $\frac{1}{4}$"± (OC)
COLOR: TO MATCH EXISTING FURNISHINGS AND ACCESSORIES
QUANTITY: PER PLAN

COMPANY: BELSON OUTDOORS
111 NORTH RIVER ROAD
NORTH AURORA IL 60542
www.belson.com
800-323-5664

NOTES: INSTALL PER MANUFACTURERS RECOMMENDATIONS

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: TSZ
DRAWN BY: WsJ
CHECKED BY: TSZ

DATE	REVISION	BY	APP'R.

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29414, EXPIRATION DATE: JANUARY 20, 2024.

4/6/23

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE: AS SHOWN
ZONING: CGO
DATE: APRIL, 2023
TAX MAP – GRID: 38 – B4

SITE NOTES & DETAILS

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038
SHEET 11 OF 12

L:\CADD\DRAWINGS\22038\PLANS BY GLW\SITE PLAN\DET\22038 DET-11.dwg, PLOTTED BY:GLW, LAST SAVED:4/6/2023 4:02 PM, LAST PLOTTED: 4/6/2023 4:02 PM, PLOTTED BY: Tracy Szymczak

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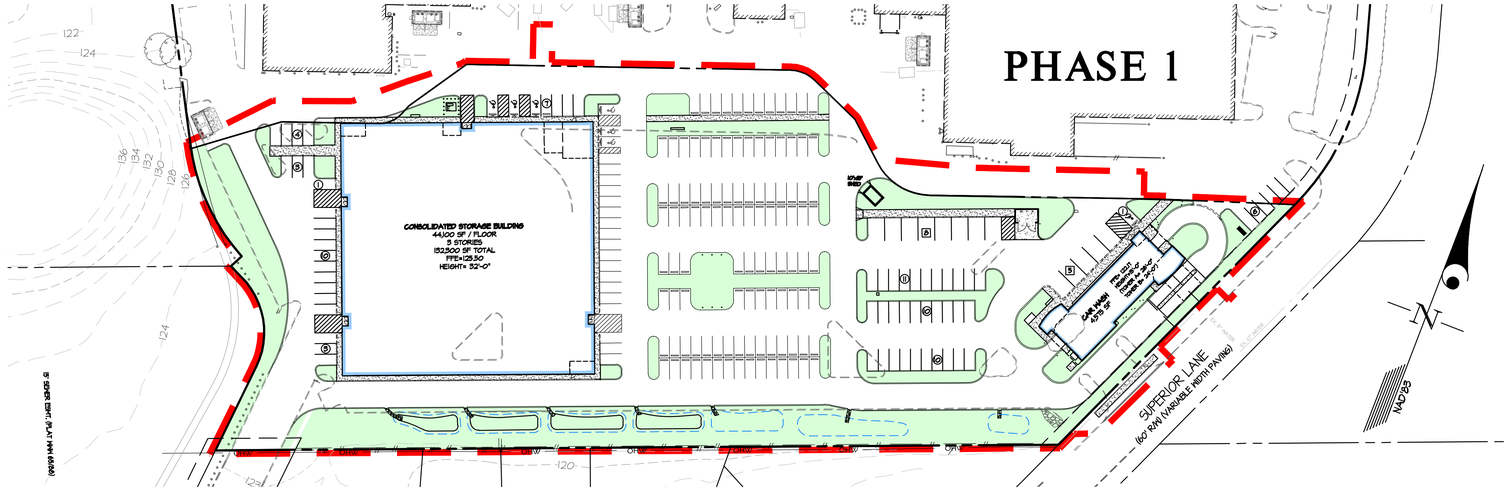

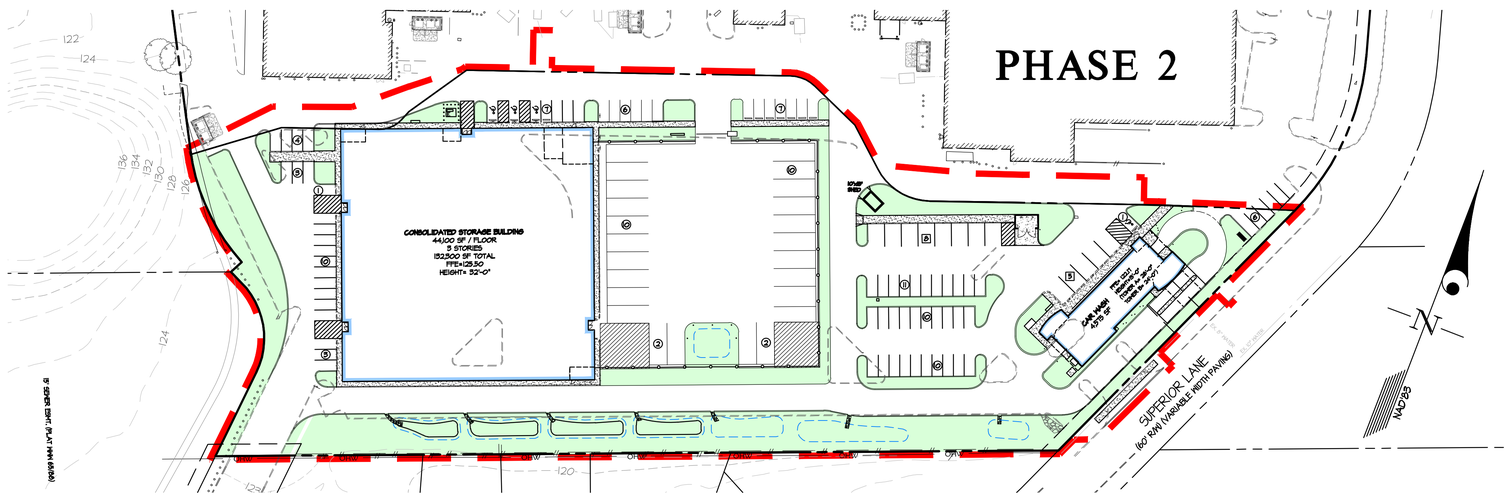

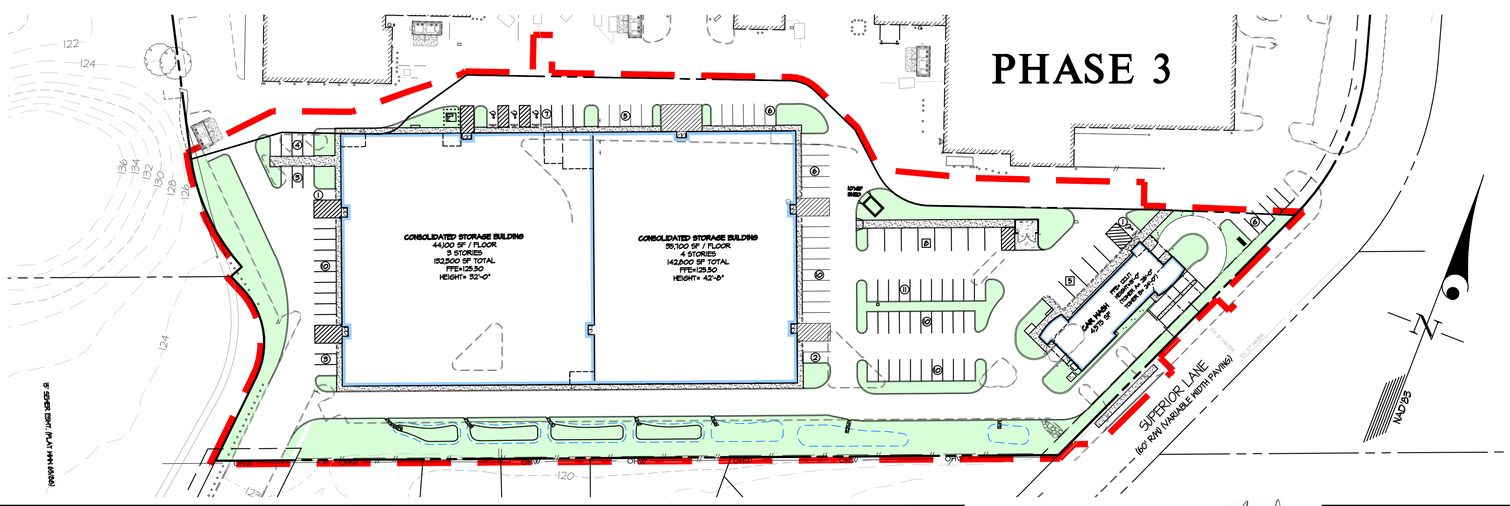

OPEN SPACE SET ASIDES

SITE AREA = 4.94 ACRES

PHASE ONE GREEN AREA = 1.19 ACRES (24.1%)

PHASE TWO GREEN AREA = 1.20 ACRES (24.3%)

PHASE THREE GREEN AREA = 1.03 ACRES (20.9%)

SCALE: 1" = 60'

0' 30' 60' 120' 240'

GLW
PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: TSZ
DRAWN BY: WaJ
CHECKED BY: TSZ

DATE	REVISION	BY	APP'R.

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914 . EXPIRATION DATE: JANUARY 20, 2024 .

4/6/23

PREPARED FOR:
BE BOWIE RESIDENTIAL, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MD 20852
ATTN: KEVIN BERMAN

SCALE: 1" = 60'
DATE: APRIL, 2023
ZONING: CGO
TAX MAP – GRID: 38 – B4

OPEN SPACE SET ASIDES EXHIBIT

BOWIE MARKETPLACE
CONDO LAND UNIT 2
OF PARCEL X-12
L.39780 F.224

ELECTION DISTRICT No. 07
PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 22038
SHEET 12 OF 12

L:\CADD\DRAWINGS\22038\PLANS BY GLW\SITE PLAN\DET\22038 DET-12.dwg, PLOTTED: 4/6/2023 1:42 PM, LAST SAVED: 4/6/2023 10:32 AM, PLOTTED BY: Tom Szymczak

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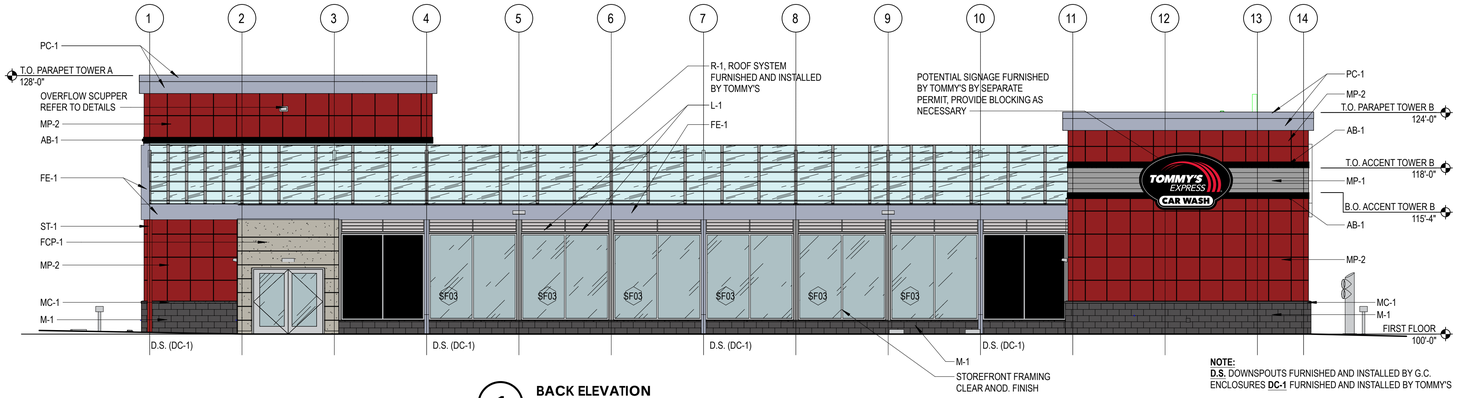
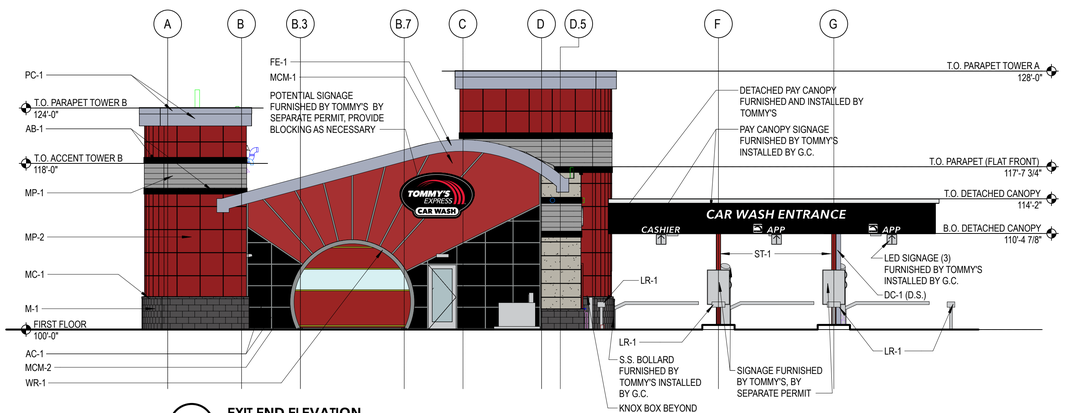


NOTE:
D.S. DOWNSPOUTS FURNISHED AND INSTALLED BY G.C.
ENCLOSURES **DC-1** FURNISHED AND INSTALLED BY TOMMY'S

1 BACK ELEVATION

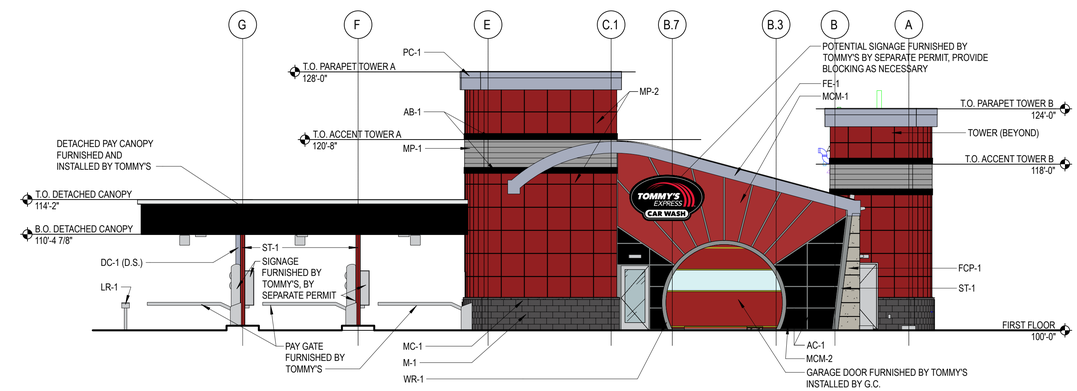
A100 NOT TO SCALE

TAG	MATERIAL	MANUFACTURER	DESCRIPTION	COLOR	FURNISHED BY	INSTALLED BY
ST-1	STRUCTURAL STEEL	RBI	POWDER COATED STRUCTURAL STEEL	RAL 3001	TOMMY'S	TOMMY'S
MP-1	PROFILED ALUMINUM METAL PANEL	ATAS	ATAS 7.2 BWR360 BELVEDERE	SILVERSMITH	TOMMY'S	G.C.
MP-2	PREFINISHED METAL PANEL	DRI-DESIGN	30"x30" PANEL SIZE	CARNIVAL RED II / RAL 3001	TOMMY'S	G.C.
M-1	SPLIT-FACE CMU	CONSUMERS	4" VENEER SPLIT-FACED	ASH	G.C.	G.C.
MC-1	PRECAST STONE		MASONRY CAP	MATCH CMU COLOR	G.C.	G.C.
FCP-1	FIBER CEMENT PANELS	NICHIHA	ARCHITECTURAL BLOCK SERIES 18" H x 72" W	GRAY	TOMMY'S	G.C.
AB-1	PREFIN. ALUM. ACCENT BANDING	ATAS	ATAS FLAT SHEET	BLACK	TOMMY'S	G.C.
PC-1	PREFIN. ALUM. PARAPET CORNICE	ARCONIC	REYNOBOND COMPOSITE PANELS	BRIGHT SILVER METALLIC	TOMMY'S	G.C
MCM-1	PREFIN. ALUM. COMPOSITE PANELS	LAMINATORS	LAMINATORS OMEGA SERIES	BRITE RED	TOMMY'S	G.C.
MCM-2	PREFIN. ALUM. COMPOSITE PANELS	CITADEL	SINOCORE	EBONY	TOMMY'S	G.C.
AC-1	PREFIN. ALUM. CLOSURE CAPS	TUBELITE	TUBELITE 200 SERIES STOREFRONT	CLEAR ANNODIZED	TOMMY'S	G.C.
SF01, SF02, SF03	PREFIN. ALUM. STOREFRONT WITH INSULATED GLASS	KAWNEER	1" INSULATED GLASS LOW-E	CLEAR ANNODIZED	G.C.	G.C.
SF04, SF05	PREFIN. ALUM. STOREFRONT WITH METAL PANEL INFILL	KAWNEER/ CITADEL	1" GLAZE GUARD 1000 WR+ PANEL INFILL SEE DETAIL ON A602	CLEAR ANNODIZED FRAMES/ EBONY INFILL PANELS	G.C.	G.C.
DC-1	PREFINISHED ALUMINUM	ALPOLIC	4MM MCM PANELS DOWNSPOUT COVER	METALLIC SILVER	TOMMY'S	TOMMY'S
LR-1	LICENSE PLATE READER	TOMMY'S	BOLLARD	STAINLESS STEEL	TOMMY'S	G.C.
WR-1	PREFIN. ALUM. COMPOSITE PANELS	ARCONIC	MCM WRAP COVER FOR STEEL RING	CLEAR ANNODIZED	TOMMY'S	G.C.
FE-1	FASCIA / EAVE	ALPOLIC	4MM MCM PANELS AT EAVES AND FASCIA	METALLIC SILVER	TOMMY'S	TOMMY'S
L-1	PREFIN. ALUM LOUVER	RUSIKIN	DRAINABLE LOUVER	CLEAR ANNODIZED	TOMMY'S	TOMMY'S
R-1	ACRYLIC ROOF SYSTEM	ACRYLITE	DRAINABLE ACRYLIC ROOF SYSTEM	COOL BLUE	TOMMY'S	TOMMY'S



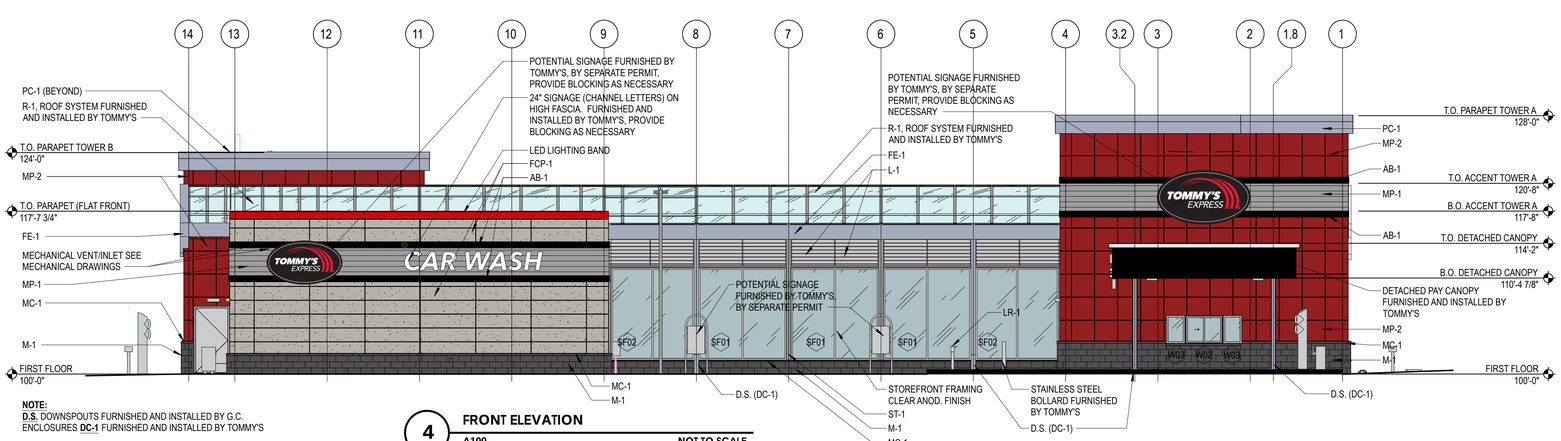
2 EXIT END ELEVATION

A100 NOT TO SCALE



3 ENTRY END ELEVATION

A100 NOT TO SCALE



NOTE:
D.S. DOWNSPOUTS FURNISHED AND INSTALLED BY G.C.
ENCLOSURES **DC-1** FURNISHED AND INSTALLED BY TOMMY'S

4 FRONT ELEVATION

A100 NOT TO SCALE

EXTERIOR MATERIALS LEGEND

- PREFINISHED METAL PANELS
- FIBER CEMENT BOARD PANEL
- PREFINISHED METAL COPING
- ALUM. FLAT STOCK (BLACK)
- PROFILED METAL PANEL
- MCM PANEL (BLACK)
- GLAZING
- SPLIT FACED CONCRETE MASONRY UNIT

NOTE: ALL PROFILED METAL PANEL ACCENT (MP-1) SHALL BE CRIMP CURVED AT FACE OF TOWERS AND SHALL HAVE MITERED CORNERS. NO CORNER TRIMS. NO EXCEPTIONS.

CONFIDENTIAL WARNING:

THIS SHEET CONTAINS AND CONSTITUTES CONFIDENTIAL INFORMATION, IMAGES, AND TRADE SECRETS OF TOMMY CAR WASH SYSTEMS. ANY UNAUTHORIZED USE OR DISCLOSURE OF ANY OR PORTION THEREOF, IS STRICTLY PROHIBITED. THIS WORK IS THE EXCLUSIVE PROPERTY OF TOMMY CAR WASH SYSTEMS. ALL RIGHTS RESERVED.

TOMMY CAR WASH SYSTEMS

110' Building M-1 EXTERIOR COLOR ELEVATIONS

TOMMY CAR WASH SYSTEMS

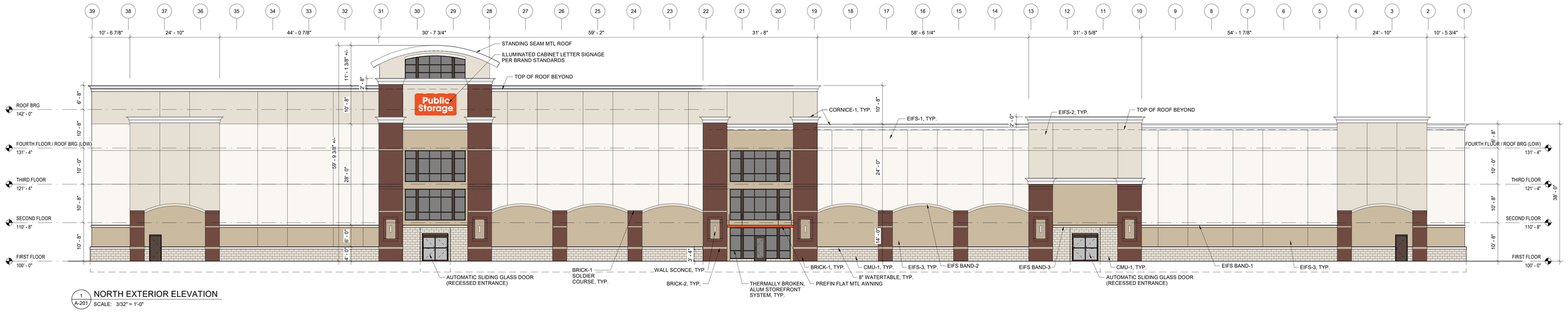
TOMMY EXPRESS #P0000
ADDRESS
CITY, STATE, ZIP

NOT FOR CONSTRUCTION

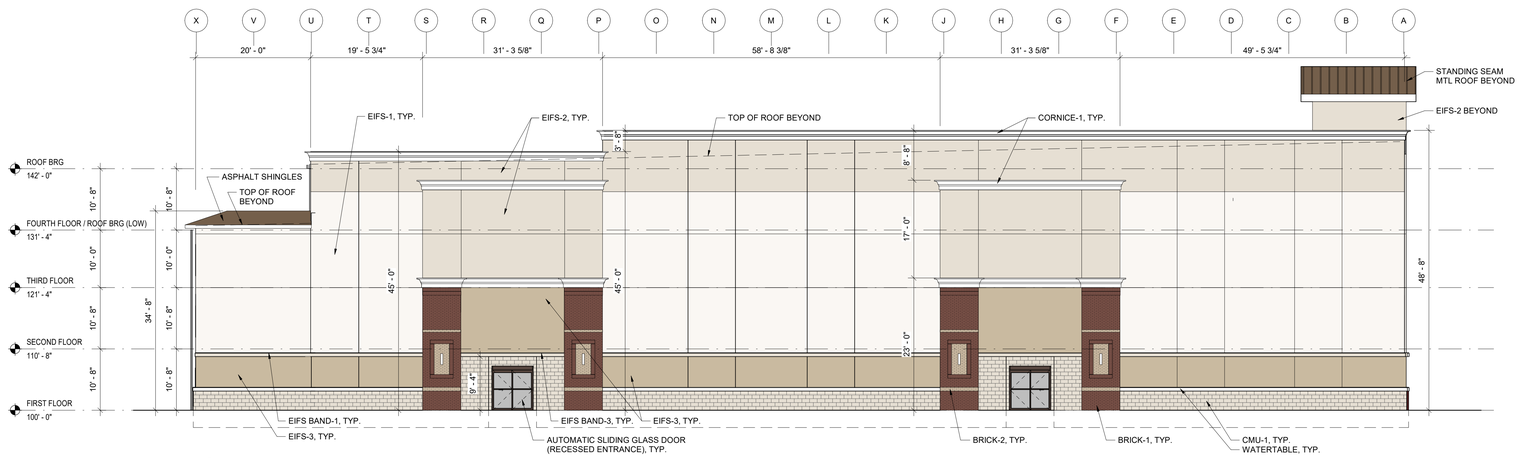
A200

3/25/2021

NOT TO SCALE



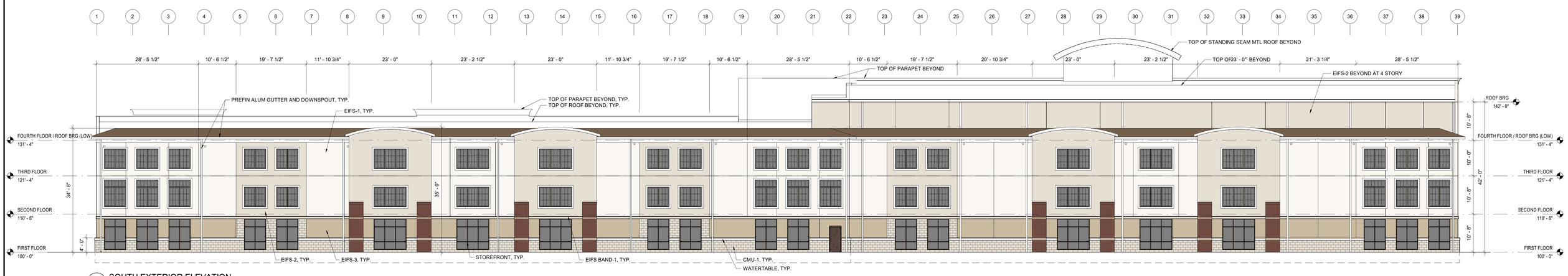
1 A-201 NORTH EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"



2 A-201 EAST EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"

EXTERIOR FINISH SCHEDULE

LABEL	DESCRIPTION	MANUFACTURER	MODEL	COLOR
BRICK-1	MODULAR FACEBRICK	GLEN GERY OR EQ	ENGINEER MODULAR	52-DD
BRICK-2	MODULAR FACEBRICK	GLEN GERY OR EQ	ENGINEER MODULAR	BURNT ALMOND SMOOTH
CMU-1	8X16 CONCRETE MASONRY UNIT	YORK BUILDING PRODUCTS OR EQ	RUSTIC FACE	SAHARA
EIFS-1	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	#102 BRITE WHITE
EIFS-2	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	#113 AMARILLO WHITE
EIFS-3	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	#450 CLOVER
EIFS BAND-1	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	MATCH EIFS-2
EIFS BAND-2	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	MATCH EIFS-2
EIFS BAND-3	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	MATCH EIFS-2
CORNICE-1	FIBERGLASS CORNICE	EDON CORP OR EQ	TBD	WHITE
STOREFRONT	THERMALLY BROKEN, ALUM STOREFRONT SYSTEM	YKK OR EQ	YES 45 XT	DARK BRONZE
STANDING SEAM MTL ROOF	STANDING SEAM MTL ROOFING SYSTEM	MCELROY METAL OR EQ	MAXIMA 1.5	DARK BRONZE



3 A-201 SOUTH EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"

TRANSPARENCY STANDARDS AT SOUTH ELEVATION

BUILDING STORY	FACADE AREA PER FLOOR*	MIN FACADE AREA % TO BE TRANSPARENT	FACADE AREA % SHOWN
1ST FLOOR	3293 SF	1152 SF (35%)	1202 SF
2ND FLOOR	4053 SF	810 SF (20%)	908 SF
3RD FLOOR	4053 SF	810 SF (20%)	810 SF

*THE FIRST 2'-0" OF FACADE AREA CLOSEST TO GRADE ARE NOT REQUIRED TO BE GLAZED AND SHALL BE EXCLUDED FROM THE FACADE AREA CALCULATION.

01/27/2023

BOWIE, MD STORAGE

BOWIE, MD

A-201- EXTERIOR BUILDING ELEVATIONS - PHASE II

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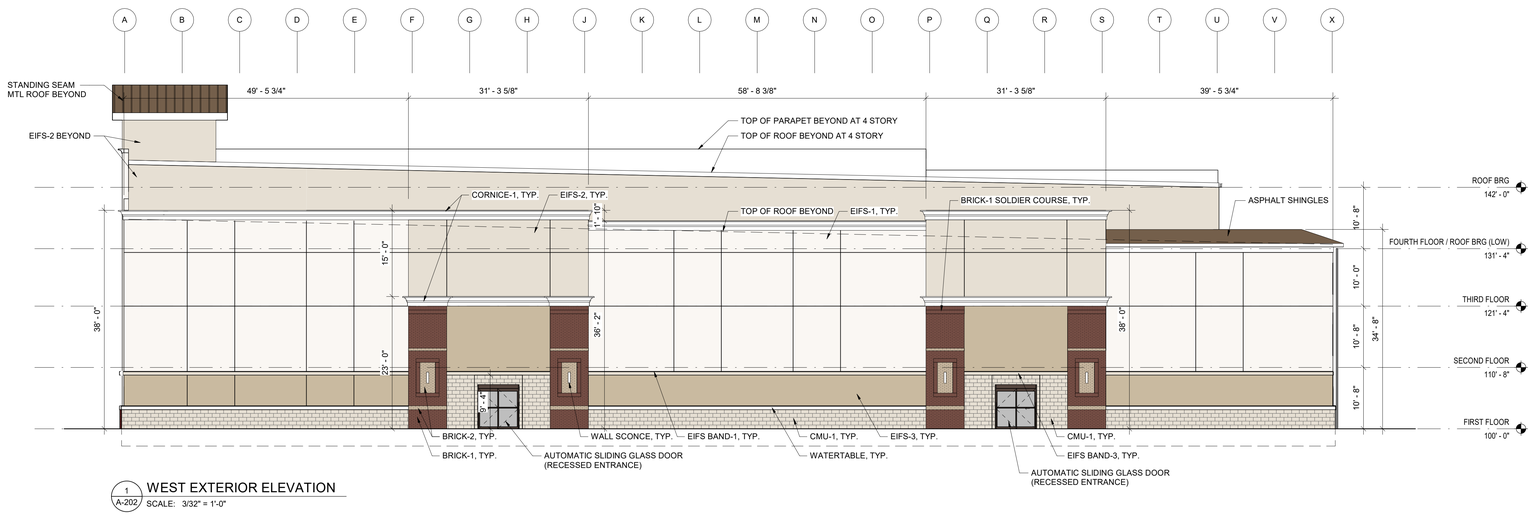

1 A-202 WEST EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"

EXTERIOR FINISH SCHEDULE

LABEL	DESCRIPTION	MANUFACTURER	MODEL	COLOR
BRICK-1	MODULAR FACEBRICK	GLEN GERY OR EQ	ENGINEER MODULAR	52-DD
BRICK-2	MODULAR FACEBRICK	GLEN GERY OR EQ	ENGINEER MODULAR	BURNT ALMOND SMOOTH
CMU-1	8X16 CONCRETE MASONRY UNIT	YORK BUILDING PRODUCTS OR EQ	RUSTIC FACE	SAHARA
EIFS-1	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	#102 BRITE WHITE
EIFS-2	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	#113 AMARILLO WHITE
EIFS-3	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	#450 CLOVER
EIFS BAND-1	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	MATCH EIFS-2
EIFS BAND-2	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	MATCH EIFS-2
EIFS BAND-3	EXTERIOR INSULATION FINISH SYSTEM	DRYVIT OR EQ	SANDBLAST	MATCH EIFS-2
CORNICE-1	FIBERGLASS CORNICE	EDON CORP OR EQ	TBD	WHITE
STOREFRONT	THERMALLY BROKEN, ALUM STOREFRONT SYSTEM	YKK OR EQ	YES 45 XT	DARK BRONZE
STANDING SEAM MTL ROOF	STANDING SEAM MTL ROOFING SYSTEM	MCELROY METAL OR EQ	MAXIMA 1.5	DARK BRONZE

01/27/2023

BOWIE, MD STORAGE

BOWIE, MD

A-202- EXTERIOR BUIDLING ELEVATIONS - PHASE II

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STATEMENT OF JUSTIFICATION
DET-2022-018
Bowie Marketplace

Applicant, BE Bowie Residential, LLC, files the accompanying Detailed Site Plan (DSP) application for approval of Consolidated Storage, Accessory Outdoor Storage Area and Personal Vehicle Repair & Maintenance uses on its Bowie Marketplace property. The subject property is Condo Land Unit 2 of Parcel X-12 and the boundary of the DSP comprises approximately 4.94 acres (the "Property"). Situated along the west side of Superior Lane, east of Sage Lane, the proposed development is at the rear of the existing Bowie Marketplace Center and is zoned CGO. In support of the DSP, and pursuant to Section 27-3605 (c) (5) (F) (ix), Applicant provides this Statement of Justification (SOJ) detailing how the proposed development conforms the Zoning Ordinance requirements to analyzed at the time of DSP.

The subject property is zoned Commercial General Office and the principal uses proposed on the DSP are both "permitted" as Principal Use Types, per Section 27-5100 of Subtitle 27, Zoning Ordinance ("Ordinance"). The "accessory outdoor storage" use (14,175 sf) is proposed in the area adjacent to consolidate Storage principal use, which area may ultimately be and expansion (Phase II) of the Consolidated Storage. The subject property is within a previously existing 265,208 square foot shopping center, with 138,000 square feet being redeveloped and is the existing retail. Applicant previously provided staff with an analysis which concluded the addition of approximately 275,100 square feet of consolidated storage (Phase I and Phase II) and the 4,575 square foot car wash to the existing retail would falls within the allowable development and trip generation and therefore a new Preliminary Plan of Subdivision is not required for the Property. The accessory use area is within the total area calculation of the principal use and the Applicant is proposing the enclosure of the outdoor area per the requirements of the Ordinance. Lastly, there are no prior development approvals or conditions applicable to the Property—or the prior approvals applicable to the overall larger property of which this DSP boundary is a part.

The proposed development is within Parcel X-12 which is at the rear of the Marketplace Center and has largely been used as excess parking dating back to the original indoor mall. As such, no regulated environmental features are disturbed to provide for the proposed development.

Applicant (its related entity) commenced a demolition and redevelopment of the prior dilapidated mall nearly a decade ago. This has led to the development of the 138,000 square feet of new retail and service businesses and the elimination of a substantial eyesore. While the Applicant previously considered adding multifamily development, there was some substantial opposition by the existing single family residential development. The proposed uses are uses that are specifically permitted as principal uses—and one accessory use—in the zone. The architecture will be of similar quality and be attractive. Locating the uses at the rear of retail results in no major conflict with traffic or parking that is associated with the higher trafficked retail which is oriented to the front of Bowie Marketplace. Both the two additional uses and companion accessory use can exist and thrive independently of the existing uses as the likely consumers for the uses will include individuals other than those customers who trip to the area is specific the current retail and service businesses. The advent of the additional uses will also contribute to stability of the center by changing vacant space into revenue producing space for the property.

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

(a) Required Vehicular Access and Circulation

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

(b) Vehicular Access Management

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

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

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

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

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

APPLICANT COMMENTS: ***N/A to the proposed development.***

(2) Limitation on Direct Driveway Access along Other Streets

The following standards shall apply to vehicular access along a street other than an arterial street.

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

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

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

APPLICANT COMMENTS: ***The proposed development conforms to this requirement. Specifically the existing southern access point along Superior Lane is being proposed for removal as part of this additional development so as to comport with paragraphs B and D.***

(3) Shared Driveways

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

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

APPLICANT COMMENTS: ***No shared driveways with other developments are proposed for the additions to this existing center.***

(c) Cross-Access

(1) Purpose

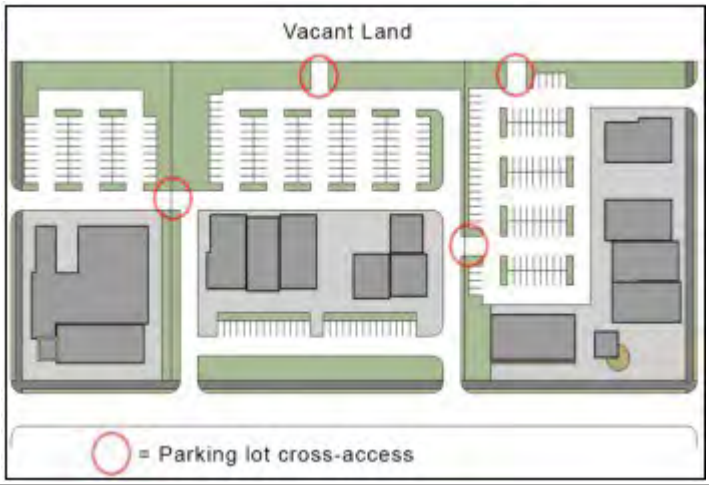
The purpose of the following vehicular connectivity standards is to enhance safe and convenient mobility within and between neighborhoods and developments that helps integrate and connect neighborhoods, allow residents to conveniently visit neighbors and nearby activity centers without compromising the capacity of the County's streets to accommodate through-traffic, improve opportunities for comprehensive and convenient transit service, enhance efficient provision of public services, and improve the speed and effectiveness with which emergency services and police and fire protection can be provided to County residents and lands.

(2) Cross-Access Between Adjoining Developments

To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

(A) The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone (see Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Developments).

Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Development



(B) Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.

(C) The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross–access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.

(D) Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development.

APPLICANT COMMENTS: ***Design and placement of additional or reconfigured parking areas for the new proposed development results in the placement of new proposed interior drive aisles in alignment with the existing parking isles within Bowie Marketplace so as to negate any conflicts and conform to the paragraphs A and easements currently exist across the Property to satisfy paragraph D.***

(g) Continuation of Adjacent Streets

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

APPLICANT COMMENTS: ***Proposed interior drive aisle on the west side of the development have been aligned with the existing Sage Lane ROW at the southwest corner of the property, thereby providing coordination between the existing and new street system.***

(j) Driveway Layout and Design

a. Driveway Width

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

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

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

b. Dead-End Driveway Length

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

c. Driveway Intersections

Driveway intersections shall also comply with the following standards:

i. Alignment

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

ii. Proximity to Adjoining Land

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

iii. Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

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

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

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

APPLICANT COMMENTS: ***As shown on the plans, proposed interior drive aisles have been aligned with the existing ones within Bowie Marketplace. Additionally, Applicant is providing 11' wide minimum drive aisles throughout the development.***

(k) Vehicle Stacking Space

d. For Drive-through and Related Uses

i. Required Number of Stacking Spaces

In addition to meeting the off-street parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses.

Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses

Use or Activity (1)	Minimum Number of Stacking Spaces	Measured From
Bank or financial Institution, with drive-through service or with automated teller machine (ATM) as an accessory use	3 per lane	Teller window or teller machine
Gas station	1	Each end of the outermost gas pump island
Gated driveway (for any principal use)	3	Gate
Nursing or care home	3	Building entrance
Recycling collection center	3 per bay	Bay entrance
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, automatic	6 per bay	Bay entrance
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, self-service	2 per bay	Bay entrance
Consumer goods establishment, with drive-through service	4 per lane	Window
All personal service uses with drive-through service	4 per lane	Window
Personal Vehicle Repair and Maintenance, specifically with oil change/lubrication shop	3 per bay	Bay entrance

ii. Design and Layout

Required stacking spaces are subject to the following design and layout standards:

1. Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;
2. Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;
3. Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and
4. Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.

e. For Vehicular Parking Area (Parking Lot) Entrance Driveways

Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway

Number of Off-Street Parking Spaces (1)	Minimum Stacking Lane Distance (ft) (2)
1 - 49	25
50 – 249	50
250 – 499	100
500 or more	100 + 15 ft for every additional 50 spaces beyond 500

Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway

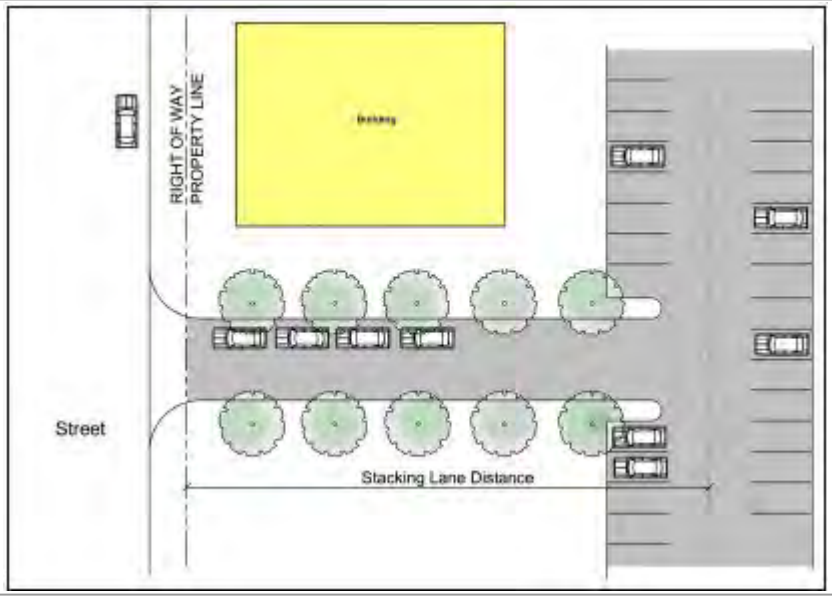
Number of Off-Street Parking Spaces (1)	Minimum Stacking Lane Distance (ft) (2)

NOTES:

(1) Entrances into parking structures may be credited towards the stacking lane distance standard provided the parking structure entrance is accessed from a development driveway and not a primary drive aisle.

(2) Stacking lane distance is measured from the intersection of the driveway with the street right-of-way, along the centerline of the stacking lane, to its intersection with the centerline of the first entrance into a parking area or other internal intersecting driveway.

Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway



APPLICANT COMMENTS: ***The proposed development, consistent with Table 27-6206 (m)(1)(A), provides minimally 2 car lengths of stacking per bay for the proposed carwash.***

27-6207. Pedestrian Access and Circulation

(a) Required Pedestrian Access

(1) General Pedestrian Access

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

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

(B) Off-street parking bays;

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

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

(2) Sidewalks Required

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

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

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

(b) Pedestrian Connectivity

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

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

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

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

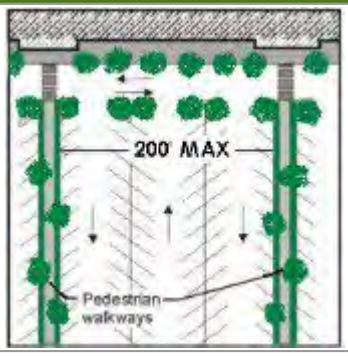
(4) Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages

(A) General Standards

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

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

Figure 27-6207(b)(4): Pedestrian Walkways Through Vehicular Parking Area



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

(B) Walkway Standards

Required pedestrian walkways shall:

(i) Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;

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

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

APPLICANT COMMENTS: ***Internal circulation in the form of sidewalks, with a minimum width of 5' are proposed in the new area of the development so to conform paragraphs "a" and "b" of this section as well as comport with the intent of Figure (b)(4) of to this section. As such, the new development will enhance the existing pedestrian connectivity even in areas where such pedestrian movement will be substantially less than that of the retail areas of the Property.***

27-6208. Bicycle Access and Circulation

(a) Required Bicycle Access

(1) Internal and Adjoining Bicycle Access

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

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

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

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

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

(2) Required Bikeway Network Improvements

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

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

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

(b) Bicycle Connectivity Between Developments

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

(1) Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

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

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

(c) General Bikeway Layout and Design

(1) Off-Street Bicycle Facilities

Required bicycle paths shall:

(A) Allow two-way bicycle circulation;

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

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

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

(2) On-Street Bicycle Facilities

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

APPLICANT COMMENTS: ***The new proposed development is composed of uses that are not likely to involve bicycle traffic, e.g. the consolidated storge involves the movement of items typically in a vehicle to or from that venue and the car wash does not provide a bike washing service. Nevertheless, the Applicant has provided, in conformance with Section 27-6200, two 8-space bike racks at both the consolidated storage and carwash buildings. These racks could be used by potential employees as well as consumer/customers of the new venue which for some reason would be traveling via a bicycle. Existing easements provide cross parcel access such that the bike racks could be used by any Center patron. Collectively, these design elements address paragraphs "a" and "b" of this section.***

Sec. 27-6300 Off-Street Parking and Loading

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

(a) Use of Parking and Loading Areas

(1) General

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

(2) Identified as to Purpose and Location

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

(b) Surfacing

(1) General

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

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

(i) Agricultural research facilities;

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

(iii) Cemeteries.

(2) Pervious or Semi-pervious Surfacing

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

APPLICANT COMMENTS/AC: ***The surfacing for all parking and loading areas within the proposed development will be the standard Prince George's County DPIE asphalt paving detail.***

Figure 27-6304(b)(2): Use of Pervious Materials in a Parking Lot

(c) Location and Arrangement

(1) Safe and Convenient Access

(A) Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.

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

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

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

(2) Backing onto Streets Prohibited

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

APPLICANT COMMENTS: ***Parking and loading areas within the proposed development are sized consistent with Commission or County standards for spacing, visibility, clearance of obstruction so as to reduce or eliminate conflict with potential pedestrians. There are limited instances of conflict primarily as the result of the new uses being in the rear of the existing shopping center, hence away from the majority of pedestrians—consistent with this section.***

(d) Markings

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

(A) Single-family detached dwellings;

(B) Two-family dwellings;

(C) Three-family dwellings; and

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

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

AC: ***Pavement markings are strategically placed within parking and loading areas of the proposed development so as provide for the orderly and safe loading, unloading, and parking of vehicles.***

(e) Exterior Lighting

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

AC: Lighting, in number, design, height and illumination are proposed with additional details shown on the submitted Photometric Plans, to comply with the standards of Section 27-6700.

(f) Wheel Stop Requirements

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

AC: Applicant's landscape plans provide detail showing compliance of new parking and loading areas with the Landscape Manual.

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

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

AC: All wheel stops within the proposed development are made of concrete, at least 6' long and 6" high which is consistent with the expressed standards.

(g) Accessible Parking for Persons with Physical Disabilities

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

(h) Maintained In Good Repair

(1) Maintained at All Times

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

Figure 27-6304(i)(1): Location of Primary Drive Aisle

APPLICANT COMMENTS: ***Section 27-6300, along with its accompanying tables, provide guidance on the number and size of loading spaces required by the proposed development. Consistent with the requirements, the Applicant is providing four 15' x 19' signed and striped loading spaces in Phase One, three 15' x 19' loading spaces in Phase Two & six 15' x19' loading spaces in Phase Three of the consolidated storage building.***

27-6305. Off-Street Parking Space Standards

(a) Minimum Number of Off-Street Parking Spaces

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

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces

Principal Use Category	Principal Use Type	Off-Street Parking Standards						
		RTO and LTO Zones (Base and PD)		TAC Zone (Base and PD)		NAC (Base and PD)	Inside the Capital Beltway	All Other Areas in the County
		Core	Edge	Core	Edge			
Agriculture/ Forestry Uses	Agriculture	Not applicable					1.0 per 1,000 SF GFA of office or sales area	1.0 per 1,000 SF GFA of office or sales area
	Community garden	No minimum						
	Forestry	Not applicable					No minimum	No minimum
	Keeping of horses or ponies	Not applicable					No minimum	No minimum
	Medical cannabis grower and/or processor	Not applicable					1.0 per 600 SF up to 3,000 SF GFA; then 1.0 per additional 3,000 SF GFA	1.0 per 600 SF up to 3,000 SF GFA; then 1.0 per additional 3,000 SF GFA
	Nursery and garden center	Not applicable					1.0 per 1,000 SF GFA of sales area	1.0 per 1,000 SF GFA of sales area
	Urban agriculture	No minimum						
Agriculture/ Forestry Related Uses	Agriculture research facility	Not applicable					No minimum	No minimum
	Equestrian center	Not applicable					No minimum	No minimum
	Farm-based alcohol production	Not applicable					1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA
	Farm market	Not applicable					2.0 spaces	3.0 spaces
	Farm supply sales or farm machinery/implement sales, rental, or repair	Not applicable					1.0 per 2,500 SF GFA of gross outdoor display area	1.0 per 2,500 SF GFA of gross outdoor display area

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces									
Principal Use Category	**Principal Use Type**		**Off-Street Parking Standards**						
			RTO and LTO Zones (Base and PD)		**TAC Zone (Base and PD)**		**NAC (Base and PD)**	**Inside the Capital Beltway**	**All Other Areas in the County**
			Core	**Edge**	**Core**	**Edge**			
	Food hub		Not applicable					1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA
	Riding stable		Not applicable					1.0 per 2 stalls	1.0 per 2 stalls
	Sawmill		Not applicable					1.0 spaces per 5,000 SF GFA office area	1.0 spaces per 5,000 SF GFA office area
Open Space Uses	Arboretum or botanical garden, park or greenway, or public beach and public water-oriented recreational and educational area		No minimum						
Household Living Uses	Artists' residential studios		No minimum	0.75 per DU	1.0 per DU	0.75 per DU	1.5 per DU	1.0 per DU	1.5 per DU
	Conversion of a single-family detached dwelling		Not applicable					2.0 per DU	3.0 per DU
	Dwelling, live-work		Not applicable	1.0 per DU	1.0 per DU	1.0 per DU	1.0 per DU	2 per DU	2 per DU
	Dwelling, multifamily		No minimum	1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types)	1.0 per DU (all studio and 1 BR) to 1.2 per DU (all other unit types)	1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types)	1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types)	1.5 per DU	2.0 per DU
	Dwelling, single-family detached		Not applicable					1.5 per DU	2.0 per DU
	Dwelling, three-family		No minimum	1.0 per DU	1.0 per DU	1.2 per DU	1.0 per DU	1.2 per DU	1.5 per DU
	Dwelling, townhouse		1.0 per DU	1.0 per DU	No minimum	1.5 per DU	1.5 per DU	2.0 per DU	2.0 per DU
	Dwelling, two-family		Not applicable					1.5 per DU	2.0 per DU
	Elderly housing (single-family attached dwellings)		Not applicable					1.0 per 4 beds	1.0 per 4 beds
	Elderly housing (single-family detached dwellings)		Not applicable					1.0 per 4 beds	1.0 per 4 beds
	Manufactured home park		Not applicable					1.5 per DU	2.0 per DU
	Mobile home		Not applicable					1.5 per DU	2.0 per DU
Group Living Uses	Apartment housing for elderly or physically disabled families		Not applicable					1.0 per 4 beds	1.0 per 4 beds
	Assisted living facility	≤ 8 elderly or disabled residents	No minimum	1.0 per 8 beds	1.0 per 8 beds	1.0 per 4 beds	1.0 per 8 beds	1.0 per 4 beds	1.0 per 4 beds
		> 8 elderly or disabled residents	No minimum	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces								
Principal Use Category	**Principal Use Type**	**Off-Street Parking Standards**						
		RTO and LTO Zones (Base and PD)		**TAC Zone (Base and PD)**		**NAC (Base and PD)**	**Inside the Capital Beltway**	**All Other Areas in the County**
		Core	**Edge**	**Core**	**Edge**			
	Boarding or rooming house	Not applicable	1.0 per 500 SF GFA of support space	0.5 spaces per 2 guest rooms + 1.0 per 500 SF GFA of support space		1.0 per 2 guest rooms + 1.0 per 500 SF GFA of support space	1.5 per 2 guest rooms + 1.0 per 500 SF GFA of support space	1 per guest room
	Congregate living facility	Not applicable					1.0 per 4 beds	1.0 per 4 beds
	Convent or monastery	Not applicable					1.0 per 4 residents	1.0 per 4 residents
	Fraternity or sorority house	Not applicable					1.0 per 3 residents; 1.0 per 4 residents if within one-quarter mile of designated college or university campus	1.0 per 3 residents
	Group residential facility	Not applicable	1.0 per 2 units	Not applicable	1.0 per 2 units	1.0 per 2 units	1.5 per 2 units	1.5 per 2 units
	Planned retirement community	Not applicable					1.0 per DU	1.0 per DU
	Private dormitory	0.75 spaces per leased occupant if parking is included in lease agreements; 0.5 spaces per leased occupant if parking is not included in lease agreements and must be rented separately						
Communication Uses	Antenna	No minimum						
	Broadcasting studio and Newspaper/periodical printing establishment	1.0 per 400 SF GFA and 1.0 space per 4 seats of audience seating					1.0 per 400 SF GFA and 1.0 space per 4 seats of audience seating	1.0 per 400 SF GFA and 1.0 space per 4 seats of audience seating
	Tower, pole, or monopole	No minimum						
Community Service Uses	Adaptive use of a Historic Site	See requirement for proposed use(s)						
	Adult day care center	Not applicable					1.0 per 4 occupants	1.0 per 3 occupants
	Cultural facility	No minimum	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	3.0 per 1,000 SF GFA	3.0 per 1,000 SF GFA
	Day care center for children	No minimum	1.0 per 20 children	1.0 per 20 children	1.0 per 12 children	1.0 per 20 children	1.0 per 10 children	1.0 per 10 children
	Eleemosynary or philanthropic institution	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	3.0 per 1,000 SF GFA	3.0 per 1,000 SF GFA
	Emergency services facility	No minimum	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	3.0 per 1,000 SF GFA	3.0 per 1,000 SF GFA
	Family child care home, large	Not applicable					1 per 6 children	1 per 6 children
	Family child care home, small	Not applicable					1 per 6 children	1 per 6 children
	Place of worship (regardless of lot size)	1.0 per 4 seats	1.0 per 4 seats	1.0 per 4 seats	1.0 per 4 seats	1.0 per 4 seats	1.0 per 4 seats	1.0 per 4 seats
Educational Uses	Adaptive reuse of a surplus public school	See requirement for proposed use(s)						

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces								
Principal Use Category	**Principal Use Type**	**Off-Street Parking Standards**						
		RTO and LTO Zones (Base and PD)		**TAC Zone (Base and PD)**		**NAC (Base and PD)**	**Inside the Capital Beltway**	**All Other Areas in the County**
		Core	**Edge**	**Core**	**Edge**			
	College or university	No minimum	1.0 per 3 faculty/FTE	1.0 per 3 faculty/FTE	1.0 per 3 faculty/FTE	1.0 per 3 faculty/FTE plus 1 space per 1,000 SF GFA classroom and research space	1.0 per 2 faculty/FTE plus 1 space per 1,000 SF GFA classroom and research space	1.0 per 2 faculty/FTE plus 1 space per 500 SF GFA classroom and research space
	Private school	No minimum	1.0 per 10 students (design capacity) under 10th grade; 1.0 per 2 students 10th grade and above	K-9: 1 space per 3 employees; Others: 1 space per 3 faculty	1.0 per 10 students (design capacity) under 10th grade; 1.0 per 2 students 10th grade and above	1.0 per 8 students (design capacity) under 10th grade; 1.0 per 2 students 10th grade and above	1.0 per 8 students (design capacity) under 10th grade; 1.0 per 2 students 10th grade and above	1.0 per 6 students (design capacity) under 10th grade; 1.0 per 2 students 10th grade and above
	Vocational or trade school	No minimum	1 space per 6 persons (enrolled)	1 space per 6 persons (enrolled)	1 space per 3 persons (enrolled)	1 space per 6 persons (enrolled)	1 space per 3 persons (enrolled)	1 space per 3 persons (enrolled)
	Water-dependent research facility operated by a government or educational institution	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
Health Care Uses	Hospital	No minimum	1 space per 2 beds	1 space per 2 beds	1 space per bed	1 space per 2 beds	1 space per bed	1 space per bed
	Health campus	Not applicable					1 per 4 beds, plus 1 space per 2 employees	1 per 4 beds, plus 1 space per 2 employees
	Medical or dental office or lab	No minimum	1.0 per 500 SF GFA	1.0 per 1,000 SF GFA	1.0 per 500 SF GFA	1.0 per 400 SF GFA	1.0 per 400 SF GFA; 1.0 per 200 SF GFA when in a single-family dwelling	1.0 per 250 SF GFA; 1.0 per 200 SF GFA when in a single-family dwelling
	Medical/residential campus	Not applicable					1 per 4 beds, plus 1 space per 2 employees	1 per 4 beds, plus 1 space per 2 employees
	Methadone treatment center	Not applicable	1.0 space per 1,000 SF GFA and 1.0 space per employee	Not applicable	1.0 space per 1,000 SF GFA and 1.0 space per employee	Not applicable	1.0 space per 1,000 SF GFA and 1.0 space per employee	1.0 space per 1,000 SF GFA and 1.0 space per employee
	Nursing or care home	No minimum	1.0 per 8 beds	1.0 per 8 beds	1.0 per 4 beds	No minimum	1.0 per 4 beds	1.0 per 4 beds
Transportation Uses	Airfield, airpark, airport, or airstrip	Not applicable					No minimum	No minimum
	Park and ride facility	To be determined by public transit agency plans and desired transit service levels at facility.						
	Parking facility	Not applicable						
	Parking of commercial vehicles	Not applicable					1 space	1 space
	Transit station or terminal	To be determined by public transit agency plans and desired transit service levels at facility.						
Utility Uses	Solar energy systems, large-scale	Not applicable					1.0 per 500 SF GFA (office facilities)	1.0 per 500 SF GFA (office facilities)
	Public utility uses or structures, major	Not applicable	1.0 per 1,000 SF GFA (office facilities)	Not applicable	1.0 per 1,000 SF GFA (office facilities)	Not applicable	1.0 per 500 SF GFA (office facilities)	1.0 per 500 SF GFA (office facilities)

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces								
Principal Use Category	Principal Use Type	Off-Street Parking Standards						
		RTO and LTO Zones (Base and PD)		TAC Zone (Base and PD)		NAC (Base and PD)	Inside the Capital Beltway	All Other Areas in the County
		Core	Edge	Core	Edge			
	Public utility uses or structures, minor	No minimum	No minimum	No minimum	1.0 per 1,000 SF GFA (office facilities)	1.0 per 1,000 SF GFA (office facilities)	1.0 per 500 SF GFA (office facilities)	1.0 per 500 SF GFA (office facilities)
	Wind energy conversion system, large-scale	Not applicable					1.0 per 500 SF GFA (office facilities)	1.0 per 500 SF GFA (office facilities)
Adult Uses	Adult entertainment	Not applicable					3.0 per 1,000 SF GFA	5.0 per 1,000 SF GFA
	Adult book or video store	Not applicable					3.0 per 1,000 SF GFA	5.0 per 1,000 SF GFA
Animal Care Uses	Animal shelter	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	1.0 per 500 SF GFA	1.0 per 1,000 SF GFA	1.0 per 500 SF GFA	1.0 per 500 SF GFA
	Kennel (regardless of lot size)	Not applicable					1.0 per 250 SF GFA	1.0 per 250 SF GFA
	Pet grooming establishment	1.0 per 500 SF GFA	1.0 per 500 SF GFA	1.0 per 500 SF GFA	1.0 per 250 SF GFA	1.0 per 250 SF GFA	1.0 per 250 SF GFA	1.0 per 250 SF GFA
	Veterinary hospital or clinic	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	Not applicable	1.0 per 500 SF GFA	1.0 per 1,000 SF GFA	1.0 per 500 SF GFA	1.0 per 500 SF GFA
Arts and Artisanal Production Uses	Art gallery	No minimum	1.0 per 500 SF GFA					
	Art, photography, music, dance, yoga, pilates, or martial arts studio or schools	No minimum	1.0 per 500 SF GFA					
	Manufacturing, artisan or maker	No minimum	1.0 per 2 employees				1.0 per employee	1.0 per employee
	Tattoo or body piercing establishment	No minimum	2.0 per 1,000 SF GFA				3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
Business Support Service Uses	Conference or training center	No minimum	2.0 per 1,000 SF GFA training or display space plus 1.0 per 1,000 GFA office or other administrative space	2.0 per 1,000 SF GFA training or display space plus 1.0 per 1,000 GFA office or other administrative space	3.0 per 1,000 SF GFA training or display space plus 1.0 per 1,000 GFA office or other administrative space	2.0 per 1,000 SF GFA training or display space plus 1.0 per 1,000 GFA office or other administrative space	4.0 per 1,000 SF GFA training or display space plus 2.0 per 1,000 GFA office or other administrative space	4.0 per 1,000 SF GFA training or display space plus 2.0 per 1,000 GFA office or other administrative space
	Day labor service	No minimum	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Qualified data center	Not applicable				3.0 per first 1,500 SF GFA; then 1.0 per additional 1,500 SF GFA up to 100,000 SF; then 0.20 per additional 1,000 SF above the first 100,000 SF		
	All other business support uses	No minimum	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
Eating or Drinking Establishment Uses	Alcohol production facility, small-scale; shared commercial kitchen; Restaurant; and Restaurant quick-service (without drive-through)	No minimum	6.0 per 1,000 SF seating area	6.0 per 1,000 SF seating area	8.0 per 1,000 SF seating area	8.0 per 1,000 SF seating area	8.0 per 1,000 SF seating area	10.0 per 1,000 SF seating area
	Catering or food processing for off-site consumption	2.5 per 1,000 SF GFA; in addition, for catering with seating, 1.0 per 4 seats						

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces								
Principal Use Category	**Principal Use Type**	**Off-Street Parking Standards**						
		RTO and LTO Zones (Base and PD)		**TAC Zone (Base and PD)**		**NAC (Base and PD)**	**Inside the Capital Beltway**	**All Other Areas in the County**
		Core	**Edge**	**Core**	**Edge**			
	Restaurant, quick-service (with drive-through)	Not applicable	Not applicable	Not applicable	8.0 per 1,000 SF seating area	Not applicable	8.0 per 1,000 SF seating area	8.0 per 1,000 SF seating area
Funeral and Mortuary Service Uses	Cemetery or crematory	Not applicable					3.0 spaces per acre of land used for grave space	3.0 spaces per acre of land used for grave space
	Funeral parlor or undertaking establishment	Not applicable					1.0 per 4 persons (legal occupancy)	1.0 per 4 persons (legal occupancy)
	All other funeral and mortuary services	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	1.0 per 4 persons (legal occupancy)	1.0 per 4 persons (legal occupancy)
Office Uses	Contractor's office	Not applicable			1.0 per 500 SF GFA	Not applicable	1.0 per 500 SF GFA	1.0 per 500 SF GFA
	Office, general business and professional	No minimum	1.0 per 500	1.0 per 400	1.0 per 300, up to 1,500 SF GFA; 1 per 400 above 1,500 SF GFA	1.0 per 300, up to 1,500 SF GFA; 1 per 400 above 1,500 SF GFA	1.0 per 300, up to 1,500 SF GFA; 1 per 400 above 1,500 SF GFA	1.0 per 300, up to 1,500 SF GFA; 1 per 400 above 1,500 SF GFA
	Office park	Not applicable					1.0 per 300, up to 1,500 SF GFA; 1 per 400 above 1,500 SF GFA	1.0 per 300, up to 1,500 SF GFA; 1 per 400 above 1,500 SF GFA
Personal Service Uses	Massage establishment	Not applicable					2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA
	Model studio	No minimum	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	Not applicable	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA
	All other personal service uses	No minimum	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA
Recreation/ Entertainment Uses	Amusement Park	Not applicable					Provide alternative parking plan that demonstrates overall demand is met	
	Arena, stadium, or amphitheater	Not applicable					1.0 per 5 seats	1.0 per 5 seats
	Cinema	No minimum	1.0 per 6 seats	1.0 per 5 seats	1.0 per 5 seats	1.0 per 5 seats	1.0 per 4 seats	1.0 per 4 seats
	Club or lodge, private	No minimum	1.0 per 800 SF GFA	1.0 per 800 SF GFA	1.0 per 500 SF GFA	1.0 per 800 SF GFA	1.0 per 500 SF GFA	1.0 per 500 SF GFA
	Commercial recreation attraction	Not applicable					Determined as part of the special exception approval	
	Commercial recreational facilities (privately owned) on land leased from a public agency	Not applicable					1.0 per 5 seats	1.0 per 5 seats
	Country club	Not applicable					1.0 per 3 seats	1.0 per 3 seats
	Entertainment establishment	No minimum	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	6.0 per 1,000 SF GFA	10.0 per 1,000 SF GFA
	Golf course	Not applicable					5.0 spaces per hole and 1.0 space per employee and 50 percent of spaces normally required for accessory uses	
	Golf driving range	Not applicable					1.0 per tee plus 50 percent of retail requirements for auxiliary space (pro shop, concession, etc.)	
	Nightclub	No minimum	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	6.0 per 1,000 SF GFA	10.0 per 1,000 SF GFA

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces									
Principal Use Category	**Principal Use Type**		**Off-Street Parking Standards**						
			RTO and LTO Zones (Base and PD)		**TAC Zone (Base and PD)**		**NAC (Base and PD)**	**Inside the Capital Beltway**	**All Other Areas in the County**
			Core	**Edge**	**Core**	**Edge**			
	Nonprofit recreational use		Not applicable					1.0 per 5 seats	1.0 per 5 seats
	Performance arts center		No minimum	1.0 per 6 seats	1.0 per 5 seats	1.0 per 5 seats	Not applicable	1.0 per 4 seats	1.0 per 4 seats
	Racetrack, pari-mutuel		Not applicable					Provide alternative parking plan that demonstrates overall demand is met	
	Recreation facility, indoor		No minimum	3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	5.0 per 1,000 SF GFA	5.0 per 1,000 SF GFA	6.0 per 1,000 SF GFA	6.0 per 1,000 SF GFA
	Recreation facility, outdoor		Not applicable	No minimum	Not applicable	No minimum	Not applicable	1.0 per 5 seats	1.0 per 5 seats
	Recreational or entertainment establishment of a commercial nature		No minimum	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	6.0 per 1,000 SF GFA	10.0 per 1,000 SF GFA
	Rifle, pistol, or skeet shooting range	Indoor	Not applicable					3.0 per lane or target and 1.0 per 2 employees	
		Outdoor; lot area ≤ 20 acres	Not applicable						
		Outdoor; lot area > 20 acres	Not applicable						
	Skating facility		Not applicable					1.0 per 4 patrons	1.0 per 4 patrons
	Waterfront entertainment/retail complex		Not applicable					Provide alternative parking plan that demonstrates overall demand is met	
Retail Sales and Service Uses	Automated teller machine (ATM), freestanding		2.0 per ATM						
	Bank or other financial institution		No minimum	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	1.0 per 500 SF GFA	1.0 per 800 SF GFA	1.0 per 500 SF GFA	1.0 per 400 SF GFA
	Check cashing business		Not applicable		2.5 per 1,000 SF GFA		Not applicable	3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Combination retail		No minimum	2.0 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Consumer goods establishment		No minimum	2.0 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Convenience store		No minimum	1.0 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Drug store or pharmacy		No minimum	2.0 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Farmers' market		No minimum	1.0 per 500 SF of vending area	1.0 per 500 SF of vending area	1.0 per 800 SF of vending area	1.0 per 800 SF of vending area	1.0 per 1,000 SF of vending area	1.0 per 1,000 SF of vending area
	Food and market hall		No minimum	2.0 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Grocery store or food market		No minimum	1.0 per 300 SF GFA	1.0 per 400 SF GFA	1.0 per 300 SF GFA	1.0 per 300 SF GFA	1.0 per 300 SF GFA	1.0 per 250 SF GFA
	Manufactured or modular home sales		Not applicable			1.0 per 2,500 SF GFA of gross outdoor display area	Not applicable	1.0 per 2,500 SF GFA of gross outdoor display area	
	Medical cannabis dispensary		No minimum	2.0 per 1,000 SF GFA	Not applicable	Not applicable	Not applicable	3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces								
Principal Use Category	**Principal Use Type**	**Off-Street Parking Standards**						
		RTO and LTO Zones (Base and PD)		**TAC Zone (Base and PD)**		**NAC (Base and PD)**	**Inside the Capital Beltway**	**All Other Areas in the County**
		Core	**Edge**	**Core**	**Edge**			
	Pawnshop	Not applicable					3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Tobacco shop, electronic cigarette shop, or retail tobacco business	No minimum	2.0 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	2.5 per 1,000 SF GFA	3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
Shopping Centers	25,000 to 399,999 SF of gross leasable floor area	Not applicable					All uses other than office, medical office and theater: 1.0 per 300 SF GFA	All uses other than office, medical office and theater: 1.0 per 300 SF GFA
		Not applicable					Medical Office and Office: 1.0 per 400 SF GFA	Medical Office and Office: 1.0 per 300 SF GFA
		Not applicable					Theater: 1.0 per 4 seats; if at least 20 percent of shopping center is developed with office use comprising at least 15 percent of floor area, 1.0 per 6 seats	Theater: 1.0 per 4 seats; if at least 20 percent of shopping center is developed with office use comprising at least 15 percent of floor area, 1.0 per 6 seats
	400,000 SF or more of gross leasable floor area	Not applicable					All uses other than office, medical office and theater: 1.0 per 300 SF GFA	All uses other than office, medical office and theater: 1.0 per 250 SF GFA
		Not applicable					Medical Office and Office: 1.0 per 400 SF GFA	Medical Office and Office: 1.0 per 300 SF GFA
		Not applicable					Theater: 1.0 per 4 seats; if at least 20 percent of shopping center is developed with office use comprising at least 15 percent of floor area, 1.0 per 6 seats	Theater: 1.0 per 4 seats; if at least 20 percent of shopping center is developed with office use comprising at least 15 percent of floor area, 1.0 per 6 seats
Vehicle Sales and Service Uses	Commercial fuel depot	Not applicable					1.0 per employee	1.0 per employee
	Commercial vehicle repair and maintenance	Not applicable					4.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Commercial vehicle sales and rental and Personal vehicle sales and rental	Not applicable					2 spaces per 1,000 SF GFA of building	
	Gas station	Not applicable	1.0 per 600 SF GFA	Not applicable	1.0 per 600 SF GFA	1.0 300 SF GFA	1.0 300 SF GFA	1.0 300 SF GFA

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces								
Principal Use Category	**Principal Use Type**	**Off-Street Parking Standards**						
		RTO and LTO Zones (Base and PD)		**TAC Zone (Base and PD)**		**NAC (Base and PD)**	**Inside the Capital Beltway**	**All Other Areas in the County**
		Core	**Edge**	**Core**	**Edge**			
	Personal vehicle repair and maintenance	Not applicable			3.0 per 1,000 SF GFA	Not applicable	4.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Taxi or limousine service facility	No minimum	1.0 per employee	1.0 per employee	1.0 per employee	1.0 per employee	1.0 per employee	1.0 per employee
	Vehicle and trailer rental display	Not applicable					2 spaces per 1,000 SF GFA of building	
	Vehicle parts or tire store	Not applicable					3.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Vehicle paint finishing shop and vehicle or trailer storage yard	Not applicable					4.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Vehicle towing and wrecker service	Not applicable					2 customer spaces plus 1 space per employee	
Visitor Accommodation Uses	Bed and breakfast (as accessory to single-family dwelling)	Not applicable					1 per guest room, not to exceed 8 spaces	
	Country inn	Not applicable					1.0 per guest room and 1.0 per resident caretaker	1.0 per guest room and 1.0 per resident caretaker
	Hotel or motel	No minimum	1.0 per 2 guest rooms	0.75 per guest room	1.0 per guest room	Not applicable	1.0 per guest room and 1 per 500 SF GFA of auxiliary space	1.0 per guest room and 1 per 500 SF GFA of auxiliary space
	Recreational campground	Not applicable					1.0 per campsite	
Water-Related Uses	Boat sales, rental, service, or repair	Not applicable					1.0 per 2,500 SF of gross outdoor display area	1.0 per 2,500 SF of gross outdoor display area
	Boat storage yard	Not applicable					2.0 spaces per 1,000 SF GFA of office or indoor space	2.0 spaces per 1,000 SF GFA of office or indoor space
	Marinas and marina expansions	Not applicable					1.0 per 2 boat slips	1.0 per boat slip
	Waterfront boat fuel sales	Not applicable					2.0 spaces per 1,000 SF GFA of office or indoor space	2.0 spaces per 1,000 SF GFA of office or indoor space
Extraction Uses	Sand and gravel wet-processing	Not applicable					1.0 per 2 employees	1.0 per 2 employees
	Surface mining	Not applicable					1.0 per 2 employees	1.0 per 2 employees
Industrial Service Uses	Bulk storage of gasoline	Not applicable					1.0 per 2 employees	1.0 per 2 employees
	Contractor's yard, photographic processing plant	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Fuel oil or bottled gas distribution	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Landscaping contractor's business	Not applicable					1.0 per 2 employees and 1 per vehicle operated in connection with the use	
	Printing or similar reproduction facility, small engine repair shop	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces								
Principal Use Category	**Principal Use Type**	**Off-Street Parking Standards**						
		RTO and LTO Zones (Base and PD)		**TAC Zone (Base and PD)**		**NAC (Base and PD)**	**Inside the Capital Beltway**	**All Other Areas in the County**
		Core	**Edge**	**Core**	**Edge**			
	Liquid gas storage	Not applicable					1.0 per 2 employees	1.0 per 2 employees
	Research and development	No minimum	1.0 space per 1,000 SF GFA	No minimum	1.0 space per 1,000 SF GFA	1.0 space per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Slaughterhouse	Not applicable					1.5 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
Manufacturing Uses	Abrasives and asbestos product manufacturing	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Alcohol production facility, large-scale	Not applicable					1.0 spaces per 1,000 SF GFA	1.0 spaces per 1,000 SF GFA
	Asphalt mixing plant	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Beverage bottling	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Cement manufacturing	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Concrete batching plant	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Concrete or brick products manufacturing	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Food processing	Not applicable			2.0 spaces per 1,000 SF GFA	Not applicable	2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Heavy armament fabrication	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Manufacturing, assembly, or fabrication, light	Not applicable	2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA		2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Manufacturing, assembly, or fabrication, heavy	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Paper and paperboard products	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
Warehouse and Freight Movement Uses	Cold storage plant	Not applicable			2.0 spaces per 1,000 SF GFA	Not applicable	2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Consolidated storage	Not applicable	1.0 per 4,000 SF rentable storage area	Not applicable	1.0 per 4,000 SF rentable storage area	1.0 per 4,000 SF rentable storage area	1.0 per 4,000 SF rentable storage area	1.0 per 3,000 SF rentable storage area; 4.0 per 1,000 SF office space; 2.0 per resident manager
	Distribution warehouse	Not applicable					1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA
	Motor freight facility	Not applicable					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Outdoor storage (as principal use)	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Storage warehouse	Not applicable			1.0 per 600 SF up to 3,000 SF GFA; then 1.0 per additional 3,000 SF	Not applicable	1.0 per 600 SF up to 3,000 SF GFA; then 1.0 per additional 3,000 SF	1.0 per 600 SF up to 3,000 SF GFA; then 1.0 per additional 3,000 SF
	Warehouse showroom	Not applicable			2.0 spaces per 1,000 SF GFA	Not applicable	2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces								
Principal Use Category	Principal Use Type	Off-Street Parking Standards						
		RTO and LTO Zones (Base and PD)		TAC Zone (Base and PD)		NAC (Base and PD)	Inside the Capital Beltway	All Other Areas in the County
		Core	Edge	Core	Edge			
Resource Recovery and Waste Management Uses	Class 3 fill	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Composting facility	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Concrete recycling facility	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Electronic recycling facility	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Junkyard	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Paper recycling collection center	Not applicable					1.0 per attendant plus 1.0 per commercial vehicle; minimum of 10 spaces	1.0 per attendant plus 1.0 per commercial vehicle; minimum of 10 spaces
	Recycling collection center	Not applicable	1.0 per attendant plus 1.0 per commercial vehicle	Not applicable	1.0 per attendant plus 1.0 per commercial vehicle	1.0 per attendant plus 1.0 per commercial vehicle	1.0 per attendant plus 1.0 per commercial vehicle; minimum of 10 spaces	1.0 per attendant plus 1.0 per commercial vehicle; minimum of 10 spaces
	Recycling of non-ferrous metals	Not applicable					1.0 per attendant plus 1.0 per commercial vehicle; minimum of 10 spaces	1.0 per attendant plus 1.0 per commercial vehicle; minimum of 10 spaces
	Recycling plant	Not applicable					1.0 per attendant plus 1.0 per commercial vehicle; minimum of 10 spaces	1.0 per attendant plus 1.0 per commercial vehicle; minimum of 10 spaces
	Sanitary landfill; rubble fill	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Solid waste processing facility	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Solid waste transfer station	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces								
Principal Use Category	Principal Use Type	Off-Street Parking Standards						
		RTO and LTO Zones (Base and PD)		TAC Zone (Base and PD)		NAC (Base and PD)	Inside the Capital Beltway	All Other Areas in the County
		Core	Edge	Core	Edge			
	Temporary rubble (construction and demolition debris) landfill	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Vehicle salvage yard	Not applicable					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
Wholesale Uses	Food or beverage distribution at wholesale	Not applicable					1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA
	All other wholesale uses	Not applicable					1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA

(b) Unlisted Uses

An applicant proposing to develop a use that is unlisted in Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, shall propose the amount of required parking by one of the three methods outlined in this Subsection. On receiving the application proposing to develop a use not expressly listed in Table 27-6305(a), with the proposed amount of parking, the Planning Director shall:

(1) Apply the minimum off-street parking space requirement specified in Table 27-6305(a) for the listed use that is deemed most similar to the proposed use;

(2) Establish the minimum off-street parking space requirement by reference to resources published by the Institute for Transportation Engineers (ITE), or other sources; or

(3) Require the applicant to conduct a parking demand study to demonstrate the appropriate minimum off-street parking space requirement. The study shall estimate parking demand based on an acceptable source of parking demand data. This demand study shall include relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.

(c) Mixed-Use Developments and Shared Parking

(1) Developments consisting of a mix of uses shall provide parking based on their potential to share parking between uses and thus reduce the overall parking footprint that would result from each individual use meeting minimum standards. This necessarily includes:

(A) Developments containing more than one principal institutional or commercial use; or

(B) One or more institutional or commercial uses along with at least one residential use; or

(C) Multiple industrial uses on a single property classified within the IH Zone; or

(D) Multiple industrial uses on one or more adjoining properties under the same ownership, and which are located not more than 1,000 feet away from each other, in the IH Zone.

(2) These developments shall provide parking spaces using the following shared parking method:

(A) Applicant determines the minimum parking requirement in accordance with Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for each component principal use in the development.

(B) Applicant applies the time-of-day demand factors for each of the component uses in accordance with Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors. These represent the time-specific peak demand levels expected for each principal use.

(C) Applicant calculates the sum of each column in the resulting table (rounding down all fractions). These sums represent the total estimated shared demand for each time period throughout a typical day.

(D) Applicant uses the highest of these sums as the amount of parking required for the development. (This may be subject to further reduction factors and allowances described further in this Section.)

(i) For any shared parking that includes an industrial use, the highest sum shall be greater than or equal to the minimum parking requirement for the use with the largest gross floor area. If the highest sum is less than the minimum parking requirement for the largest use, then the minimum parking requirement of the use with the largest gross floor area shall be required.

(E) An approved shared parking arrangement shall be enforced through written agreement among all the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces. The agreement shall provide all parties the right to joint use of the shared parking area for at least 10 years, and include provisions for extending the agreement after that period of time. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which a shared parking arrangement is proposed is located, for review and comment, and then to the appropriate attorney for the County for review and approval before execution. An attested copy of an approved and executed agreement shall be recorded in the Land Records of Prince George's County before issuance of a building permit for any use to be served by the shared parking area. The agreement shall be considered a restriction running with the land and shall bind the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces, and their heirs, successors, and assigns. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with PART 27-8, Enforcement.

Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors

Use	Weekday, 2:00 am – 7:00 am	Weekday, 7:00 am – 6:00 pm	Weekday, 6:00 pm – 2:00 am	Weekend, 2:00 am – 7:00 am	Weekend, 7:00 am – 6:00 pm	Weekend, 6:00 pm – 2:00 am
Office	20%	100%	20%	0%	10%	0%
Retail/ Commercial	0%	100%	80%	0%	100%	60%
Eating or Drinking Establishment	20%	80%	100%	20%	80%	100%
Residential	100%	60%	100%	100%	80%	100%
Hotel/Motel	100%	60%	100%	100%	60%	100%
Personal Services	20%	100%	40%	0%	60%	0%
Conference Center or Meeting Space	0%	60%	100%	0%	80%	100%
Industrial Uses	15%	15%	15%	15%	15%	15%
All Other Uses	Use 100% of requirements from Table 27-6305(a)					

(3) As an example of how this shared parking requirement is computed, consider the following hypothetical mixed-use development proposal, located in the core area of a Town Activity Center (TAC-Core) zone: 15,000 SF Office; 15,000 SF Conference/Meeting Space; 10,000 SF General Retail (Consumer Goods); 100 multifamily dwelling units; and 120 hotel rooms.

(A) Minimum requirements for each of these uses would be as follows:

Use	Minimum Parking Spaces Required
Office	38
Conference/Meeting Space (uses Conference or Training Center use in Parking Table)	30
General Retail	25
Multifamily Dwelling Units	120
Hotel Rooms	90

(B) Applying these minimum requirements to the shared parking methodology would yield the need for 268 spaces, as shown in Table 27-6305(c)(3): Example Shared Parking Calculation, Time-of-Day Demand Factors. Without using the sharing calculation methodology, the development would require 303 spaces, an additional 35 over the shared approach.

Table 27-6305(c)(3): Example Shared Parking Calculation, Time-of-Day Demand Factors

Use	Weekday, 2:00 am – 7:00 am	Weekday, 7:00 am – 6:00 pm	Weekday, 6:00 pm – 2:00 am	Weekend, 2:00 am – 7:00 am	Weekend, 7:00 am – 6:00 pm	Weekend, 6:00 pm – 2:00 am
Office	8	38	8	0	4	0
Retail/ Commercial	0	25	20	0	25	15
Eating or Drinking Establishment	-	-	-	-	-	-
Residential	120	72	120	120	96	120
Hotel/Motel	90	54	90	90	54	90
Personal Services	-	-	-	-	-	-
Conference Center or Meeting Space	0	18	30	0	24	30
SUM OF ALL SPACES	**218**	**207**	**268**	**210**	**203**	**255**

(4) An approved shared parking arrangement shall be enforced through written agreement among all the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces. The agreement shall provide all parties the right to joint use of the shared parking area for at least 10 years, and include provisions for extending the agreement after that period of time. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which a shared parking arrangement is proposed is located, for review and comment, and then to the appropriate attorney for the County for review and approval before execution. An attested copy of an approved and executed agreement shall be recorded in the Land Records of Prince George's County before issuance of a building permit for any use to be served by the shared parking area. The agreement shall be considered a restriction running with the land and shall bind the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces, and their heirs, successors, and assigns. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with PART 27-8, Enforcement.

(5) These provisions shall not limit the opportunity to reduce the minimum number of required off-street parking spaces through approval of an alternative parking plan that justifies the feasibility of shared parking (see Section 27-6307(c), Shared Parking for Single-Use Developments) or through other provisions of this ordinance.

APPLICANT COMMENTS: ***Applicant has highlighted the portions of this Section, Table "a", which apply to the uses of the proposed new development. To evidence conformance to this requirement, Applicant proposes providing 20 parking spaces for the carwash facility and 189 parking spaces for Phase One, 72 parking spaces for Phase Two and 88 parking spaces for Phase Three of the consolidated storage facility.***

(d) Maximum Number of Off-Street Parking Spaces

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

Table 27-6305(d): Maximum Number of Off-Street Parking Spaces			
Zone	**Use**	**Maximum Number of Parking Spaces Allowed as a Percentage of Minimum (1)**	
		Inside the Capital Beltway	**Outside the Capital Beltway**
Transit-Oriented/Activity Center base and PD zones	See Section 27-4204(b)(1)(E)(ii), Maximum Off-Street Vehicle Parking Spaces,		
All other base zones	Any use listed under the Commercial use classification	125 percent	140 percent
	Mixed-use development	125 percent	
	All other uses	No requirement	No requirement

NOTES:

(1) Each percentage listed is the percentage of the minimum number of parking spaces required in accordance with Table 27- 6305(a): Minimum Number of Off-Street Parking Spaces. The maximum number of allowed spaces shall be rounded down to the nearest whole number. Parking spaces in structured parking facilities do not count toward the maximum allowed.

(e) Electric Vehicle (EV) Charging Stations

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

APPLICANT COMMENTS: ***Paragraph (e) is addressed by the proposed new development by siting an electric vehicle charging station along with two associated parking spaces in the parking lot area between the new carwash and consolidated storage facilities. The area accessible and easily distinguishable so as to be used by those visiting the location with EVs.***

(f) Driveways Used to Satisfy Standards

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

(g) Visitor Parking

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

27-6306. Dimensional Standards for Parking Spaces and Aisles

(a) General

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

Table 27-6306(a): Minimum Dimensional Standards for Parking Spaces and Aisles (1)

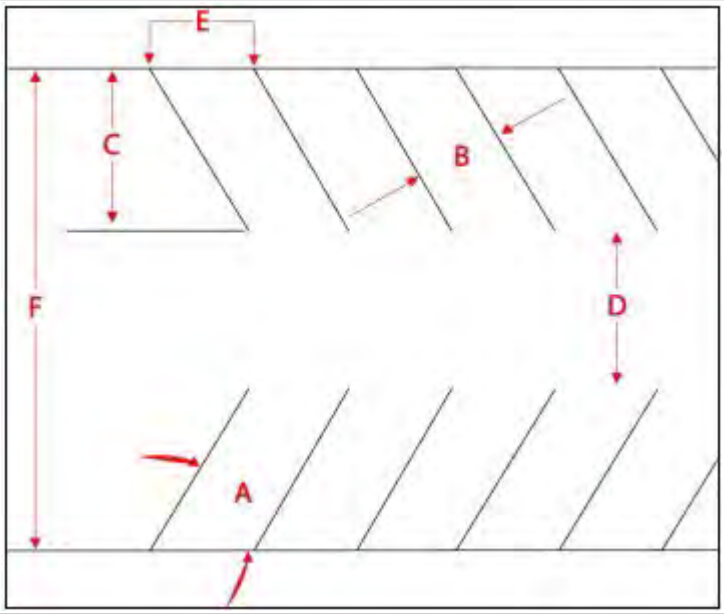
Parking Angle (degrees)	Stall Width (ft)	Stall Depth Perpendicular to Curb (ft)	Aisle Width (ft) (2)	Stall Length along Curb (ft)	Double Row + Aisle, Curb to Curb (Ft)
A	B	C	D	E	F
Residential, Public, Civic, and Institutional, and Commercial Uses ONLY					
0 (parallel parking)	8	8	11	22	27
45	9	19	12	13	50
60	9	20	15	10	50
90	9	18	22	9	58
Compact Spaces	8	16	11	16	27

NOTES:

(1) Refer to Figure 27-6306(a).2, below, for illustrations showing how dimensions for parking spaces and aisles in various configurations (A-F) are measured.

(2) For one-way traffic. Aisles for two-way traffic shall be at least 22 feet wide (for all parking angles). The Planning Director may approve an aisle width less than the minimum on determining that the aisle is sufficiently wide to allow vehicles to conveniently maneuver through the parking area and access each parking space without driving through any other parking space.

Figure 27-6306(a).2: Measurement of Parking Space and Aisle Dimensions



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

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

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

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

(c) Vertical Clearance

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

(d) Compact Parking Spaces

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

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

APPLICANT COMMENTS: ***The new development is proposing 90 degree angled parking to which, in order to conform to the requirements of the section, includes the design of 22' wide drive aisles and 9' x 18' parking spaces throughout the area of the proposed new uses of the development.***

27-6309. Bicycle Parking Standards

(a) Bicycle Racks or Lockers Required

(1) In all zones except the RTO, LTO, TAC, and NAC base and PD zones, Rural and Agricultural zones, and any Residential Zone with equal or lesser intensity than the RSF-95 Zone, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least two bicycles, regardless of the number of vehicle spaces provided (up to ten spaces). At least one additional bicycle space shall be provided for each additional ten parking spaces or major fraction thereof, provided, no more than 20 bicycle parking spaces shall be required for any single vehicular parking area. Specific requirements for particular uses are as follows:

(A) For multifamily dwellings and uses in the Group Living Uses principal use category other than private dormitories, one space shall be required per four dwelling units, with no fewer than two bicycle parking spaces provided and no more than 49 spaces.

(B) For private dormitories, 0.25 spaces per leased occupant shall be required if automobile parking is included in lease agreements or 0.4 spaces per leased occupant shall be required if automobile parking is not included in lease agreements and must be rented separately, up to a maximum of 50 spaces.

(C) For private schools, 1 space per 10 employees plus 1 space for each 20 students (in grades four and higher) of planned capacity shall be required.

(D) For private colleges and universities, one space per ten employees plus one space for each five students of planned capacity shall be required. Of these student-required spaces, generally half should be for short-term storage (outdoors and convenient to building entrances and other major destinations of the use) and the other half should be for long-term storage (which may be inside buildings, in lockers, or in other specialized covered and secured bicycle parking areas).

(2) In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof, above ten spaces.

(3) Racks must allow a bicycle's frame to rest against the rack in at least two places, and for both a wheel and section of the frame to be secured to the rack simultaneously. Racks that allow only a wheel to rest against the rack will not be counted toward meeting the minimum bicycle requirements. Applicants should consult best practices sources such as the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines* for guidance on types of racks that are appropriate to meet this requirement.

(b) Bike Parking Rack or Locker Location

(1) Required bicycle racks shall be installed on a paved surface and located in visible, well-lighted areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.

(2) In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings (subject to the approval of the operating agency or municipality with jurisdiction), provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally 3 feet on either side of a rack) for placement and removal of bicycles. Developments may count existing bicycle parking along frontage streets and in the street right-of-way toward these requirements.

(3) 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. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:

(A) Be located in a secure, clean and well-lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;

(B) Protect bicycles from weather and debris;

(C) Be signed so that directions to entrances of related uses are clearly understood;

(D) Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;

(E) Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, 7 days a week);

(F) If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);

(G) If in a parking garage for long-term bicycle parking, be clearly marked as long-term bicycle parking spaces, be in a well-lighted, visible location near the main entrance of elevators, and separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car, and be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.

(4) Bicycle parking spaces shall be placed at least three feet away from the associated structure to allow sufficient room for parking a bicycle. Bicycle racks should be installed to allow for at least 30 inches of spacing between each rack.

APPLICANT COMMENTS: ***As discussed earlier, herein, in response to other sections also referencing bikes, the proposed development is providing two 8-space bike racks at the carwash and consolidated storage facilities, for a total of 16 bicycle spaces as required for the 70 parking spaces required. While the consolidated storge involves the movement of items typically in a vehicle to or from that venue and the car wash does not provide a bike washing service, the Applicant is nevertheless providing the racks to conform to the Ordinance requirements.***

27-6310. Loading Area Standards

(a) Minimum Number of Off-Street Loading Berths

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

Table 27-6310(a): Minimum Number of Off-Street Loading Berths		
Principal Use Classification/Category	**Gross Floor Area (GFA) of Building**	**Minimum Number of Loading Berths**
Institutional and Commercial Uses		
Retail Sales and Service Uses	At least 5,000 sq. ft. but less than 10,000 sq. ft.	1
	At least 10,000 sq. ft. but less than 100,000 sq. ft.	2

Table 27-6310(a): Minimum Number of Off-Street Loading Berths		
Principal Use Classification/Category	**Gross Floor Area (GFA) of Building**	**Minimum Number of Loading Berths**
	Each additional 100,000 sq. ft. or major fraction thereof	add 1
Shopping Centers	At least 25,000 sq. ft. and up to 100,000 sq. ft.	3 for the entire shopping center
	Each additional 100,000 sq. ft. or major fraction thereof	add 1
Household Living Uses (Multifamily only) and Group Living Uses (Assisted Living Facility only	At least 100 dwelling units and up to 300 dwelling units	1
	Each additional 200 dwelling units or major fraction thereof	add 1
Healthcare Uses, Business Support Service Uses, Office Uses, Personal Service Uses, and Visitor Accommodation Uses (Hotel/Motel only)	At least 10,000 sq. ft. and up to 100,000 sq. ft.	1
	Each additional 100,000 sq. ft. or major fraction thereof	add 1
Industrial Uses		
Industrial Service Uses and Manufacturing Uses	At least 2,000 sq. ft. but less than 25,000 sq. ft.	1
	At least 25,000 sq. ft. but less than 50,000 sq. ft.	2
	Each additional 50,000 sq. ft. or major fraction thereof	3
Warehouse and Freight Movement Uses (except Consolidated Storage)	At least 1,500 sq. ft. and up to 10,000 sq. ft.	1
	Each additional 40,000 sq. ft. or major fraction thereof	add 1

(b) Dimensional Standards for Loading Areas

Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general industrial, distribution, or warehousing uses. For all other uses, a berth as short as 33 feet may be allowed. The Planning Director may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.

(c) Location of Loading Areas

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

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

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

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

Figure 27-6310(c): Loading Area Configuration

APPLICANT COMMENTS: ***Section 27-6310, along with its accompanying tables, provide guidance on the number and size of loading spaces required by the proposed development. Consistent with the requirements, the Applicant is providing four 15' x 19' signed and striped loading spaces in Phase One, three 15' x 19' loading spaces in Phase Two & six 15' x19' loading spaces in Phase Three of the consolidated storage building. No loading spaces are provided for the carwash use inasmuch as the Ordinance has no such requirement. Further, Applicant notes while the consolidated storage does not require loading spaces in the traditional sense, Applicant is providing loading spaces for individual/self-serve use as shown on the plans.***

Sec. 27-6400 Open Space Set-Asides

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

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification.

Table 27-6403: Required Open Space Set-Asides

Use Classification	Minimum Open Space Set-Aside Area (as percentage of development site area)			
	Rural and Agricultural Base Zones	Residential Base and PD Zones	Nonresidential Base Zones and IE-PD Zone	Transit-Oriented/Activity Center Base and PD Zones, MU-PD Zone
Residential Uses	20%	20%	15%	7.5%
Public, Civic, and Institutional Uses	10%	10%	7.5%	5%
Commercial Uses and Mixed-Uses	10%	10%	7.5%	5%
Industrial Uses	10%	10%	5%	5%

Open space set-aside requirements shall not replace requirements for open spaces, mandatory dedication of parkland, stormwater management, or other similar requirements imposed by any other Subtitle of the County Code. However, such requirements may be counted toward open-space set asides pursuant to Section 27- 6404(b), below.

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

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

Table 27-6404(a): Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	**Description**	**Design and Maintenance Requirements**
Natural Features		
	Natural features (including lakes, ponds, rivers, streams, bays, shorelines, wetlands, drainageways, and other riparian areas), riparian buffers, flood hazard areas, steep slopes (15 percent or more), wildlife habitat and woodland conservation areas established in accordance with Division 2 of Subtitle 25: Trees and Vegetation of the County Code	Preservation of any existing natural features shall have highest priority for locating open space set-asides, except in the Transit-Oriented/Activity Center base and planned development zones, the IE and IH base zones, and the IE-PD zone. Maintenance is limited to the minimum removal and avoidance of hazards, nuisances, and unhealthy conditions.
Active Recreational Areas		
	Land occupied by areas and facilities used for active recreational purposes, such as ballfields, playgrounds, tennis courts, pools, jogging trails, community buildings and clubhouses, and land dedicated for parks in accordance with Subtitle 24: Subdivision Regulations, Section 24-4600, Parklands and Recreation Facilities.	Active recreational areas may occupy up to 100 percent of the open space set-asides (if no natural features exist on the site) except in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones, and the IE-PD zone. No less than 35 percent of the total open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and PD zones shall consist of active recreational areas. Active recreational areas shall be compact and contiguous, to the maximum extent practicable, unless used to link or continue existing or public open space lands.
Passive Recreation (Including Plantings and Gardens)		
	Formally planned and regularly maintained open areas that provide passive recreation opportunities, including arranged plantings, gardens (including community gardens), gazebos, and similar structures.	Passive recreation shall have direct access to a sidewalk or pedestrian walkway that connects to the street.
Squares, Forecourts, and Plazas		

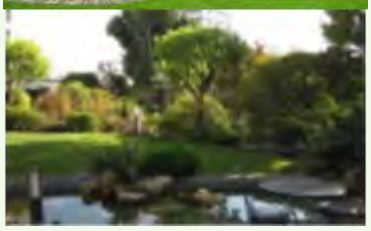
Table 27-6404(a): Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	**Description**	**Design and Maintenance Requirements**
	Squares, forecourts, plazas, and civic greens that provide opportunities to create special places for people to gather.	Such features shall be at least 600 square feet in area. Such features shall have direct access to a street or sidewalk and shall be designed to accommodate people sitting and gathering, incorporating benches, tables, fountains, or other similar amenities. Surrounding buildings shall be oriented toward the square, forecourt, or plaza when possible, and a connection shall be made to surrounding development. No less than 50 percent of the total open space set-aside area within the core area of a Transit-Oriented/Activity Center base or PD zone shall be a square, forecourt, or plaza.
Required Landscape Areas and Agricultural Buffer		
	All areas occupied by required landscaping areas, tree protection areas, and riparian buffers, and agricultural buffers, except landscaped area within vehicular use areas.	See Landscape Manual and Sec. 27-61300, Agricultural Compatibility Standards.
Stormwater Management Areas Treated as Site Amenities		
	Up to 75 percent of the land area occupied by stormwater management facilities (including retention and detention ponds and other bioretention devices), when such features are treated as an open space site amenity.	To qualify, stormwater management facilities shall support passive recreation uses by providing access, gentle slopes (less than 3:1), and pedestrian elements such as paths and benches, and shall be subject to a maintenance agreement approved by the operating authority or agency having regulatory authority over the facility.
Public Access Easements with Paths or Trails		

Table 27-6404(a): Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	**Description**	**Design and Maintenance Requirements**
	Public access easements that combine utility easements with paths or trails that are available for passive recreational activities such as walking, running, and biking	Such public access easements shall include at least one improved access from a public street, sidewalk, or trail that includes signage designating the access point.

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

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

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

(a) Private yards not subject to an open space or conservation easement;

(b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;

(c) Vehicular parking areas or lots (excluding the landscaped areas);

(d) Driveways for dwellings;

(e) Land covered by structures not designated for active recreational uses;

(f) Designated outdoor storage areas; and

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

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

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

(a) Location

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

(b) Configuration

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

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

(c) Orientation of Adjacent Buildings

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

Figure 27-6406(b).1: Example Open Space Set-Aside Configuration

Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development

Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development

(d) Prioritization of Open Space Set-Aside

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

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

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

(C) Protected trees and other mature trees;

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

(E) Lands with active agricultural uses and activities;

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

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

(H) Historic and archeological features.

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

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

Development consisting of multiple industrial uses on property in the IH Zone may provide open space set-asides based upon the total development in-lieu of providing individual open space set-asides for individual uses on individual lots. This provision includes: (1) multiple industrial uses on a single property in the IH Zone, or (2) multiple industrial uses on one or more adjoining properties under the same ownership (and which are located not more than 1,000 feet away from each other) in the IH Zone. These developments shall provide open space set-asides using the following method:

(1) Applicant calculates the sum amount of open space set-aside required for each individual industrial use or lot.

(2) The total sum of open space set-aside required may be placed on any portion of the area included in the calculation.

27-6407. Development in Open Space Set-Asides

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

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

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

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

(2) Conveyance of open space set-aside areas to a third party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;

(3) Establishment of easements or covenants; or

(4) If public stormwater management facilities are treated as site amenities, through stormwater management easements.

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

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

APPLICANT COMMENTS: ***The new development proposes the provision of 24% green open space set-asides in Phase One, 24% green open space set-asides in Phase Two and 21% green open space set-asides in Phase Three of the proposed development. All of the "set-asides" fall within the areas identified in Sections 6404 and 6405 which express areas that may count toward satisfying the open space requirements and conform to the design requirements of 6406. The majority of the set-asides is comprised of incompatible use buffers along the southern & western property lines—the paragraph (d)(1)(E) of the Section 6406 prioritization. These buffers and the remaining spaces, comprised of islands within the parking lots and around the buildings, are consistent with the intent of Figure 6406 (b).3***

Sec. 27-6600 Fences and Walls

27-6602. General Standards

(a) General

(1) Fences and walls shall be located outside of the public right-of-way.

(2) Fences and walls are allowed on the property line between two or more parcels of land held in private ownership.

(3) Fences and walls may be located within any required yard.

(4) Nothing in this Section shall be construed to prevent the installation of temporary fencing to protect existing trees, limit sedimentation, or control erosion.

(b) In Utility Easements

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

(c) Within Required Landscaping Areas

Fences and walls may be installed within required landscaping areas, subject to an approved landscaping plan.

(d) Avoidance of Traffic Hazards

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

27-6603. Height Standards

(a) General

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

Table 27-6603(a): Fence and Wall Height			
Location on Lot	**Maximum Height (feet) (1)**		
	Residential and Rural and Agricultural Base Zones, Residential PD Zones	**Non- residential Base Zones and IE-PD Zone**	**Transit-Oriented/ Activity Center Base and PD Zones**
Within a required front yard, build-to zone, corner lot side yard in front of the principal building (2)	4	4	4
Within any other required yard or in corner side yard behind the front plane of the principal building	6	6	6

NOTES:

(1) Fence or wall height may be increased through the security plan exemption in accordance with Section 27-6610, Security Exemption Plan.

(2) The maximum height of a fence or wall within a front yard, corner lot side yard, or build-to zone is 8 feet when the fence or wall is required by a use-specific standard or special exception standard at this height or is part of a community garden or urban agriculture use, unless the fence may block a motorists' line of sight (see Section 27-6602(d), Avoidance of Traffic Hazards).

(b) Administrative Waiver Request

(1) Customary fencing provided as a part of a permitted tennis court, athletic field, or other recreational facility shall be exempt from the height standards in this Section.

(2) Fence heights may be increased further through an approved security exemption plan (see Section 27-6610, Security Exemption Plan).

(3) Fences up to eight feet in height are allowed for community gardens and urban agriculture uses (see Section 27-5102(b)(1)(A), Community Garden and Section 27-5102(b)(1)(C), Urban Agriculture).

(4) Walls up to eight feet in height are allowed to screen service and loading areas, if they comply with the setback requirements for the associated building.

(c) Measurement of Height

Fence or wall height shall be measured in accordance with the following standards:

(1) Fence or wall height shall be measured from the top of the fence or wall, defined as the highest point, not including supporting columns or posts, above grade, to the grade on the side of the fence or wall where the grade is the lowest, but excluding the height of any retaining wall directly beneath the fence or wall.

(2) Supporting columns or posts shall not extend more than 18 inches above the top of the fence or wall.

(3) Safety railings required by the Building Code shall not be included in fence height measurements.

27-6604. Materials

(a) General

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

(1) Masonry, concrete, or stone;

(2) Ornamental metal, except that fencing shall not incorporate spiked tops within a residential zone without approval of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan;

(3) Painted wood, pressure treated wood, or rot-resistant wood such as cedar, cypress, or teak;

(4) Composite materials designed to appear as wood, metal, or masonry;

(5) Metal (wrought iron, welded steel; and/or electro-statically plated black aluminum, except chain-link fencing);

(6) Vinyl;

(7) Walls clad with substrate material intended to support living vegetation; and

(8) Any material demonstrated by the applicant to have a similar or equal appearance and durability as a material listed in Subsections (1) through (7) above, as determined by the Planning Director (or decision-maker if the fence or wall is associated with a parent application).

(b) Transit-Oriented/Activity Center Zones

Fences and walls in the Transit-Oriented/Activity Center base and PD zones shall be constructed of any one or more of the following materials:

(1) Native/regional stone and equivalent imitation stone;

(2) Brick;

(3) Stucco or decorative concrete block or poured concrete (only when a brick or stone coping is provided);

(4) Painted or stained wood;

(5) Metal (wrought iron, welded steel and/or electrostatically plated black aluminum), for fences and gates only; or

(6) Black vinyl-coated chain link fences, only for schools, recreational facilities, daycare facilities, and similar outdoor uses.

(c) Prohibited Materials

The following fence types or materials are prohibited:

(1) Barbed and/or razor wire, unless approved as part of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan, or on land with an agricultural use, or on land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility;

(2) Fences constructed of chicken wire, corrugated metal, fabric materials, fiberboard, garage door panels, plywood, rolled plastic, sheet metal, debris, or waste materials, unless such materials are recycled and reprocessed for marketing to the general public, as building materials designed to resemble new building materials (e.g., picket fencing made from recycled plastic and fiber);

(3) Except where used to prevent wildlife from consuming produce in an urban agriculture use or community garden, chain link fences in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones except the IH base zone, and the IE-PD and MU-PD zones; and

(4) Above-ground fences that carry electrical current, except as used for the purposes of enclosing livestock in the Rural and Agricultural base zones and in the RE and RR zones (nothing shall prohibit below-ground electrical fences intended for the keeping of pets).

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

Except in the IH base zone, fences or walls that are located within 15 feet of a street right-of-way shall:

(a) Be of a uniform style;

(b) Be constructed of brick, stone, concrete (when covered with stucco or similar finish), vinyl, or vertical wooden boards; and

(c) Include breaks, offsets of at least one foot, access points, or other design details in the fence or wall plane at least every 200 feet. (see Figure 27-6605(c): Fence and Wall Offsets.)

Figure 27-6605(c): Fence and Wall Offsets

27-6606. Appearance

(a) Finished Side to Outside

Unless it is used to enclose livestock, wherever a fence or wall is installed, if one side of the fence or wall appears more "finished" than the other (e.g., one side of a fence has visible support framing, such as vertical posts and horizontal rails, and the other—the more "finished" side—does not, or one side of a wall has a textured surface and other—the more "finished" side—does not), then the more "finished" side of the fence shall face the exterior of the lot rather than the interior of the lot. (see Figure 27-6606(a): Fence with Finished Side Out.)

Figure 27-6606(a): Fence with Finished Side Out

(b) Compatibility of Materials along a Single Lot Side

All fencing or wall segments located along a single lot side shall be composed of a uniform style, materials, and colors, except when the Historic Preservation Commission requires an alternative appearance in accordance with the regulations in Subtitle 29: Preservation of Historic Resources of the County Code.

(c) Fence and Wall Landscaping

All fences and walls exceeding 4 feet in height, if located within 15 feet of a street right-of-way, shall be supplemented with landscape screening in accordance with the standards in Section 27-6606(c)(1) and Section 27-6606(c)(2) below, to soften the visual impact of the fence. These standards shall not apply to fences in any single-family residential zone (the RSF-A Zone and any other zone of lesser intensity per Section 27-4102(b)). (see Figure 27-6606(c): Fence and Wall Landscaping).

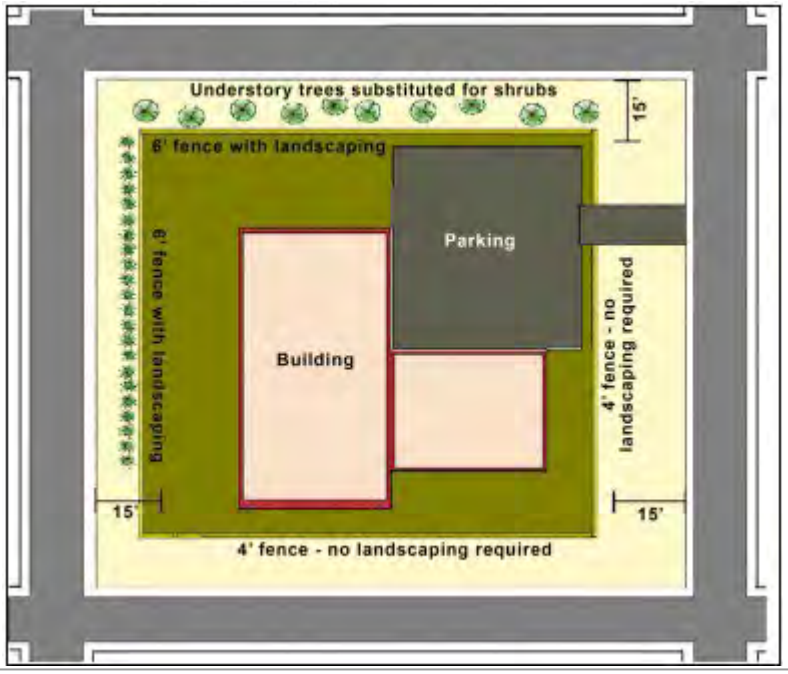
(1) Shrubs Required

At least one evergreen shrub shall be installed for every five linear feet of fence or wall, on the side of the fence or wall facing the public street right-of-way. Shrubs may be installed in a staggered, clustered, grouped, or linear fashion. See Figure 27-6606(c): Fence and Wall Landscaping.

(2) Substitution of Shade Trees

One shade or ornamental tree may be substituted for every three shrubs provided that the tree meets the size standards of the Landscape Manual.

Figure 27-6606(c): Fence and Wall Landscaping



27-6607. Fence and Wall Construction

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

27-6608. Gates

Gates shall comply with the following standards:

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

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

27-6609. Retaining Walls

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

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

- **(1)** A structure's foundation wall, or
- **(2)** As necessary to construct a driveway from the street to a garage or parking area, or
- **(3)** As otherwise expressly allowed by this Ordinance.

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

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

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

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

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

(g) All retaining walls shall comply with the Building Code.

APPLICANT COMMENTS: ***No retaining walls are proposed within the proposed development.***

27-6610. Security Exemption Plan

(a) A landowner in need of heightened security may submit to the Planning Director a security exemption plan proposing a fence or wall taller than those permitted by this Section, an electric fence, or proposing the use of barbed and/or razor wire atop a fence or wall for security reasons.

(b) The Board of Appeals may approve or approve with conditions, the security exemption plan, upon finding all of the following:

(1) Need for Safety or Security Reasons

The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage than surrounding land, or represent a significant hazard to public safety without:

- **(A)** A taller fence or wall;
- **(B)** An electric fence; or
- **(C)** Use of barbed and/or razor wire atop a fence or wall.

(2) No Adverse Effect

The proposed fence or wall will not have a significant adverse effect on the security, functioning, appearance, or value of adjacent lands or the surrounding area as a whole.

(c) If the Board of Appeals finds the applicant fails to demonstrate compliance with Sections 27-6610(b)(1) and 27-6610(b)(2) above, the security plan shall be disapproved.

APPLICANT COMMENTS: ***The new development proposes utilizing an existing 6' board on board fence along the southern property line, as part of the incompatible use buffer. The proposed screen fence around the outdoor storage area in Phase Two of the proposed development conforms to the requirements of 27-5203 (9)(E) Standards Specific to Accessory Uses and Structures – Outdoor Storage (as an Accessory Use). This fence also comports with the Section 6603 height and Section 6604 material requirements of the Ordinance.***

Sec. 27-6700 Exterior Lighting

27-6706. General Standards for Exterior Lighting

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

(a) Hours of Illumination

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

(b) Shielding with Full Cut-off Fixtures

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

Figure 27-6706(b).1: Full Cut-off Fixtures

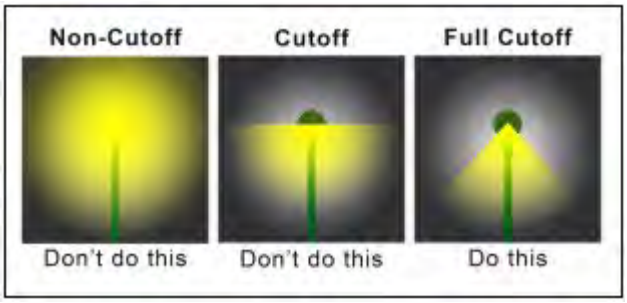
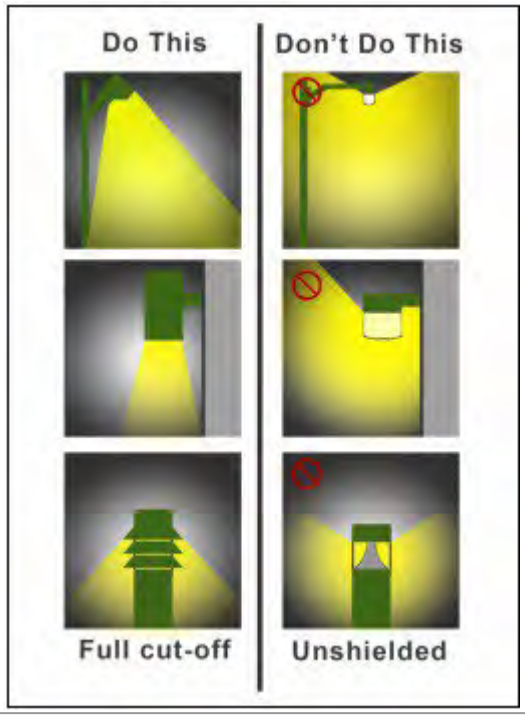


Figure 27-6706(b).2: Examples of Fully-Shielded Light Fixtures



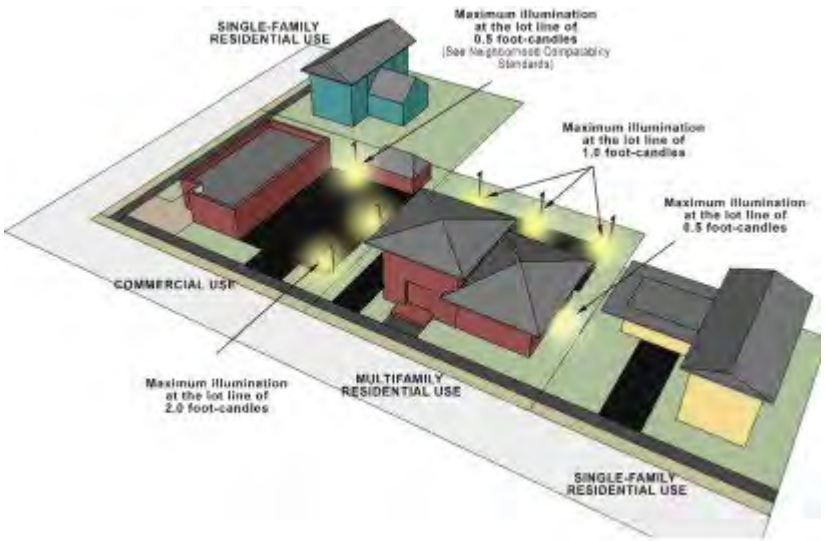
(c) Maximum Illumination Levels

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

Table 27-6706(c).1: Maximum Illumination Levels

Type of Use Abutting a Lot Line	Maximum Illumination Level at Lot Line (Foot-Candles)
Residential use or vacant land in the Rural and Agricultural base zones and the Residential zones (except multifamily, townhouse, and live/work uses, and all uses in the Group Living Use Category)	0.5
Multifamily, townhouse, and live/work uses, all uses in the Group Living Use Category, all uses in the Public, Civic, and Institutional Use Category, and residential uses in the IE, IH, and IE-PD zones.	1.0
Commercial or mixed uses, residential uses, or vacant land in the Transit-Oriented/Activity Center base and PD zones, the MU-PD zone, and the CN, CS, and CGO base zones (including parking facilities)	2.0
Industrial uses and vacant land in the IE and IH base zones, and the IE-PD zone (including parking facilities)	3.0
Parking facilities (when provided/built as stand-alone uses)	2.5

Figure 27-6706(c).2: Maximum Illumination Levels



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

(d) Maximum Height

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

Table 27-6706(d): Maximum Height for Exterior Lighting

Zone	Maximum Height
Rural and Agricultural base zones	16 feet
Residential zones	16 feet
Transit-Oriented/Activity Center base and PD zones and MU-PD zone	20 feet
Nonresidential base zones and IE-PD zone	30 feet
Within 100 feet of a Residential zone	16 feet

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

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

(a) Awnings

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

(b) Canopies

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

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

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

(c) Sports and Performance Venues

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

(d) Wall Pack Lights

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

(e) Pedestrian Lighting

Pedestrian light fixtures shall comply with the following:

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

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

Figure 27-6707(e): Examples of Pedestrian Bollard Lamps

(f) Decorative Landscaping and Lighting

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

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

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

27-6708. Measurement

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

27-6709. Security Exemption Plan

(a) A landowner may submit a security plan to the Planning Director proposing exterior lighting that deviates from the standards in this Section. The Planning Director shall approve or approve with conditions the security plan and its proposed deviation from the standards, upon finding that the applicant demonstrates:

(1) The proposed deviation from the standards is necessary for the adequate protection of the subject land, development, or the public;

(2) The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage, or members of the public are at greater risk for harm than on surrounding land without the additional lighting; and

(3) The proposed deviation from the standards is the minimum necessary, and will not have a significant adverse effect on neighboring lands.

(b) If the Planning Director finds the applicant fails to demonstrate compliance with Subsections 27-6709(a)(1) through 27-6709(a)(3) above, the security plan shall be disapproved.

APPLICANT COMMENTS: Photometric plans provided with this submission correlate to the applicable foot candle requirements for the new uses proposed within the development and at the relevant property lines. Additionally, poles fall within the allowable heights allowed for light poles for the zone.

Sec. 27-61000 Nonresidential and Mixed-Use Form and Design Standards

27-61002. Nonresidential and Mixed-Use Form and Design Standards

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

(a) Large Retail Establishments

New large single-use retail buildings shall also comply with the standards in Section 27-61003, Large Retail Establishment Form and Design Standards.

(b) Building Orientation

(1) Front Streets

The front façade of all buildings, as defined by the primary entrance, shall be oriented on and front onto a street, a courtyard, or plaza. See Figure 27-61002(a): Example of Building Orientation.

Figure 27-61002(a): Example of Building Orientation

(2) Single-Building Development

To the maximum extent practicable, all single-building developments should be configured with the long axis of the building parallel to the street it fronts, or be consistent with existing development patterns, rather than being sited at unconventional angles.

(3) Multi-Building Development

(A) The primary entrances of buildings shall be oriented towards a street along the perimeter of a development, towards streets or driveways interior to the development, or towards open space areas, courtyards, or plazas.

(B) Developments totaling 120,000 or more square feet of floor area that are composed of multiple buildings shall be configured to accomplish any one or combination of the following:

(i) Break up the site into a series of smaller "blocks" defined by on-site streets, vehicle accessways, pedestrian walkways, or other circulation routes, as appropriate;

(ii) Frame the corner of an abutting street intersection or entry point to the development;

(iii) Frame and enclose a "Main Street" pedestrian or vehicle access corridor within the development site, if appropriate; and

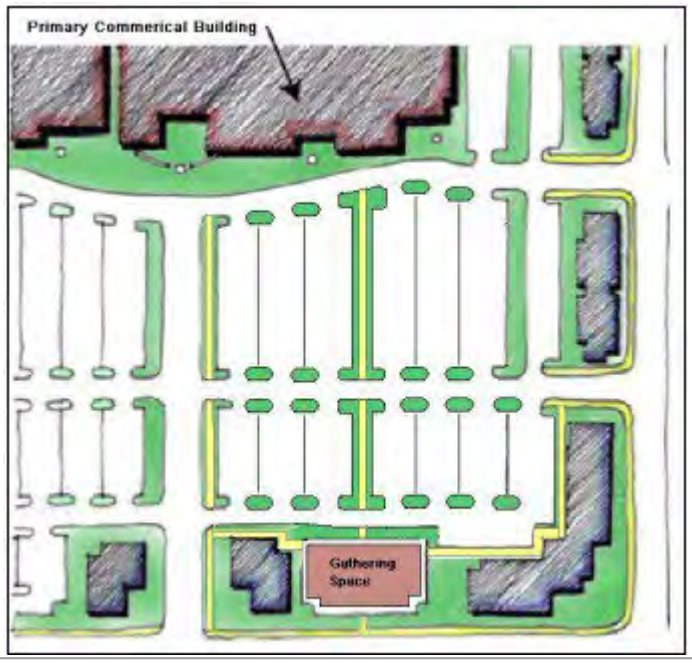
(iv) Frame and enclose outdoor dining or gathering spaces for pedestrians between buildings.

(c) Outparcel Development

(1) To the maximum extent practicable, outparcels and their buildings should be configured and located to define street edges, development entry points, and spaces for gathering or seating between buildings.

(2) Spaces between buildings on outparcels shall be configured with small scale pedestrian amenities such as plazas, seating areas, pedestrian connections, and gathering spaces. (see Figure 27-61002(c): Outparcel Development.)

Figure 27-61002(c): Outparcel Development

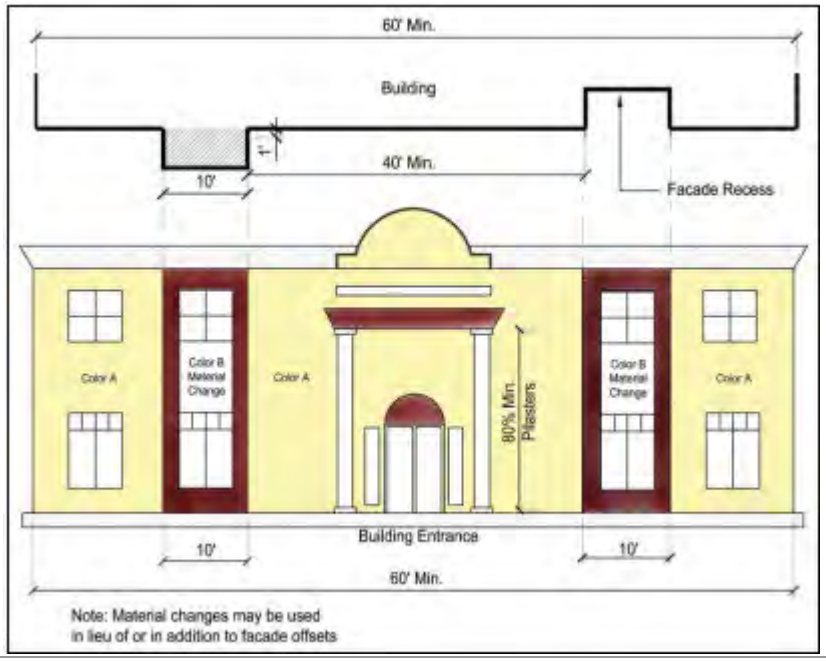


(d) Façade Articulation

(1) Offsets Required

Street-facing front building façades that are greater than 60 feet wide shall be articulated with wall offsets (e.g., projections or recesses in the façade plane) that are at least one foot deep, at least ten feet wide, and spaced no more than 50 feet apart (see Figure 27-61002(d)(1): Example of Front Façade Offsets).

Figure 27-61002(d)(1): Example of Front Façade Offsets



(2) Offset Alternatives

The following techniques may be used (alone or in combination with other techniques and/or wall offsets) as an alternative to the required front façade offsets (see Figure 27-61002(d)(2): Façade Massing):

(A) Changes in façade color or material that follow the same dimensional standards as the offset requirements;

(B) Columns or pilasters that are at least eight inches deep and at least eight inches wide, and have a height equal to at least 80 percent of the façade's height; or

(C) Roofline changes that vertically align with a corresponding wall offset or change in façade color or material, including changes in roof planes and changes in the height of a parapet (such as extending the top of pilasters above the top of the parapet).

Figure 27-61002(d)(2): Façade Massing

(3) Side and Rear Façades

Any street-facing side or rear façades of buildings shall be articulated with the same façade details as provided on the building's front façade, or be screened from off-site views through fences, walls, or landscaping.

(4) Outbuildings

Outbuildings located in front of other buildings within the same development shall include a consistent level of façade articulation and architectural detail on all sides of the building, as well as exterior materials and colors that are compatible with the primary building in the development.

(e) Façade Materials

(1) With the exception of development within the Innovation Corridor as designated in the Strategic Investment Map in the General Plan, parcels fronting US 1 located south of the Innovation Corridor to the border with Washington, D.C., and parcels fronting 34th Street between Shepard Street and Otis Street, the use of aluminum siding, vinyl siding, corrugated metal siding, or other metal cladding is prohibited on any façade visible from a street right-of-way. Nothing shall limit the use of high-quality, decorative metal (e.g., brass, copper, steel) as a building accent material.

(2) Primary façade materials shall not change at outside corners, but extend along any side façade visible from a street right-of-way. In all instances the extension shall be a minimum of 20 feet, with the exception of materials that may change where side or rear wings meet the main body of the structure. Where two or more materials are proposed to be combined on a façade, the heavier and more massive elements shall be located below the lighter elements (i.e., brick shall be located below stucco or wood). The heavier material may be used as a detail on the corner of a building or along cornices or windows.

(f) Building Façade Fenestration/Transparency

Unless more restrictive requirements are established elsewhere in this Ordinance, at least 25 percent of the street-facing façade area of the ground-level floor of buildings (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.

(g) Roofs

(1) Sloped roofs on principal buildings over 100 feet in length shall include two or more different sloping roof planes, each with a minimum pitch between 3:12 and 12:12.

(2) Flat roofs on principal buildings shall be concealed by parapets that extend at least three feet above the roof level.

(3) All roof-based mechanical equipment, as well as vents, pipes, antennas, satellite dishes, and other roof penetrations (except chimneys), shall be located on the rear elevations or otherwise be configured, to the maximum extent practicable, to have a minimal visual impact as seen from the street.

(h) Location of Off-Street Parking

(1) Inside the Capital Beltway

Inside the Capital Beltway, and to the maximum extent practicable, development shall be configured to locate all required surface off-street parking to the side or rear of the front façade of the building. Buildings of two or more stories may locate one bay of off-street parking between the primary building entrance and the street the building faces.

(2) Outside the Capital Beltway

Unless more restrictive requirements are established elsewhere in this Ordinance, development outside the Beltway shall, to the maximum extent practicable, locate a minimum of 50 percent of the surface parking to the side or rear of the buildings.

(i) Loading, Service, and Equipment Areas

(1) Loading, service, and equipment areas shall be located in a manner that minimizes their visibility from off-site areas, to the maximum extent practicable.

(2) Outdoor storage areas shall be fully screened from adjacent streets and single-family detached dwellings.

(3) Loading, service, and equipment areas that are associated with an outparcel building shall be screened through the use of structural elements and similar materials attached to and integrated with the building.

27-61003. Large Retail Establishment Form and Design Standards

(a) General

In addition to the general nonresidential and mixed-use form and design standards in Section 27-61000, Nonresidential and Mixed-Use Form and Design Standards, combination retail establishments and single-tenant buildings that have a gross floor area of 75,000 square feet or more and devote 60 percent or more of the total floor area to retail sales activities ("large retail buildings") shall also comply with the following standards. If there is a conflict between these standards and those in Section 27-61000, Nonresidential and Mixed-Use Form and Design Standards, these standards control. (see Figure 27-61003(a): Examples of Large Retail Establishments.)

Figure 27-61003(a): Examples of Large Retail Establishments

(b) Building Entrances

(1) Buildings shall have clearly defined, highly visible customer entrances featuring no less than three of the following:

(A) Canopies or porticos above the entrance;

(B) Roof overhangs above the entrance;

(C) Entry recesses or projections;

(D) Arcades that are physically integrated with the entrance;

(E) Raised corniced parapets above the entrance;

(F) Gabled roof forms or arches above the entrance;

(G) Outdoor patios or plazas next to the entrance;

(H) Display windows that are directly next to the entrance;

(I) Architectural details, such as tile work and moldings, that are integrated into the building structure and design and are above or next to the entrance; or

(J) Integral planters or wing walls that incorporate landscaped areas or seating areas.

(2) All portions of buildings designed to appear as customer entrances shall be functional customer entrances.

(c) Façades and Massing

(1) Maximum building footprints in the Transit-Oriented/Activity Center base and PD zones are listed according to the zone in which the building is located in Table 27-61003(c)(1): Maximum Building Footprints in the Transit-Oriented/Activity Center Base and PD Zones.

Table 27-61003(c)(1): Maximum Building Footprints in the Transit-Oriented/Activity Center Base and PD Zones

Zone	Maximum Building Footprint (square feet)
NAC	50,000
TAC	75,000
LTO	75,000
RTO-L	50,000
RTO-H	40,000

(2) To reduce their perceived mass and scale, buildings shall incorporate two or more of the following design elements on each façade facing a street:

(A) Variations in roof form and parapet heights;

(B) Pronounced wall offsets that are at least two feet deep;

(C) Distinct changes in texture and color of wall surfaces;

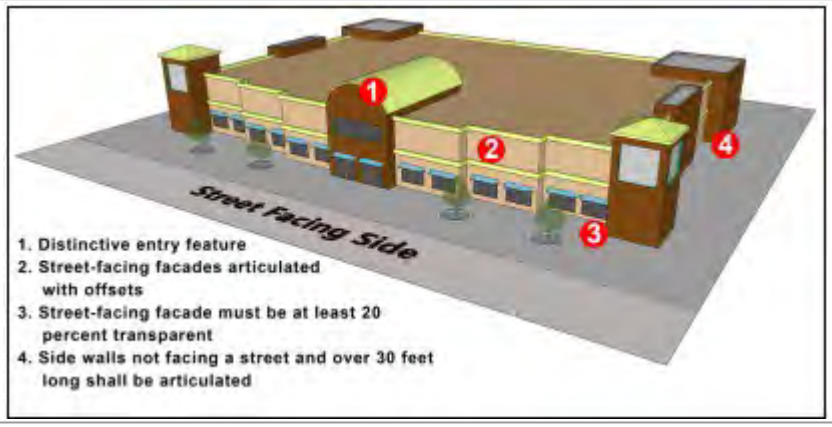
(D) Ground level arcades and second floor galleries or balconies;

(E) Protected and recessed entries; and

(F) Vertical accents or focal points.

(3) Side building walls that do not face a street and exceed 30 feet in length shall have façade-articulating elements such as columns and/or changes in plane, texture, or masonry pattern. (see Figure 27-61003(c)(3): Large Retail Building Entrances and Massing.)

Figure 27-61003(c)(3): Large Retail Building Entrances and Massing



(d) Building Façade Fenestration/Transparency

Unless more restrictive requirements are established elsewhere in this Ordinance, at least 20 percent of the street-facing façade area of the ground-level floor of buildings (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.

(e) Off-Street Parking Location Standards

(1) Unless more restrictive requirements are established elsewhere in this Ordinance, development outside the Capital Beltway may only locate up to 50 percent of the surface parking between the front façade and the street it faces. The remaining surface parking shall, to the maximum extent practicable, be located to the side or rear of the building.

(2) Inside the Capital Beltway, and to the maximum extent practicable, development shall be configured to locate all required surface off-street parking to the side or rear of the front façade of the building.

(3) Off-street surface parking lots with 300 or more spaces shall be organized into a series of parking bays surrounded by buildings, landscaping, or accessways designed to appear as streets. (see Figure 27-61003(e): Large Retail Parking Lot with Over 300 Spaces.)

(4) Notwithstanding the provisions of Subsections (1), (2), or (3) above, if any part of a parcel containing a large retail use is located within 660 feet of a heavy rail transit station:

(A) At least 50 percent of parking for the large retail use shall be located in a parking structure; and

(B) The building façade containing the primary pedestrian entrance to the large retail use shall also contain at least one additional direct pedestrian entrance per 100 linear feet of building facade leading directly from outside the structure to the large retail use or to another primary use located in the same structure.

Figure 27-61003(e): Large Retail Parking Lot with Over 300 Spaces

APPLICANT COMMENTS or AC: ***Architectural plans provided with this submission address the building façade articulation offsets, materials and fenestration/transparency requirements have expressed in various sections of 61000 with detail on the plans and more below.***

Sec. 27-61100 Industrial Form and Design Standards

27-61102. Industrial Form and Design Standards

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

(a) Building Orientation

(1) Single-Building Development

An industrial development composed of a single building shall orient the building façade containing its primary patron entrance to face the street from which the building derives its street address.

AC: Primary entrance of the Consolidated Storage building faces the Bowie Marketplace Center which portion of the center is between that building the street, Annapolis Road, from which the new building will derive its street address

(2) Multi-Building Development

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

(3) Accessory Uses and Structures

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

(b) Façade Articulation

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

(1) Wall Plane Horizontal Articulation

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

AC: Uninterrupted facades for the Consolidated Storage building do not exceed 60 feet.

(2) Vertical Articulation

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

AC: Uninterrupted facades for the Consolidated Storage building do not exceed 30 feet.

(3) Roof Line Variation

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

Figure 27-61102(b): Example of Façade Articulation for Industrial Building

(c) Entrance

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

(A) Canopy or portico;

(B) Roof overhang;

(C) Horizontal recess or projection;

(D) Arcade or arch;

(E) Peaked roof form;

(F) Outside patio;

(G) Display window;

(H) Architectural tile work or moldings integrated into the design of the building façade;

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

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

AC: The building design for the consolidated storage building incorporates a canopy (A) at the main entrance and horizontal projection (C) with brick pilasters.

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

AC: None of the prohibited elements are part of the building design for the consolidated storage so as to have the building comply with this section.

(d) Building Façade Materials

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

AC: The prohibited building materials are not part of the design for the consolidated storage building withing the areas restricted by this design element in order to assure compliance with this section.

(e) Location of Loading and Service Areas

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

AC: ***The loading areas for the consolidated storage building are self-service by patrons of the facility, and are not "loading spaces" in the manner intended or defined by the Ordinance nor in the traditional sense for typical commercial/retail/industrial development. As provided in an earlier response on loading, the operation of the carwash does not warrant a designated loading area. Hence, the design of these areas is consistent with the intent of this section.***

(f) Off-Street Parking Location

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

AC: ***The consolidated storage building does not propose more than 60 percent of the off-street parking spaces between the front building façade and the street it faces.***

Sec. 27-61200 Neighborhood Compatibility Standards

27-61203. Neighborhood Compatibility Standards

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

(a) Building Height and Setbacks

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

AC: ***The area of the proposed development is a re-development of the previous Bowie Marketplace Mall design, and proposes a similar setback as previous buildings in this location. It also proposes a similar setback to the multi-family residential building that was approved as part of DSP-17002.***

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

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

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

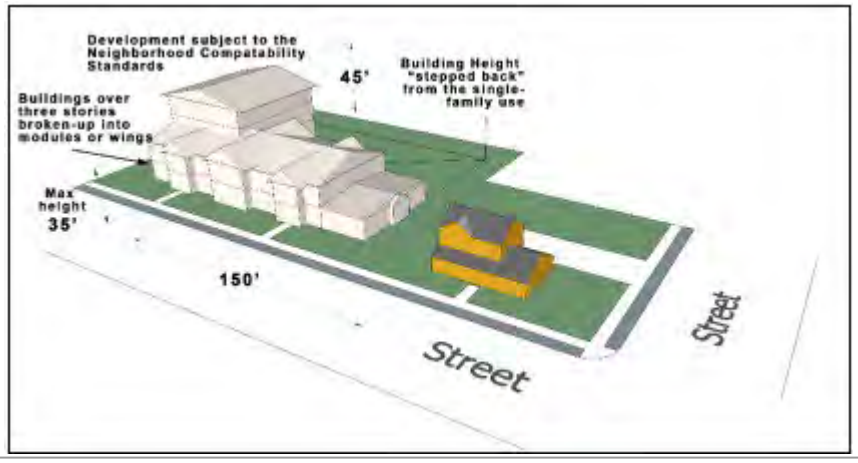
AC: ***The Phase I and II Consolidated Storage building is greater than 50 feet but less than 150 feet from the adjacent property single-family dwellings—hence consistent with Ordinance Table . The Phase I Consolidated Storage building is 3 story and does not exceed 35 feet. The Phase II portion of Consolidated Storage building is 35 feet within the 150 foot distance from adjacent property single-family dwellings. The Phase II portion of the Consolidated Storage building in excess of 150 foot distance from single family dwellings does not exceed 45 feet.***

Table 27-61203(a)(2): Maximum Height in Transitional Areas		
Distance from Single-Family Dwelling, Two-Family Dwelling, or Vacant Land in a Single-Family Zone (1)	Maximum Height	
	Parcels Fronting US 1 Between the Northern Corporate Boundaries of the City of College Park and the County's Boundary with the District of Columbia, and Parcels Fronting 34th St between Sheperd St and Otis St	All Other Areas
NOTES: (1) The distance from an existing single-family dwelling, two-family dwelling, townhouse, or vacant land in a single-family zone is to be measured from the closest portion of the dwelling (in the case of single-family and two-family dwellings and townhouses) or from the minimum front yard setback line (in the case of vacant land).		

(3) Buildings over three stories in height shall be broken up into modules or wings with the smaller and shorter portions of the structure located adjacent to single-family dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone (see Figure 27-61203(a)(3): Building Height Modulation).

AC: ***Similarly as noted above, the Phase I and II Consolidated Storage building is greater than 50 feet but less than 150 feet from the adjacent property single-family dwellings—hence consistent with the Ordinance Table. The Phase I Consolidated Storage building is 3 story and does not exceed 35 feet. The Phase II portion of Consolidated Storage building is 35 feet within the 150 foot distance from adjacent property single-family dwellings. The Phase II portion of the Consolidated Storage building in excess of 150 foot distance from single family dwellings does not exceed 45 feet.***

Figure 27-61203(a)(3): Building Height Modulation



(b) Building Orientation

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

AC: ***The Consolidated Storage building's primary entrance is oriented facing the access drive from Bowie Marketplace which portion of the center is between that building the street, Annapolis Road, from which the new building will derive its street address***

(c) Building Design

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

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

AC: ***The proposed architecture for the consolidated storage building complies with this section by providing a mansard-type roof along the façade facing the neighborhood.***

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

AC: ***The proposed architecture for the consolidated storage building complies with this section by screening rooftop equipment from any potential view from residential property and as a result of the height and slope differences on the buildings thereon.***

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

AC: ***The Consolidated Storage building's exterior colors are earth tones, which exterior colors exist among the adjacent neighboring single-family dwellings.***

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

AC: ***The Consolidated Storage building's design incorporates residential size/style windows.***

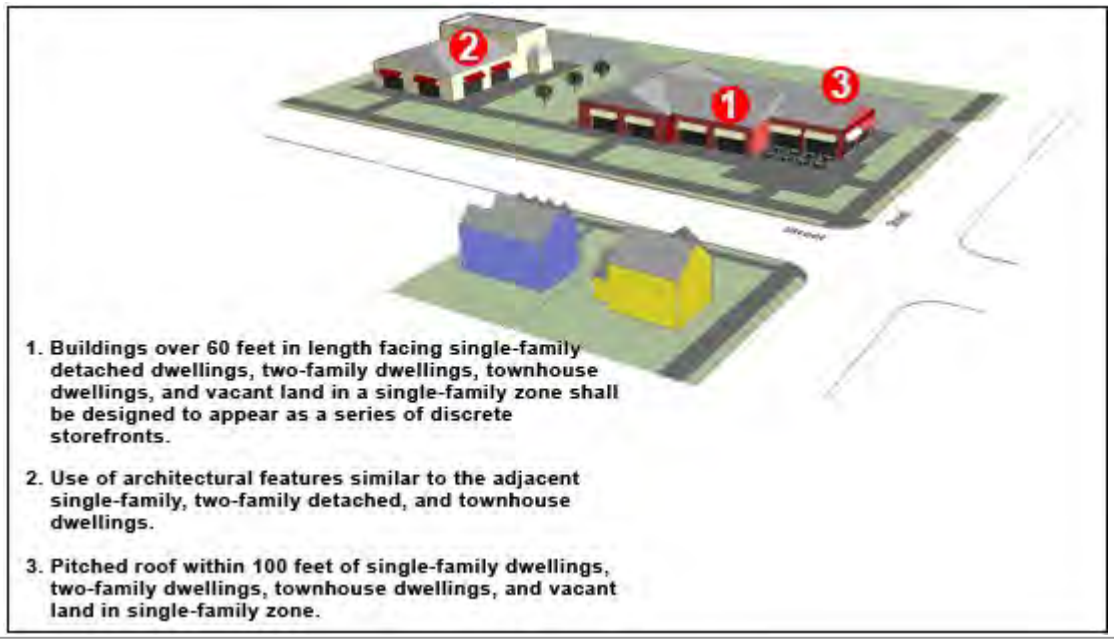
(E) Orient porches, balconies, and outdoor activity areas away from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

AC: N/A to t*he Consolidated Storage building's design.*

(2) Retail commercial building façades over 90 feet in length that face single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall be designed to appear as a series of discrete storefronts, with no single storefront occupying more than 50 percent of the total façade width of the building.

AC: ***The consolidated storage building is not a retail building nor does the building facades which face single-family dwellings in a manner as depicted by Figure 61203(c).***

Figure 27-61203(c): Compatible Building Design



(d) Building Materials

(1) Transparency

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

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

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

NOTES:

(1) The façade area shall be measured from the grade to the underside of the eaves, or from story line to story line on upper building stories.

(2) Façades abutting sidewalks, plazas, gathering areas, or other pedestrian areas shall incorporate transparent glazing.

(3) The first two feet of façade area closest to the grade are not required to be glazed and shall be excluded from the façade area calculation.

AC: ***The Consolidated Storage building façade facing single-family dwellings provides glazing through the use of spandrel-glazed windows in the areas of the building which could be interpreted as "facing" single-family dwellings consistent with the intent of the transparency standards.***

(2) Exterior Materials

Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, façades facing single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall comply with the following exterior materials standards:

(A) Materials and material configurations shall be similar to those commonly used on adjacent single-family detached dwellings and two-family dwellings.

(B) Plywood, standard (versus decorative) concrete block, and corrugated metal are prohibited as exterior materials.

(C) Vinyl siding shall not exceed 25 percent of a building façade.

AC: ***The Consolidated Storage building's materials are decorative CMU and EIFS***

(f) Off-Street Parking

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

AC: The proposed development's parking will not exceed 1.1 times the required minimum specified in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces.

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

(A) Within a structured parking facility;

(B) Adjacent to off-street parking lots serving nonresidential development on abutting lots;

(C) Adjacent to lot lines abutting nonresidential development;

(D) Adjacent to lot lines abutting mixed-use development;

(E) Behind the building;

(F) Within a lot's corner side yard;

(G) In front of the building; or

(H) When all of the above options are infeasible, adjacent to lot lines abutting single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

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

AC: All proposed off-street surface parking areas adjacent to the single-family detached dwelling properties are in accordance with Sections 4.3 and 4.4 of the Landscape Manual.

(6) The façade of any parking structure facing adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, shall be designed in accordance with the exterior materials standards of this Section and be landscaped to soften its visual impact.

(e) Other Site Features

(1) Loading, Service, Recycling Collection, and Refuse Collection Areas

Loading, service, recycling collection, and refuse collection areas shall be located at least 50 feet from residential development and:

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

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

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

AC: All loading, service, recycling collection, and refuse collection areas within the development have proposed locations that are at least 50 feet from residential development.

(3) Exterior Lighting

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

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

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

AC: The Photometric Plans submitted with the application detail distances, heights, illumination that evidence proposed lighting complies with the minimum or maximum elements of this section.

(4) Signage Standards

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

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

(C) Within 100 feet of lot lines shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, the maximum sign area for signs shall be reduced by 25 percent.

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

dwellings, or vacant lands in a single-family residential zone.

AC: ***No signage for the development is proposed within 200 feet of the existing adjacent single-family detached dwellings.***

(5) Open Space Set-Asides

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

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

AC: ***A majority of the proposed required open space set-asides is the non-compatible bufferyard located along the southern property line, in between the proposed development and the existing adjacent single-family detached dwellings.***

(6) Natural Features

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

AC: ***N/A to the existing conditions of the proposed development's site.***

(j) Operational Standards

Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, development within 200 feet of any single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone shall:

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

(2) Limit trash collection or other service functions to only between the hours of 7:00 a.m. and 7:00 p.m.; and

(3) Extinguish amplified music, singing, or other forms of noise audible at shared lot lines after 10:00 p.m. Sunday through Thursday nights, and after 12:00 a.m. Friday and Saturday nights.

(4) These standards shall not apply to new development locating within 200 feet of any nonconforming dwellings.

AC: ***The operation of the Consolidated Storage building will comply with the standards set in this section.***

Sec. 27-61500 Signage

27-61504. General Standards

(a) Illumination

(1) Static Illumination

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

(2) Animated Illumination

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

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

(b) Materials

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

(c) Digital Display

Digital displays shall comply with the standards in this Subsection.

(1) Location and Sign Type

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

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

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

(2) Standards

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

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

(i) Spaced at least 8 seconds apart;

(ii) Accomplished in 0.25 seconds or less; and

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

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

(d) Signs Within Proposed Right-of-Way

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

(A) Land which:

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

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

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

27-61505. Standards for Specific Sign Types

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

Table 27-61505: Standards for Specific Sign Types					
Sign Attribute	**Zones**				
	Rural and Agricultural Zones and Residential Base and PD Zones	**IE and IE-PD Zones**	**CN Zone**	**CS, CGO, and IH Base Zones**	**Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone**
Building Wall or Roof Sign					
Location	No requirement for any residential use. For all other uses, allowed on any wall if set back at least 10 feet from the adjoining ROW. No more than 50 percent of the sign area can be on a side wall.	Allowed only on front wall of building in a signage band at least 10 and not more than 14 ft. above the ground	Allowed only on front wall of building and not less than 10 ft. above the ground	No requirement for any residential use. For all other uses, allowed on any wall if set back at least 10 feet from the adjoining ROW. No more than 50 percent of the sign area can be on a side wall.	Allowed only on front wall of building and not less than 10 ft. above the ground
Height (maximum)	No requirement for any residential use. For all other uses, 12 ft. above roofline or parapet, whichever is higher	Lowest point of building roof	Lowest point of building roof	No requirement for any residential use. For all other uses, 12 ft. above roofline or parapet, whichever is higher	Lowest point of building roof
Height (maximum) of Sign (from base to top)	No requirement	18 inches	No requirement	No requirement	No requirement

Table 27-61505: Standards for Specific Sign Types					
Sign Attribute	**Zones**				
	Rural and Agricultural Zones and Residential Base and PD Zones	**IE and IE-PD Zones**	**CN Zone**	**CS, CGO, and IH Base Zones**	**Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone**
Area (maximum) (1), (2)	No requirement for any residential use. For all other uses, one sq. ft. for each two linear ft. along front of building	1.50 sq. ft. for each linear ft. of building facing street, to a max. of 80 square feet	One sq. ft. for each two linear ft. along front of building	No requirement for residential uses. **One- story or single-use building:** Two sq. ft. per linear ft. along front of building. **Two- or three-story building:** Three sq. ft. per linear ft. along front of building. **Four- story or higher building:** Three sq. ft. (plus one sq. ft. for each additional three building stories, or fraction thereof, above the bottom three stories) per linear ft. along front of building. **For all development:** At least 60 sq. ft. of sign area is allowed in all circumstances. Total building wall or roof sign area shall not exceed 400 sq. ft.	One sq. ft. for each two linear ft. along front of building.
Other Standards	Signs shall not extend more than 12 inches from a building wall and shall be placed flat against the wall so that any sign message reads parallel with the wall.				
Canopy Sign					

Table 27-61505: Standards for Specific Sign Types					
Sign Attribute	**Zones**				
	Rural and Agricultural Zones and Residential Base and PD Zones	**IE and IE-PD Zones**	**CN Zone**	**CS, CGO, and IH Base Zones**	**Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone**
Location	No requirement for residential use, except multifamily. For all other uses, a canopy sign shall be located a minimum of 10 ft. behind the street line, and shall not be located on top of the canopy.				
Height	Not allowed on the top of a canopy				
Area (maximum) (1),(2)					
Canopy located over 10 and less than 30 ft. from street line					
All buildings	One sq. ft. of sign area per linear ft. of canopy in front of each individual place of business for shopping center, office building, or industrial center; otherwise, one sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. Total sign area of all canopy signs in a development shall not exceed 200 sq. ft.				
Canopy located at least 30 ft. behind street line					
In one story or single use building or within a shopping or industrial center or office complex	Two sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances. Total sign area of all canopy signs in a development shall not exceed 400 sq. ft.				No requirement
In one-story building housing at least two uses	Two sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances. Total sign are area of all canopy signs in a development shall not exceed 400 sq. ft.				No requirement
In two- or three-story building housing two different uses	Three sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances. Total sign area of all canopy signs in a development shall not exceed 400 sq. ft.				No requirement
In four-story or taller building housing two different uses	Three sq. ft. of sign area, plus one additional sq. ft. of sign area for each additional three stories, or fraction thereof, above the bottom three stories (for example, four sq. ft. of sign area is permitted for each one linear foot of building width for a six story building, while five sq. ft. of sign area is permitted for each one linear foot of building width for a seven story building). At least 60 sq. ft. of sign area is allowed under any circumstances. Total sign area of all canopy signs in a development shall not exceed 400 sq. ft.				No requirement
Projecting Sign(2)					
Location					

Table 27-61505: Standards for Specific Sign Types					
Sign Attribute	**Zones**				
	Rural and Agricultural Zones and Residential Base and PD Zones	**IE and IE-PD Zones**	**CN Zone**	**CS, CGO, and IH Base Zones**	**Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone**
No building setback	May extend over public property, not closer than 10 ft. to curb line				
All other instances	At least 2 ft. behind vertical plane of street curb line and at least 10 ft. from the vertical plane of the street line				
Number (maximum)	One per building				
Projection (maximum)	42 inches from vertical plane of wall to which attached				
Clearance (minimum)	Minimum clearance of 10 ft. above the finished grade of a sidewalk and 18 ft. above driveways or alleys				
Other Standards	Projecting signs shall not swing.				
Freestanding Sign(3)					
Location	No requirement for residential use. For all other uses, the business, service, or activity being advertised shall be located on the same parcel as the sign. Freestanding signs shall be located at least 10 ft. behind street line.		No requirement	No requirement for residential use. For all other uses, the business, service, or other activity being advertised shall be located on the same parcel as the sign. Freestanding signs shall be located at least 10 ft. behind street line.	No requirement

Table 27-61505: Standards for Specific Sign Types					
Sign Attribute	**Zones**				
	Rural and Agricultural Zones and Residential Base and PD Zones	**IE and IE-PD Zones**	**CN Zone**	**CS, CGO, and IH Base Zones**	**Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone**
Number	No requirement for residential use. For all other uses, one sign per minimum of 50 ft. of street frontage, up to 1,100 ft. One sign for each additional 1,000 ft. of street frontage.		No requirement	No requirement for residential use. For all other uses, one sign per minimum of 50 ft. of street frontage, up to 1,100 ft. One sign for each additional 1,000 ft. of street frontage.	No requirement
Height (maximum)	No requirement for residential use. For all other uses, 50 ft. if located adjacent to an expressway (e.g. Capital Beltway or I-95). 25 ft. in all other locations.	At or below lowest point of building roof	No requirement	No requirement for residential use. For all other uses, 50 ft. if located adjacent to an expressway (e.g. Capital Beltway). 25 ft. in all other locations.	No requirement

Table 27-61505: Standards for Specific Sign Types					
Sign Attribute	**Zones**				
	Rural and Agricultural Zones and Residential Base and PD Zones	**IE and IE-PD Zones**	**CN Zone**	**CS, CGO, and IH Base Zones**	**Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone**
Area (maximum) (4)	No requirement for residential use. For all other uses, one sq. ft. per four linear ft. of street frontage sign faces. Maximum sign area of 200 sq. ft. per sign.	One sq. ft. for each five linear ft. of street frontage on street sign faces	No requirement	No requirement for residential use. **Building within a shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex:** One sq. ft. per two linear ft. of street frontage sign faces. Maximum sign area of 200 sq. ft. per sign. **All other buildings:** One sq. ft. per four linear ft. of street frontage sign faces. Maximum sign area of 200 sq. ft. per sign.	No requirement

Table 27-61505: Standards for Specific Sign Types					
Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	CN Zone	CS, CGO, and IH Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone

NOTES:

(1) For the purposes of determining allowed sign area, the width in linear feet along the front of the building shall be measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever has the greater width. Within a shopping or industrial center or office building complex, the width in linear feet along the front of the building shall be measured along the wall containing the principal entrance of each individual place of business.

(2) If both wall or roof signs and canopy signs are proposed, the maximum areas for wall or roof signs and canopy signs shall be used to determine the permitted sign area on each structure on a prorated basis. (For example, if the permissible sign area on a wall or roof is 400 sq. ft. and the permissible sign area on a canopy is 200 sq. ft. and the applicant chooses to allocate 50 percent of the permissible sign area to each sign type, the permissible sign area on the wall or roof would be 200 sq. ft. and the permissible sign area on the canopy would be 100 sq. ft. As the percentage of total permissible sign area allocated to each sign type varies, the permissible sign area for each varies accordingly.) Projecting signs are considered building wall or roof signs for the purposes of determining the permitted sign area on a structure and are subject to the maximum sign area standards that apply to building wall or roof signs.

(3) Unless within a shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex, freestanding signs are not allowed on property where the main building associated with the sign is not located at least 20 feet behind the front street line.

(4) The allowed freestanding sign area is in addition to that allowed for any other signs on a specific property.

APPLICANT COMMENTS: ***The application includes a signage chart prepared to evidence conformance with, which details are also in the narrative herein.***

Signage is limited to 2 square feet per linear footage along the front of the building for one-story or single use buildings, 3 square feet for two- or three-story buildings and 4 square feet for four-story buildings. The consolidated storage building's Phases One & Two propose 3 stories and 210 linear feet of frontage for the North Elevation. The consolidated storage building's Phase Three proposes 4 stories and an additional 170' on the east side, for a total of 380 linear feet. Based on the minimum allowable signage per building frontage, Phases One & Two of consolidated storage building allows 420 square feet of signage for the building's North Elevation. For Phase Three, 760 square feet is allowed along the entire building's North Elevation. Both of those are due to the proposed building being a single use building.

The carwash measures 364 linear feet of frontage around the entire building, allowing 728 total square feet of signage.

The consolidated storage building's North Elevation proposes only one building mounted sign of 69 square feet and one freestanding sign of 69 square feet for a total of 138 square feet. The carwash proposes five building mounted signs totaling 265 square feet and one freestanding sign of 152 square feet for a total of 417 square feet.

Sec. 27-61600 Green Building Standards

27-61603. Green Building Standards

(a) Minimum Amount of Points Required

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

(1) Minimum Requirements for Residential Development

(A) 10 to 25 units: 3 points.

(B) 25 or more units: 4 points.

(2) Minimum Requirements for Non-Residential Development

(A) 25,000 to 75,000 square feet: 3 points.

(B) More than 75,000 square feet: 4 points.

(b) Green Building Point System

Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.

Table 27-61603(b): Green Building Point System	
	Points Earned
Location of Development and Redevelopment/Adaptive Reuse	
Development in a Transit-Oriented/Activity Center base zone	1.50
Development on previously used or developed land that is contaminated with waste or pollution (brownfield site)	1.00
Development as a Transit-Oriented/Activity Center Planned Development (PD) zone	1.25
Redevelopment of an existing parcel within a Neighborhood Reinvestment Areaas designated on the Strategic Investment Map in the General Plan, a designated Priority Funding Area, or an area targeted for reinvestment by the Federal, State, or County government	1.00
Adaptive reuse of a designated historic building	1.00
Preservation of a designated historic or archeological site	1.00
Energy Conservation	
Meet ASHRAE standards for lighting (1)	0.75
Meet Energy Star standards for low-rise residential or exceed ASHRAE efficiency standards by 15 percent(2)	1.00
Home energy rating system (HERS) index greater than 60 and less than or equal to 75	0.50
HERS index greater than 40 and less than or equal to 60	0.75
HERS index greater than 20 and less than or equal to 40	1.00
HERS index less than or equal to 20	1.50
Stated water heater efficiency between 0.675 to 0.82	0.75
Stated water heater efficiency of 0.82 or more	1.25
Air conditioner with stated efficiency greater than 14 SEER is included as standard	0.75
Air conditioner with stated efficiency greater than 16 SEER is included as standard	1.25
Install a cool roof on a minimum of 50% of the single-family dwellings in the development or subdivision. The cool roof shall cover the entire roof of the dwelling	1.50
Provide skylights in an amount necessary to ensure natural lighting is provided to at least 15% of the habitable rooms in the structure	0.50
Use central air conditioners that are Energy Star-qualified	0.50
Use only solar or tank-less water heating systems throughout the structure	0.50
Alternative Energy	

Table 27-61603(b): Green Building Point System	
	Points Earned
Generate or acquire a minimum of 50% of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	2.00
Generate or acquire a minimum of 25% of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	1.00
Pre-wire a minimum of 75% of residential dwelling units in the development for solar panels	1.00
Pre-wire a minimum of 50% of residential dwelling units in the development for solar panels	0.50
Pre-wire a minimum of 25% of residential dwelling units for solar panels	0.25
Install solar panels on a minimum of 25% of dwelling units contained in single-family, two-family, or townhouse dwellings	0.50
Install solar panels on primary structure, or at least 50% of buildings in a multi-building complex	0.75
Install small-scale wind energy conversion systems to provide electricity for 25% of single-family, two-family, or townhouse dwellings in development	1.00
LEED Certification	
Construct the principal building(s) to meet or exceed LEED® Bronze certification or equivalent standards of the National Green Building Standard™/NGBS Green or the International Code Council's *International Green Construction Code*	0.75
Construct the principal building(s) to meet or exceed LEED® Silver certification or equivalent standards of the National Green Building Standard™/NGBS Green or the International Code Council's *International Green Construction Code*	1.00
Passive Solar	
Orient a minimum of 50% of the single-family detached dwellings or lots in the development within 20% of the east-west axis for maximum passive solar exposure	1.50
Orient a minimum of 25% of the single-family detached dwellings or lots in the development within 20% of east-west for maximum passive solar exposure	0.75
Orient at least 25% of the non-residential buildings with an axis oriented east-west for maximum solar exposure	1.00
Water Conservation and Water Quality	
Design all areas required to be landscaped in accordance with this Ordinance and the Landscape Manual as an integrated system to meet on-site stormwater quality requirements for the lot through incorporation of environmental site design principles and use of best management practices for on-site stormwater management. These areas shall use vegetated pervious surfaces or other measures such as permeable pavements to infiltrate the capture of water volume on-site. Piped connections from roofs and downspouts and other impervious areas to storm drains are prohibited. Piped conveyances on lots must discharge to pervious areas.	2.00
The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code	1.00

Table 27-61603(b): Green Building Point System	
	Points Earned
Install a green vegetated roof on the primary structure, or on at least 50% of primary buildings in a multi-building complex – green or vegetated roofs shall include vegetation on at least 50% of the roof area (25% for renovated buildings) and shall use only plant materials permitted by the landscaping standards in the Landscape Manual	2.00
All showerheads and handheld showers are 2.0 GPM or less	0.50
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI	0.50
All toilets are 1.28 GPF or less	0.50
All toilets have dual activated flushing	1.00
Include rainwater capture and re-use devices such as cisterns, rain filters, and underground storage basins for residential development with a minimum storage capacity of 500 gallons for every two residential units	0.50
Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff	1.00
Incorporation of greywater reuse systems	0.50
Reduction of existing impervious surfaces by at least 50 percent of the existing paved surface area on the site.	1.00
Vegetation	
Retain at least 20% of existing pre-development natural vegetation	0.75
Remove all lawn or turf in favor of ground cover consisting of plant material or mulch	0.75
Limit turf grass to 40% of the landscaped area.	0.25
Urban Agriculture	
Provide a fenced, centrally located community garden space (which may be located as a rooftop garden) for residents and for urban gardening purposes at a minimum ratio of 50 square feet per dwelling unit	1.00
Provide a minimum of one on-site composting station for every 25 units	0.25
Building Materials	
Source a minimum of 20%, by cost, of construction materials from recycled products or products manufactured, extracted, harvested, or recovered with 250 miles of the site	1.50
Universal Design	

Table 27-61603(b): Green Building Point System	
	Points Earned
Provide the following universal design features in 33% of the residential units in the development: • A no-step entry on an accessible route to the unit; • First floor kitchen, bathroom and a bedroom; • The following elements to allow maneuvering space: o A 32" clear opening at doorways; o A 36" clear passage; o 42" wide hallways; and o 30” X 48” clear space next to bathroom sink, tub/shower and toilet; • Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and • Reachable outlets and switches.	0.75
Provide the following universal design features in 50% of the residential units in the development: • A no-step entry on an accessible route to the unit; • First floor kitchen, bathroom and a bedroom; • The following elements to allow maneuvering space: o A 32" clear opening at doorways; o A 36" clear passage; o 42" wide hallways; and o 30” X 48” clear space next to bathroom sink, tub/shower and toilet; • Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and • Reachable outlets and switches.	1.00

Table 27-61603(b): Green Building Point System	
	Points Earned
Provide the following universal design features in 66% of the residential units in the development: • A no-step entry on an accessible route to the unit; • First floor kitchen, bathroom and a bedroom; • The following elements to allow maneuvering space: o A 32" clear opening at doorways; o A 36" clear passage; o 42" wide hallways; and o 30” X 48” clear space next to bathroom sink, tub/shower and toilet; • Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and • Grab bars in first floor bathroom(s) by commode and in shower(s); • Handicap accessible shower in first floor bathroom(s); • Raised toilet seats in first floor bathroom(s); and • Reachable outlets and switches.	1.50
Transportation	
Provide a minimum of 5% of required automobile parking spaces that are signed and reserved for carpool/vanpool/hybrid/electric/low-energy vehicles in preferred locations near the primary building entrance	0.25
Provide an electric vehicle (EV) level 2 charging station that is made available to those using the building	0.75
Provide an electric vehicle (EV) level 3 charging station that is made available to those using the building	1.00
Include showering and dressing facilities in nonresidential developments for employees walking or bicycling to work	0.75
Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft	1.00

NOTES:

(1) *Standard for the Design of High-Performance Green Buildings*, American Society of Heating, Refrigerating, and Air-Condition Engineers, 2014, as amended, or other appropriate ASHRAE standards, as amended.

(2) *Energy Standard for Buildings Except Low-Rise Residential*, American Society of Heating, Refrigerating, and Air-Condition Engineers, 2016, as amended, or other appropriate ASHRAE standards, as amended.

(c) Documentation Required

Applicants shall provide documentation of techniques that will be used to satisfy the green building standards of this Section at the time of submittal of a development application.

27-61604. Failure to Install or Maintain Green Building Elements

Failure to install or maintain approved green building elements that are to be provided to comply with this Section is a violation of this Ordinance, and may result in revocation of the development approval or permit in accordance with PART 27-8, Enforcement.

APPLICANT COMMENTS: ***The proposed development conforms to Section 27-61600, by providing 4.25 points to the required 4.0 points, based on the Green Building Standards point system.***

This Section requires the proposed development achieve a minimum of 4.0 points based on the Table 27-61603(b) Green Building Point System, since the proposed non-residential development is over 75,000 sf.

The proposed development meets this requirement by achieving 4.25 points, proposing the following improvements that:

<u>Passive Solar</u>

1) ***Orient at least 25% of the non-residential buildings with an axis oriented east-west for maximum solar exposure – 1.00 point***

<u>Water Conservation & Water Quality</u>

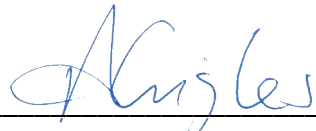
2) ***All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI – 0.50 point***
3) ***All toilets have dual activated flushing – 1.00 point***
4) ***Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff – 1.00 point***

<u>Transportation</u>

5) ***Provide an electric vehicle (EV) level 2 charging station that is made available to those using the building – 0.75 point***

CONCLUSION:

For all the reasons noted herein and evidenced by the accompanying plans for this application, the Applicant requests approval of its Detailed Site Plan.



By: André Jay Gingles, Esquire
Counsel for Applicant

January 27, 2023
Date

ADDENDUM TO APPLICANT STATEMENT OF JUSTIFICATION

A. Conformance to Section 27-3605 (e) (6): This section of the Ordinance adds a new requirement to Planning Board action on a DSP requiring a Finding, noted herein. Said finding is:

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

This new requirement is addressed below.

I. Approved Bowie-Mitchellville and Vicinity Master Plan

Bowie Marketplace is discussed within Section 4 that addresses "Corridors" and Section 5 which addresses Land Use within the Corridors—all within the Approved Bowie-Mitchellville and Vicinity Master Plan (the "Plan"). As regards the Land Use Policies 16.1 seeks to implement commercial mix of land uses along Md. 450, which portion of Bowie Marketplace is not included in the current DSP. LU 16.2 notes a policy of developing residential of townhouses and/or multifamily and referenced the approved DSP for multifamily residential in Figure 17. This prior DSP was developed for multifamily and did not include townhouses but was nevertheless subsequently allowed to expire. Said development did not move forward due to continued opposition from the community and Bowie's desire that such residential be primarily for an elderly population, However the forced reduction in the number of dwelling units and reduction in building height was not supported by the market and residential became and remains unfinanceable.

Additionally, the placement of residential to the rear will not assist in the creation of a "pedestrian oriented" corridor that would transform Md. 450. As demonstrated by developments along other corridors, the residential and retail must be integrated together and not separated by large parking lots if the intent is to create a pedestrian oriented environment. The Plan policies do indicate service uses need to be incorporated into Md. 450 redevelopment, which the uses of consolidated storage and the car wash provide—and do so in a location that still allows for future development up on the Md. 450 frontage, as desired for that Corridor.

There are no "Area-Wide" nor specific Bowie Marketplace policies within the Section 6 Comprehensive Zoning nor Section 7Economic Prosperity sections of the Plan which need to be addressed.

Section 8 of the Plan—Transportation and Mobility—has minor impact on the pending DSP as it is predominantly focused on (1) new streets or (2) improvements to Md. 450. The proposed development does not create new streets nor impact Md. 450. While certain TM Policies are aimed at other areas within the Plan, the proposed Bowie Marketplace DSP does, in order to assist in circulation and traffic

calming, proposed one entrance to the property for closure. Consistent with TM 2, the proposed uses help to maintain an adequate LOS. No "micro-modal" infrastructure is proposed as part of the development (envisioned by TM 5) inasmuch as the proposed uses are specifically vehicle oriented, e.g. the washing of vehicles and transportation to and from storage units. For similar reasons, no shared use path envisioned by TP 7 is proposed.

Section 9 of the Plan—Natural Environment—does not propose any specific policies directly for Bowie Marketplace (NE 1-10). Nevertheless, the proposed new plantings within parking lots and other areas, as well as the approved SWM plans conform to the area wide policies of the Plan.

Section 10 of the Plan—Housing and Neighborhoods—does in HN 8 propose the concept for residential development mentioned previously herein. As noted earlier, a residential concept was developed but was unable to come to fruition inasmuch as sufficient density was not approved to make development of the property reasonable and no sufficient market existed to have the property facilitate an all-senior housing development. Essentially, the proximity of the single-family residential to the rear of Bowie Marketplace make this policy unattainable as previously demonstrated by the prior approval. Additionally, Applicant has determined and the Plan seems to reiterate, that the establishment of a pedestrian-oriented Md. 450 will necessitate such residential be developed more proximate to Md. 450.

Section 11 (Community Heritage, Culture and Design) and Section 12 (Healthy Communities) are inapplicable to proposed DSP as established by the M-NCPPC Referrals. None of the Section 13 Public Facilities policies, specific or area wide, are applicable to the proposed application.

II. Plan 2035

On the Growth Policy Map of the Plan, Bowie is designated as an Employment Area and Bowie Marketplace, with the additions of two new "non-residential" uses helps to further increase employment in conformance with Plan 35. Table 16 of Plan 2035 lists the "Centers" and Bowie Marketplace is not among the designated centers.

III. 2035 Master Plan of Transportation

The Master Plan of Transportation has a policy seeking to have development or development concurrent with transportation improvements "maintain levels of service standards". The proposed development maintains the current level of service and does not result in an increase to the trip capacity determined to be applicable to the property. This conclusion has been made by the Subdivision Section and the Transportation Planning Division of the Commission.

IV. Resource Conservation Functional Master Plan ("RCF")

The Green Infrastructure portion of the RCF has several plan goals to which Bowie Marketplace development conforms because of its development of its existing parking lot area and/or previously developed areas for redevelopment with new uses. Applicant's proposed development does not inhibit nor decease the regulated areas nor is it detrimental to any aspects of the Green Infrastructure ("GI")

Plan. Marketplace is not within any of the "Special Conservation Areas" of Map 3 of the Green Infrastructure Plan. Consistent with the GI Plan policies, no forest areas are proposed to be removed and tree canopy will be increased as a result of the proposed development. Lastly, the Marketplace DSP conforms to the GI Plan strategies for the "built environment" by proposing measures in the DSP to satisfy these standards for sustainability adopted in the New Zoning Ordinance.

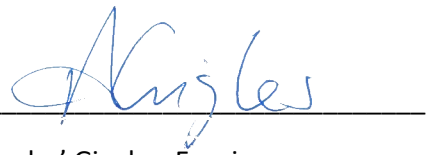
B: Conformance to 27-5102 (f) (4) (A)

A prior revision to the SOJ specifically addressed these items—also listed in other sections of the Zoning Ordinance—providing that:

i. The proposed use has direct access to Md. Route 450/Annapolis Road (see page 61 and 64 of SOJ)
ii. Exterior and architectural facades are addressed on pages 61-64 of the SOJ
iii. No entrances are visible from the restricted areas or properties—also addressed on 61-64 of SOJ.
iv. Individual storage unit entrances also conform and area addressed on page 63 of SOJ.
v. Driveways are provided for vehicular access conforming to the requirement
vi. The property is not in the IE Zone.

In sum, for the reasons stated herein, the proposed DSP conforms to the applicable goals, policies and strategies of the current Master Plan, Plan 2035 and applicable Functional Plans as required by 27-3605 and the applicable standards required by 27-5102.

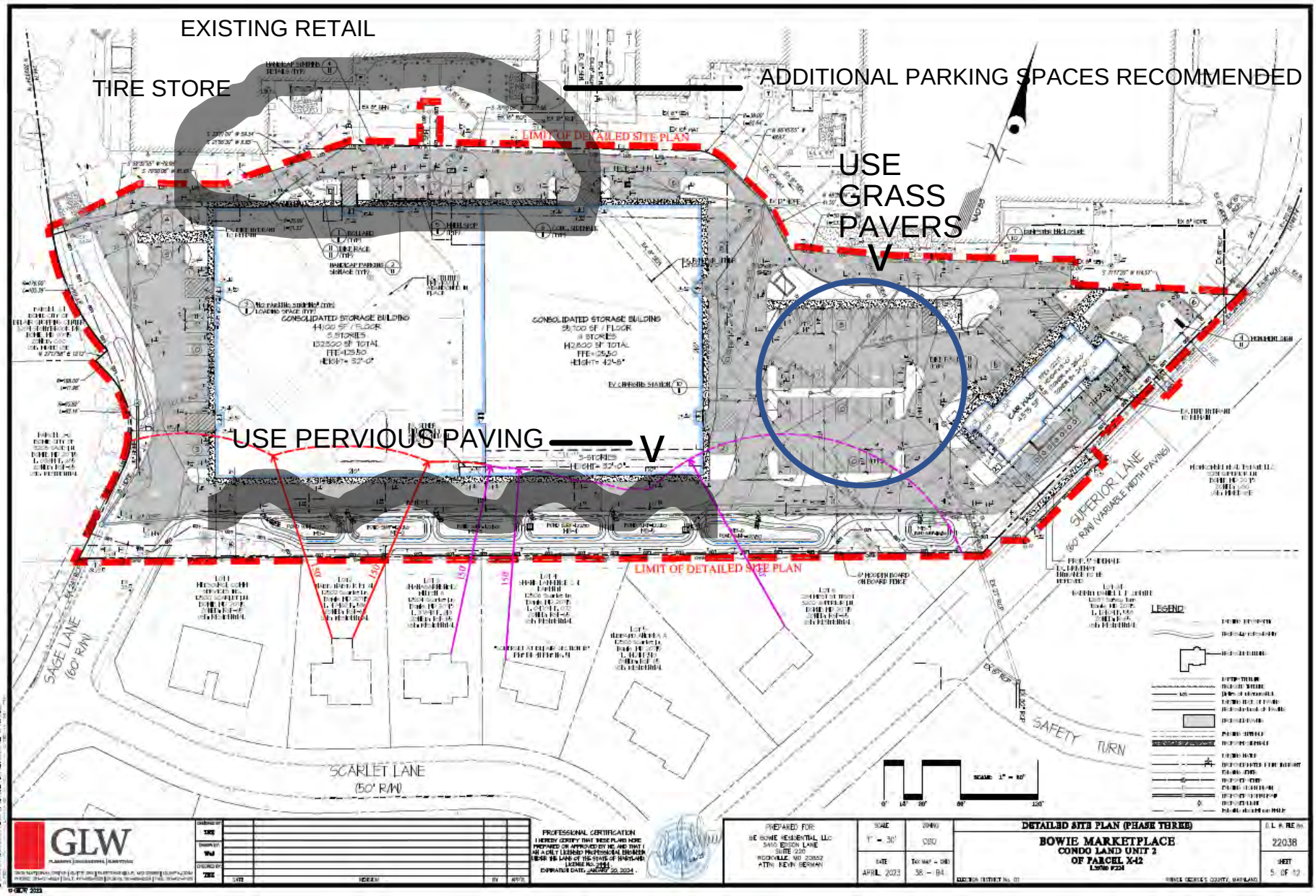
Respectfully Submitted By:



April 5, 2023

Andre' Gingles, Esquire

Date



Attachment #4

CHANEY
TIRE & AUTO

Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: City of Bowie Consolidated Plan FY2024-2028 (HUD FY2023-2027): Citizen Input and Proposed Projects – Resolution R-26-23

DATE: 04/27/2023

The City of Bowie receives Community Development Block Grant (CDBG) funds from the US Department of Housing and Urban Development (HUD) through an entitlement[1]. The City of Bowie's *Consolidated Action Plan for Housing and Community Development (Plan), Fiscal Year 2024-2028* will analyze housing, human services, and non-housing community development needs throughout the City, identify and prioritize community needs, and include a strategy to address those needs. The Five-Year Consolidated Plan is required by the U.S. Department of Housing and Urban Development for all Entitlement Communities receiving HUD funding.

The Plan is also the means to meet federal funding requirements for the Community Development Block Grant (CDBG) program. The City of Bowie is a HUD Entitlement Community and as such must develop funding priorities that address at least one of three National Objectives. CDBG projects must benefit low-moderate income persons, eliminate slums and blight, or fulfill an urgent need. This program allows communities to carry out a wide range of community development activities directed toward revitalizing neighborhoods, economic development, and providing improved community facilities and services.

Consistent with the Council-approved Citizen Participation Plan, staff has engaged in several community outreach and information gathering activities over the past four months that includes the following:

Public Outreach Meetings:

Date: Wednesday, March 29, 2023 Meeting Time: 7:00 pm

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1 CDBG funds are appropriated annually by the U.S. Congress and distributed on a formula basis to local jurisdictions. Municipalities are entitled to receive HUD funds directly when the City's population exceeds 50,000 residents.

Location: online via Zoom

Date: Wednesday, April 12, 2023
Meeting Time: 7:00 pm
Location: online via Zoom

Date: Wednesday, April 26, 2023
Meeting Time: 7:00 pm
Location: online via Zoom

Next Steps
Draft Consolidated Plan FY24-28; Available for Public Review and Comment Date: Friday, May 12, 2023
Locations: City website, Bowie Library, South Bowie Library, City Hall, South Bowie Rec Center, Bowie Rec Center, Huntington Center, Bowie Senior Center

Public Hearing (Council Approval of Con Plan and AAP FY19) Date: Tuesday, June 20, 2023
Meeting Time: 8:00 p.m.
Location: Bowie City Hall, City Council Chambers Address: 15901 Fred Robinson Way, Bowie, MD 20716

Staff also conducted a **"Community Outreach Survey"** which was mailed to over 10,000 residences in March, 2023, made available online, and provided to the business community, homeowner associations, and property management companies (A summary of the survey results is attached).

Staff has reviewed the results of all input to-date, consulted with the City's Consolidated Plan consultant, and has the following observations and conclusions:

The majority of the "High Need" requests require substantial investment by the City beyond the HUD Entitlement allocation to the City (these include improvements to roadways, traffic capacity on key arteries that are County roads, such as Rte. 3 and Rte. 197, and additional improvement to the water system and sidewalk network.)

The request for senior services continues to be a "High Need" priority.
The request for housing rehab and energy efficient improvements continues to be a "High Need" priority. The request for job training/placement, especially for youth, continues to be a "High Need" priority.

One of the City's objectives is to provide benefits to a maximum number of residents through its CDBG allocation.

Given the projected level of funding from HUD, as well as the potential for reductions due to federal policies and priorities, programs which target low/moderate income individuals/families are in the best interest of the City at this time.

The City should continue to offer the Single Family, Owner-Occupied, Residential Housing Rehab Program (with HUD income qualification requirements) that prioritizes senior citizens, disabled residents, and others for the next five years. The City should also continue the Workforce Training and Job Placement Program (funds permitting) for eligible persons in the age range of 15 – 25. The City should also evaluate other needs for years three through five, depending upon local circumstances. If needs are identified which satisfy HUD's eligible activities requirement, low/mod income requirements, and national objectives, steps should be taken to incorporate them into the Consolidated Plan. This will require an amendment to

the Annual Action Plan for the year(s) in question.

Persons who needed more information or who wished to submit written comments were directed to the Office of Grant Development & Administration at City Hall, 15901 Fred Robinson Way, Bowie, Maryland, 20716, or by email at bowiecplan2428@cityofbowie.org.

DISCUSSION: Staff has completed the production of the "Citizen's Input and Proposed Projects" FY2024-2028 as required by the U.S. Department of Housing and Urban Development. The report is attached.

RECOMMENDATIONS: We recommend that Council adopts Resolution R-26-23 and authorize the staff to prepare the Consolidated Plan FY 2024-2028 to include the projects cited above for presentation to Council on May 1, 2023, for approval.

ATTACHMENTS:
1. 20230501 - Resolution R-26-23
2. 20230501 - DRAFT Citizen Input and Proposed Projects ConPlan 24-28

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND APPROVING THE CITIZEN INPUT AND PROPOSED PROJECTS FOR THE COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

WHEREAS, the City of Bowie (City), Maryland is an Entitlement Community concerning the Community Development Block Grant (CDBG) Program; and

WHEREAS, the City Council approved Resolution R-41-03 on May 5, 2003 authorizing the City to become an Entitlement Community; and

WHEREAS, as an Entitlement Community the City must implement a Citizen Participation Plan to encourage public participation in the development and implementation of the Consolidated Plan for the Community Development Block Grant Program for the period July 1, 2023 – June 30, 2027; and

WHEREAS, the City has approved a Citizen Participation Plan that addresses the areas of public participation, public access, public hearing, public comments, criteria for amendments to the Consolidated Plan, public notice, and adoption of the Citizen Participation Plan (R-1-23), and

WHEREAS, the City staff has conducted Community Outreach Meetings, Citizen Participation Surveys, and other community outreach activities consistent with the approved Citizen Participation Plan (R-1-23), and

WHEREAS, the City staff has developed a proposal for programs based on the information collected and analyzed from the community outreach initiatives, and

WHEREAS, the City staff has posted the "Citizen Input and Proposed Projects" report in several locations for citizen review and comment, consistent with HUD rules and regulations.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Bowie, Maryland does hereby adopt the "Citizen Input and Proposed Projects" report attached as Attachment 1 to this document; and

BE IT FURTHER RESOLVED that the City Manager is authorized to develop programs and projects as outlined in the "Citizen Input and Proposed Projects" report for review and approval by Council on June 20, 2023 for the FY 2024-2028 Consolidated Plan.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on May 1, 2023.

ATTEST: **THE CITY OF BOWIE, MARYLAND**

_____ _____

Awilda Hernandez
City Clerk

Timothy J. Adams
Mayor

The City of Bowie

DRAFT

Citizen Input and Proposed Projects

Consolidated Plan for Community Development Fiscal Year 204-2028 (HUD FY23-27)

Community Development Block Grant Program
U.S. Department of Housing and Urban Development

City of Bowie
Citizen Input and Proposed Projects
Consolidated Plan Fiscal Year 2024-2028
(HUD FY2023-2027)

Mayor: Timothy Adams **Mayor Pro Tern:** Roxy Ndebumadu

Council:
Michael Esteve, Henri Gardner, Jarryd Hawkins,
Clinton Truesdale, Sr, Dufour Woofley

City Manager: Alfred D. Lott

City Manager's Office
Office of Grant Development & Administration
15901 Fred Robinson Way Bowie, MD 20716
(301) 62-6200 FAX: (301) 809-2302 TYY/TDD: (301) 262-5013
WEB: **www.cityotbowie.org**

Introduction

The City of Bowie is an Entitlement Community that participates in the federal Community Development Block Grant (CDBG) Program, administered by the Department of Housing and Urban Development (HUD). To receive these grant funds, the Consolidated Plan for Community Development, a five-year planning document, must be developed. This document includes: Community Needs Assessments, a Five-Year Strategic Plan, and an Annual Action Plan. The Consolidated Plan must be developed in accordance with an adopted **Citizen Participation Plan. The Bowie City council approved the Citizen Participation Plan on February 6, 2023, Resolution R-1-23 (See Attachment A)**

The primary goals of the **Citizen Participation Plan** are:

- To solicit viewpoints and concerns from the general public, as well as from specific groups and constituencies interested in or affected by the Consolidated Plan;
- To invite participation by anyone who is interested in helping identify needs and developing strategies to address those needs;
- To gather data that accurately describes and quantifies housing and community development needs and to suggest workable solutions.

The City of Bowie's Citizen Participation Plan includes the following components:

Participation

The City will provide for, and encourage, citizen participation from all sectors of the community, particularly emphasizing participation by persons below the federal poverty line, residents with low-and moderate-incomes who live in blighted areas, as well as other areas, in which federal funds may be used. We also encourage the participation of minority and non-English speaking residents, as well as persons with mobility, visual, speech, or hearing impairments.

Community input will be gathered through a variety of methods, including:

- A Community Needs Assessment Survey,
- Community meetings and public hearings,
- The distribution of letters and flyers at public events, hearings, and through mailings, and
- Public comment via mail and e-mail.

Public Access to Information

The City will provide citizens, agencies, and all other interested parties with reasonable and timely access to information and records relating to the City of Bowie's Community Development Block Grant Entitlement, including: the amount of available funds, proposed and

approved uses of funds, program requirements, anti-displacement policy, and benefit of proposed CDBG activities for very-low and low-income persons.

CDBG regulations, along with a reasonable number of copies of the Draft and Approved Consolidated Plans, substantial amendments, Annual Action Plans, CAPERS will be available via the City's website (www.cityotbowie.org), at the Bowie Public Libraries, Bowie Rec Centers, the Bowie Senior Center, and at Bowie City Hall.

Public Hearings

The City will conduct public hearings throughout the development and implementation process of the Consolidated Plan to obtain citizen input to proposed activities and program performance. Two hearings shall be held, with at least two weeks prior notice, as determined by federal regulations, at times and locations convenient to potential and actual beneficiaries, with accommodation for persons with disabilities and non-English speaking residents.

The first public hearing was held in January 2018 to solicit initial input and public comment. This forum provides citizens and organizational representatives an opportunity to identify needs in their community and citywide. Several public hearings are facilitated throughout the process to solicit public comment on the draft Consolidated Plan-related documents.

Developments

Through the implementation of the Citizen Participation Plan, the City has conducted the following outreach activities:

Community Needs Survey

Over 10,000 survey forms **(See Attachment B)** were mailed to City residents, businesses, nonprofits, and faith-based organizations, and the online survey was publicized via City media channels. Over 1,000 completed surveys were returned, via mail and online submission. Staff used the Survey Monkey instrument to enter and analyze data from each form.

Community Outreach Meetings

Meetings were held in the following locations:

Date: Wednesday, March 29, 2023
Meeting Time: 7:00 pm
Location: online via Zoom

Date: Wednesday, April 12, 2023
Meeting Time: 7:00 pm
Location: online via Zoom

Date: Wednesday, April 26, 2023
Meeting Time: 7:00 pm
Location: online via Zoom

Next Steps
Draft Consolidated Plan FY24-28; Available for Public Review and Comment
Date: Friday, May 12, 2023
Locations: City website, Bowie Library, South Bowie Library, City Hall, South Bowie Rec Center, Bowie Rec Center, Huntington Center, Bowie Senior Center

Public Hearing (Council Approval of Con Plan and AAP FY19)
Date: Tuesday, June 20, 2023
Meeting Time: 8:00 p.m.
Location: Bowie City Hall, City Council Chambers
Address: 15901 Fred Robinson Way, Bowie, MD 20716

Staff also conducted a **"Community Outreach Survey"** which was mailed to over 10,000

residences, made available online, and provided to the business community, homeowner associations, and property management companies (a summary of the survey results is attached).

Bowie Cable TV

The Office of Grant Development & Administration made extensive use of the City's cable television facilities to publicize the process and opportunities for residents and other stakeholders to participate in the consolidated planning process. The programming covered the requirements of the City as an Entitlement Community, the need for citizen input and participation, and the types of projects the City has undertaken over the past fifteen years in the CDBG program. The cable programming aired daily for several weeks.

Information Dissemination

The following entities and outlets were also used to distribute information about the Con Plan and the Citizen Participation process:

City of Bowie website
City of Bowie Senior Center
City of Bowie Libraries
Homeowner Associations
Property Management Companies City Hall
(front reception desk) All City Committees
All City Faith Community

Survey Findings

Respondents: 1,133

87% of respondents lived in Bowie, while 13% both lived and worked in Bowie.

Respondents skewed older by age: 40% of all respondents were over 65 years of age; 26% were 55- 65, 15% were 45-55, 12% were 35-45, and 5% were 22-34. Most respondents lived in single-family homes.

Most of the respondents were either employed full time (50%) or retired (35%), and most were employed in government (35%), with the other two top sectors being corporate employment (10%) and healthcare (10%)

Based on survey responses, the top five community aspects in need of improvement are:

1) Level of Crime
2) Transit and Travel issues, in order:
    - Roads and pavement
    - Public transport
    - The level of traffic
3) Services for Youth
    - Activities for teenagers

- Facilities for young people

4) Parks and Open Spaces
5) Affordable Decent Housing

The top three housing needs respondents identified were:

1) Major Home Improvements
2) Affordable Ownership
3) Energy Conservation

Results for shopping showed that most respondents do their grocery shopping in Bowie, but roughly half conduct clothing shopping in other places, such as Annapolis, Crofton, and Gambrills, primarily due to better selection.

Only 55% of respondents feel Bowie has job opportunities; of those that do not work in Bowie, the most common reasons are:

- Low wages/salaries
- Lack of positions in chosen field or industry
- Limited prospects in career field

Regarding workforce development, respondents were most interested in:

1) Business Startup Training
2) Skills Based Training
3) Job Skills/Preparation Training

In the past year, the following were the most common adverse economic events that respondents experienced:

- Home needed major repairs
- Job loss or hours reduced
- Need legal help

Over 80% of respondents feel there is a need to invest in developing economic or retail improvements in Bowie.

Respondents used the following community facilities the most:

1) Parks and Recreation Facilities (76%)
2) Libraries (53%)
3) Community Centers (19%)
4) Senior Center (22%)
5) Bowie Gym (12%)

Respondents felt that all those facilities should be upgraded or improved:

1) Parks and Recreation Facilities (60%)
2) Community Center (43%)
3) Libraries (22%)
4) Senior Center (20%)
5) Bowie Gym (14%)

Most respondents felt Bowie roads were the infrastructure most in need of improvement, followed by sidewalks, water system, pedestrian crosswalks, pedestrian bridges, and waste collection.

Respondents had the option to include written comments or suggestions, and 387 left a comment of some kind. Comments are being analyzed, some recurring concerns:

- Level of traffic and capacity of local roads to handle increased development, specific concerns for several major corridors, such as Rte. 197, Rte. 3, Rte. 450, and Rte. 50
- Housing concerns, both concern for rising costs/low supply and comments against increased development in the area, especially with a lack of transit infrastructure improvement to support new residents
- Concern for level of crime and expressed need for increased police presence either generally or in regards to specific locations
- Trash collection and litter, both praise for Bowie's trash collectors and concerns about various locations that attract litter
- Concern for youth and teens, expressed need for activities to keep them engaged, employed, and/or away from negative or criminal behaviors. Also perennial suggestion that Bowie High School is in need of major renovations/redevelopment
- Concern for seniors' needs, especially for affordable housing and aging homes
- Various specific or general code enforcement related concerns (landscaping, abandoned houses, parking enforcement, commercial vehicles in domestic neighborhoods, etc.)
- Comments related to economic development, need for retail improvements, especially centering on Bowie Town Center and the old Sears location

Comments from Community Outreach Meetings

Several residents attended the community meetings, but none left comments or made questions during the presentations.

Program/Project Recommendations

HUD provides the City with approximately $190,000 per year in CDG funds; subject to congressional funding and on-going budget negotiations. The City will receive a letter from HUD advising us of the funding for FY24 (HUD FY23) when Congress approves the federal budget. The City's allocation is based on demographics, size, and City revenues.

CDBG Eligible Activities

HUD's rules state:

Over a 1, 2, or 3-year period, as selected by the grantee, not less than 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons. In addition, each activity must meet one of the following national objectives for the program: benefit low- and moderate- income persons, prevention or elimination of slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

Eligible Activities

CDBG funds may be used for activities which include, but are not limited to:

- acquisition of real property;
- relocation and demolition;
- rehabilitation of residential and non-residential structures;
- construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes;
- public services, within certain limits;
- activities relating to energy conservation and renewable energy resources; and
- provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

Designated Community/Area Eligible Individual
Once an eligible activity is selected, the next step is to see if you have eligible participants. HUD allows funds to be dedicated to a specific area if, and only if, the majority of residents/households in set of contiguous census blocks meet the low/moderate income levels approved by HUD. Alternatively, HUD allows funds to be used for eligible activities to be applied to eligible individuals and families irrespective of their location in the City. Those who meet the income and household family size thresholds can qualify. HUD issues the income limits and household size standards for each **MSA.**

Maximizing the Number of Citizens Participating in **Programs**
During the previous five years (FY 18-23) the City used its CDBG funds for single family rehabilitation grants, workforce development, and fair housing education. These programs continue to be consistently in-demand with residents; over 200 single family homes have been renovated and/or given energy efficient upgrades using both CDBG funding and leveraging other funding, such as Community Legacy funds from the State of MD. Over 100 youth and young adults have participated in the workforce development program since it was launched City-wide in 2019. The annual fair housing education continues to draw speakers and participants from Bowie and Prince George's County, and was recommended as an on-going activity in the Analysis of Impediments to Fair Housing report for Bowie and Prince George's County which was completed in FY 2019.

Given the level of funding, the types of eligible activities under the CDBG program, and the need to maximize the number of individuals/families assisted in the program, staff proposes the following for program and income eligible City of Bowie applicants:

Year 1 (FY 2024)
Continue to implement single family rehabilitation grants, annual workforce development training, and annual fair housing training events.

Year 2 (FY 2025)
Continue the programs from FY 2024.

Year 3 (FY 2026)
Staff will prepare recommendations for City management and Council on additional needs and program implementation strategies, as the City and residents continue to adapt to post-pandemic economic conditions. If no changes are deemed necessary, continue programs from FY2025.

Year 4 (FY 2027)
Continue Year 3 programs, unless additional needs arise where eligible activities can assist eligible participants.

Year 5 (FY 2028)
Continue Year 4 programs, unless additional needs arise where eligible activities can assist eligible participants.

Attachment A
Resolution R-1-23

R-1-23

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ADOPTING THE CITIZEN PARTICIPATION PLAN FOR THE CONSOLIDATED PLAN FOR HOUSING AND COMMUNITY DEVELOPMENT FOR FISCAL YEARS 2024-2028 (HUD FY2023-2027)

WHEREAS, the City of Bowie (City), Maryland is an Entitlement Community concerning the Community Development Block Grant (CDBG) Program; and

WHEREAS, the City Council approved Resolution R-41-03 on May 5, 2003 authorizing the City to become an Entitlement Community; and

WHEREAS, as an Entitlement Community the City must adopt a Citizen Participation Plan to encourage public participation in the development and implementation of the Consolidated Plan for the Community Development Block Grant Program for the period July 1, 2024 – June 30, 2028 (HUD FY2023 – 2027); and

WHEREAS, the City has prepared the attached Citizen Participation Plan that addresses the areas of public participation, public access, public hearing, public comments, criteria for amendments to the Consolidated Plan, public notice, and adoption of the Citizen Participation Plan.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the Council does hereby adopt the Citizen Participation Plan attached as Attachment 1 to this document; and

BE IT FURTHER RESOLVED that the City Manager is authorized to transmit this document to the U.S. Department of Housing and Urban Development for their review and approval in the FY 24-28 (HUD FY23-27) Consolidated Plan development process.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on February 6, 2023.

ATTEST:

Awilda Hernandez
City Clerk

THE CITY OF BOWIE, MARYLAND

Timothy J. Adams
Mayor

Attachment B
Community Needs Assessment Survey

- Survey Notice
- Community Outreach Notice
- Survey Instrument

City of Bowie
Citizen Input and Proposed Projects
Consolidated Plan Fiscal Year 2024-2028
(HUD FY2023-2027)

City of Bowie Citizen Participation Plan
Consolidated Plan Fiscal Year 2024-2028

For Immediate Release: February 2023

Contact: Kay Starr, 301-809-3009

City of Bowie Administers Community Needs Survey

The City of Bowie is administering a survey to City residents, neighborhood groups, businesses, faith community, and public and private sector service providers to assess community needs in the areas of housing, homelessness, and community development. Survey results will be used in an assessment of community development needs applied to the FY24-28 Consolidated Plan.
The City of Bowie is an Entitlement Community, and the Consolidated Plan is a requirement to receive Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development.

The survey can be found online at: https://www.surveymonkey.com/r/BowieConPlan. All information related to the Consolidated Plan development process is posted online at www.cityofbowie.org/conplan, ensuring that all Bowie residents, including those living in apartments or senior facilities, businesses, service providers, neighborhood and community groups have access to the survey. Public hearings to gather additional feedback will be held on March 29, April 12, and April 26 online via Zoom. Registration links to those meetings will be posted on the program website as well.

Completing and submitting the survey in a timely manner is vital to the planning process. Results from this survey, along with an assessment of demographic data, will be used to identify and select community development projects for the next five years. Community input will ensure that funds are used in the most productive ways. Past projects have included street and stormwater improvements, energy efficient home repairs for residents who are low and moderate income, fair housing education, emergency rental assistance, emergency food assistance, and workforce development programs for residents aged 15 - 25.

The City requests that recipients complete the survey online, if possible. If not, please complete the hardcopy and mail it back to City Hall by March 24, 2023. For more information, contact Kay Starr, Office of Grant Development & Administration, at City Hall, 301-809-3009 or 301-809-5013 (TTY) or email conplan2428@cityofbowie.org

City of Bowie "Community Needs" Survey

The City of Bowie is a designated Entitlement Community by the U.S. Department of Housing and Urban Development and is eligible for direct Community Development Block Grant (CDBG) funding. The City must develop a five-year plan for Housing and Community Development through input and recommendations from residents, neighborhood groups, businesses, the faith-based community, and public and private sector service providers.

Please complete the "Community Needs" survey, which identifies housing, community, and economic development needs within the City of Bowie. It is your input that will guide our planning process and produce the programs and projects that benefit our community in the most productive ways.

Please complete and return the survey by March 24, 2023. **The survey can be found online at: https://www.surveymonkey.com/r/BowieConPlan.** Thank you for your contribution.

General Questions

How were you first made aware of the survey?

- Bowie Alert/Spotlight
- Bowie TV
- Facebook
- Twitter
- Community Outreach Meeting
- Flyer
- Information Session
- County Council Meeting
- Mailing
- City of Bowie website

Are you a resident of the City of Bowie?

- Yes
- No

Do you live or work in the City of Bowie?

- Live
- Work
- Both

Which of the following best describes your age range?

- 21 and Under
- 22 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 and Over
- Decline

Which of the following best describes your current employment status?

- Full-time employment
- Part-time employment
- Full-time Student
- Part-time Student
- Self-employed
- Home Provider
- Volunteer
- Retired
- Unemployed
- Other

Complete and mail the Community Needs Survey by March 24, 2023 or complete online at **https://www.surveymonkey.com/r/BowieConPlan**

Which of the following best describes your sector of business/employment?

- Retail
- Non-profit Service Provider
- Government Agency
- Corporation
- Banking Institution
- Healthcare/Medical Provider
- Automotive Industry
- Nonprofit Service Provider
- Other

Which things do you think need improving in your local area?

- Public transport
- Activities for teenagers
- Affordable decent housing
- Road and pavement repairs
- Parks and open spaces
- Level of pollution
- Access to nature
- Level of crime
- Shopping facilities
- Cultural facilities
- Community relations
- Community activities
- Health services
- The level of traffic congestion
- Clean streets
- Wage levels and local cost of living
- Facilities for young people
- Job prospects
- Other

<u>Housing Needs</u>

Which of the following best describes your current housing type?

- Condo
- Townhome
- Apartment
- Single family home
- Senior living facility

Which housing need is most important to your family?

- Affordable Ownership Housing (condos, townhouses, single family)
- Affordable Rental Housing
- Emergency Assistance (emergency repairs, prevention of utility cutoff)
- Homeownership Assistance (down payment, low-interest loans)
- Homeownership Retention (foreclosure prevention)
- Major Home Improvement Assistance (structural, electrical, plumbing)
- Minor Home Improvement Assistance
- Rental Housing Repair
- Energy Conservation/Efficiency Education

<u>Employment</u>

Do you feel there are job opportunities in Bowie?

- Yes
- No

If you do not work in Bowie, what factors hinder(ed) you from finding employment in the City?

- Low wages/salaries
- Lack of industry/field of study
- Accessibility to transportation
- Lack of response from employers
- Employer discrimination
- No available hours/shifts
- Limited prospects in career field
- Not Applicable (N/A)

If available, which programs would you participate in?

- Job Skills Preparation/Training
- Skills Based Training
- Resume/CV Development Class
- Internship Opportunities
- GED Preparation
- Transportation Assistance
- Business Startup Training

Complete and mail the Community Needs Survey by March 24, 2023 or complete online at **https://www.surveymonkey.com/r/BowieConPlan**

Community Services

Check all of the following that have happened to you in the past year.

- Evicted from your home
- Utilities shut off
- Primary wage earner no longer in the home
- Home needed major repairs
- Needed legal help
- Needed rental/mortgage assistance
- Lost transportation
- Job loss or hours reduced
- Lost rental, homeowner, health or car insurance

Local Governance Questions

How do you involve yourself and/or your family in the decisions that affect the City of Bowie?

- Attending City Council meetings/hearings
- Participating as a member of an independent Advisory Group or Panel
- Providing direct feedback via e-mail or social media
- Speaking directly to my Councilman/woman
- attending community meetings
- Completing and submitting on-line surveys
- Completing surveys submitted by mail
- I'm not involved

Economic and Retail Improvements

Do you think there is a need for investment in developing economic and/or retail improvements in Bowie?

- Yes
- No

Community Facilities

Which community facilities does your family use most often?

- Community Centers
- Libraries
- Parks and Recreational Facilities
- Senior Center
- Bowie Gymnasium

Which of these facilities in Bowie do you feel need to be upgraded or improved?

- Community Centers
- Libraries
- Parks and Recreational Facilities
- Senior Center
- Bowie Gymnasium

Infrastructure/Public Improvements

What public infrastructure do you feel needs to be improved in Bowie?

- Roads
- Water system
- Waste collection
- Sidewalks
- Pedestrian bridges
- Pedestrian crosswalk

Do you use public transportation to travel to work?

- Yes
- No

Public Safety and Policing

I know what to do in the event of a major emergency (natural disaster, etc.) in the City.

- Yes
- No

Do you feel that the City of Bowie is affected by the same amount of crime as other similar sized cities?

- Yes
- No

Complete and mail the Community Needs Survey by March 24, 2023 or complete online at **https://www.surveymonkey.com/r/BowieConPlan**

Services or Program Recommendations:

Comments or Suggestions:

After you have completed the survey, please fold it in half, tape it sealed and mail it back to City Hall or complete online at **https://www.surveymonkey.com/r/BowieConPlan** by March 24, 2023. For your convenience, no postage is required. Thank you for your contribution.

ConPlan Public Hearings Bowie Spotlight article

We need to hear from you! The City of Bowie is composing our five-year consolidated Plan to determine how best to support the Bowie community with our Community Development Block Grant Program. We are seeking input from City residents, neighborhood groups, businesses, faith community, and public and private sector service providers to assess community needs in the areas of housing, homelessness, and community development. Three public hearings will be held online March 29, April 12, and April 26 online via Zoom.
Register online at www.cityofbowie.org/conplan.

CITY OF BOWIE

COMMUNITY DEVELOPMENT BLOCK PROGRAM

CONSOLIDATED PLAN FY 2024-2028

CITIZEN PARTICIPATION PROCESS

NOTICE OF PUBLIC COMMENT PERIOD

In accordance with guidelines established by the U.S. Department of Housing and Urban Development (HUD), notice is hereby given that the City of Bowie, as an entitlement participant in the Federal Community Development Block Grant (CDBG) Program, solicits public participation in the development of the the Citizen Participation Plan for the Consolidated Plan for the program, FY 2024-2028.

Every five years the City must develop a Consolidated Plan for CDBG-funded programs, giving City staff and residents a chance to review previous programs and plan for the next five years. This process includes developing a plan to solicit residents' feedback, called the Citizens Participation Plan.

The "Draft Citizen Participation Plan, FY 2024-2028" is available for review at Bowie Public Libraries, Bowie City Hall, the Bowie Senior Center, Bowie Recreation Centers, and on the City's website from December 5, 2022 – February 6, 2023. All City CDBG documents are posted on the City's website: www.cityofbowie.org/cdbg.

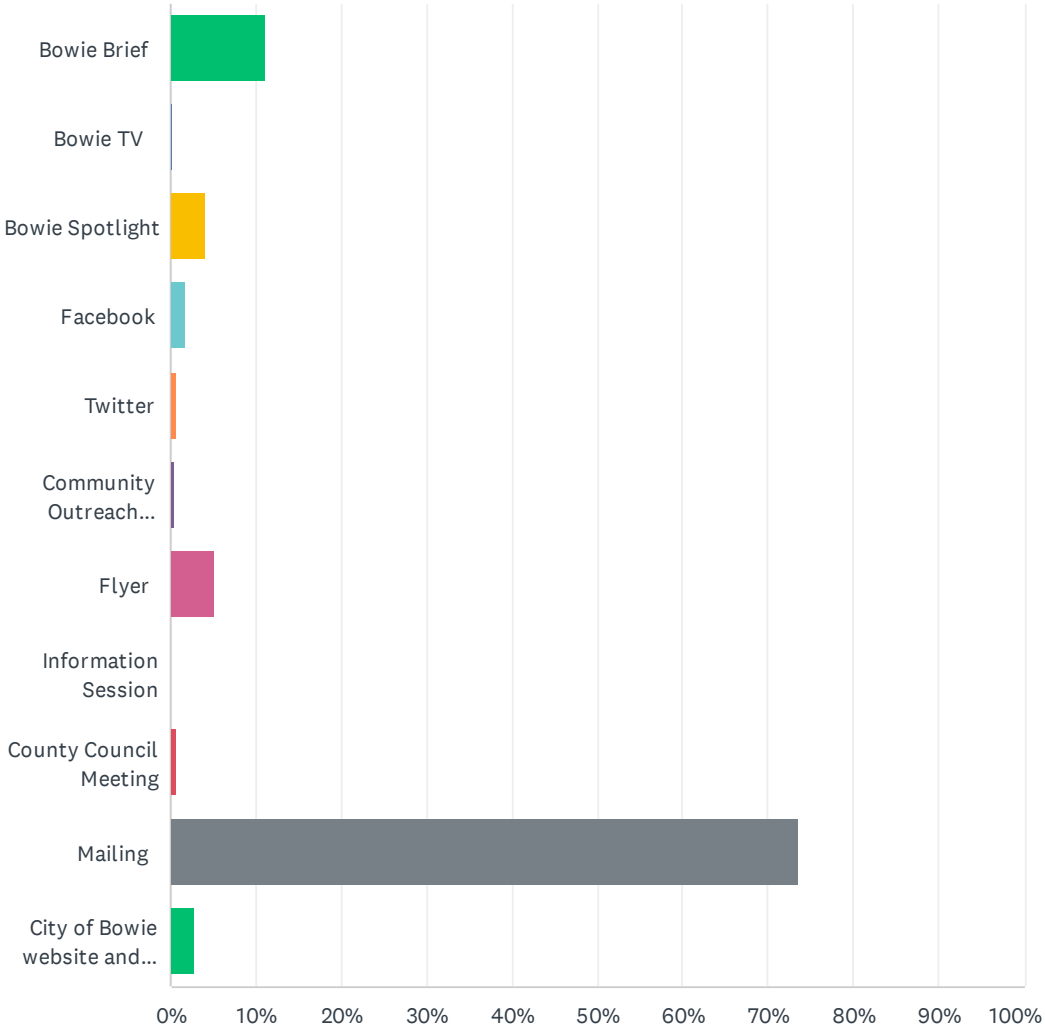
A Public Hearing on the plan will be held on Monday, February 6, 2023 at 8 p.m. at Bowie City Hall on 15901 Fred Robinson Way, Bowie, Maryland. The meeting can be viewed online via the City website at https://www.cityofbowie.org/616/View-Council-Meetings.

The City's CDBG activities benefitted low- and moderate-income citizens through the City's Single Family Housing Rehabilitation Program, Fair Housing Training, the Workforce Development Program, and the Emergency Rental Assistance and Emergency Food Assistance Programs. For additional information, contact conplan2428@cityofbowie.org or call 301-809-3009

Attachment C
Summary of Survey Results

Q1 How were you first made aware of the survey?

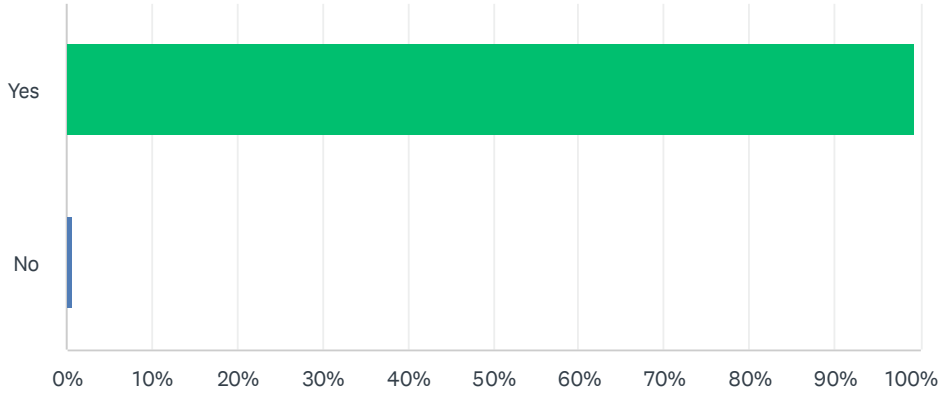
Answered: 1,095 Skipped: 45



ANSWER CHOICES	RESPONSES	
Bowie Brief	11.05%	121
Bowie TV	0.18%	2
Bowie Spotlight	4.02%	44
Facebook	1.74%	19
Twitter	0.64%	7
Community Outreach Meeting	0.46%	5
Flyer	5.02%	55
Information Session	0.00%	0
County Council Meeting	0.55%	6
Mailing	73.61%	806
City of Bowie website and other	2.74%	30
TOTAL		1,095

Q2 Are you a resident of the City of Bowie?

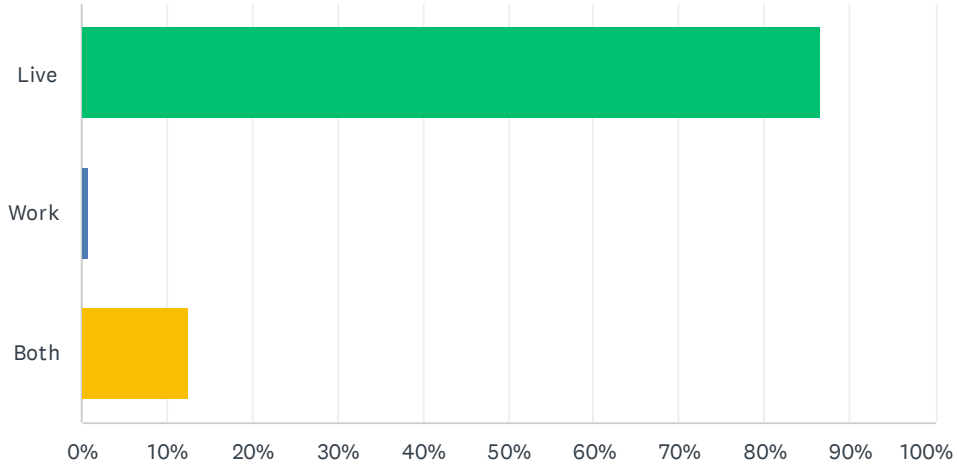
Answered: 1,129 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes	99.38%	1,122
No	0.62%	7
TOTAL		1,129

Q3 Do you live or work in the City of Bowie?

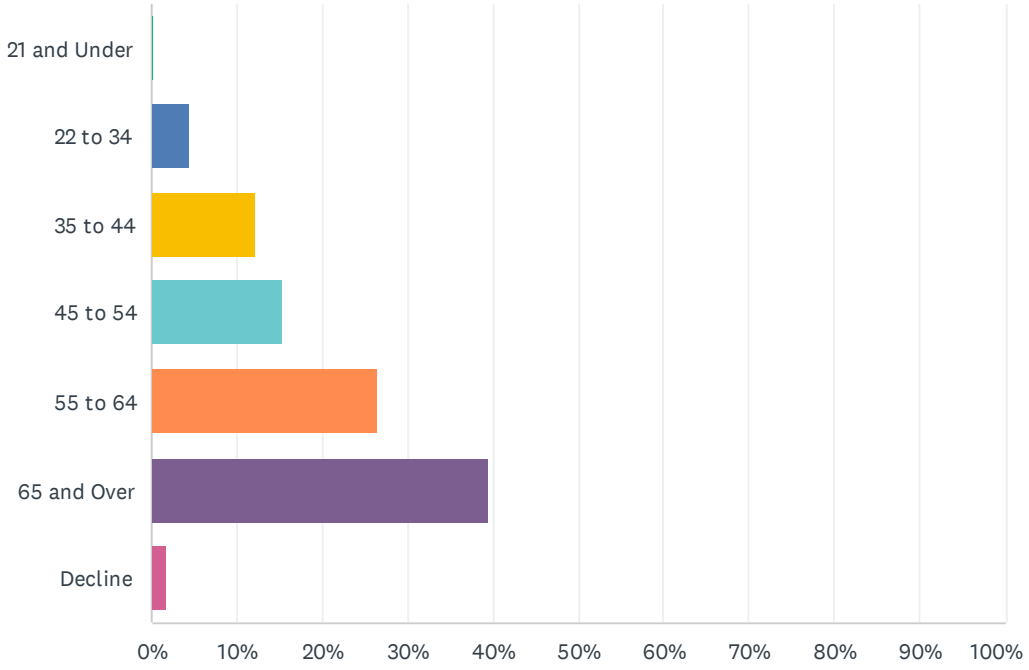
Answered: 1,131 Skipped: 9



ANSWER CHOICES	RESPONSES	
Live	86.56%	979
Work	0.80%	9
Both	12.64%	143
TOTAL		1,131

Q4 Which of the following best describes your age range?

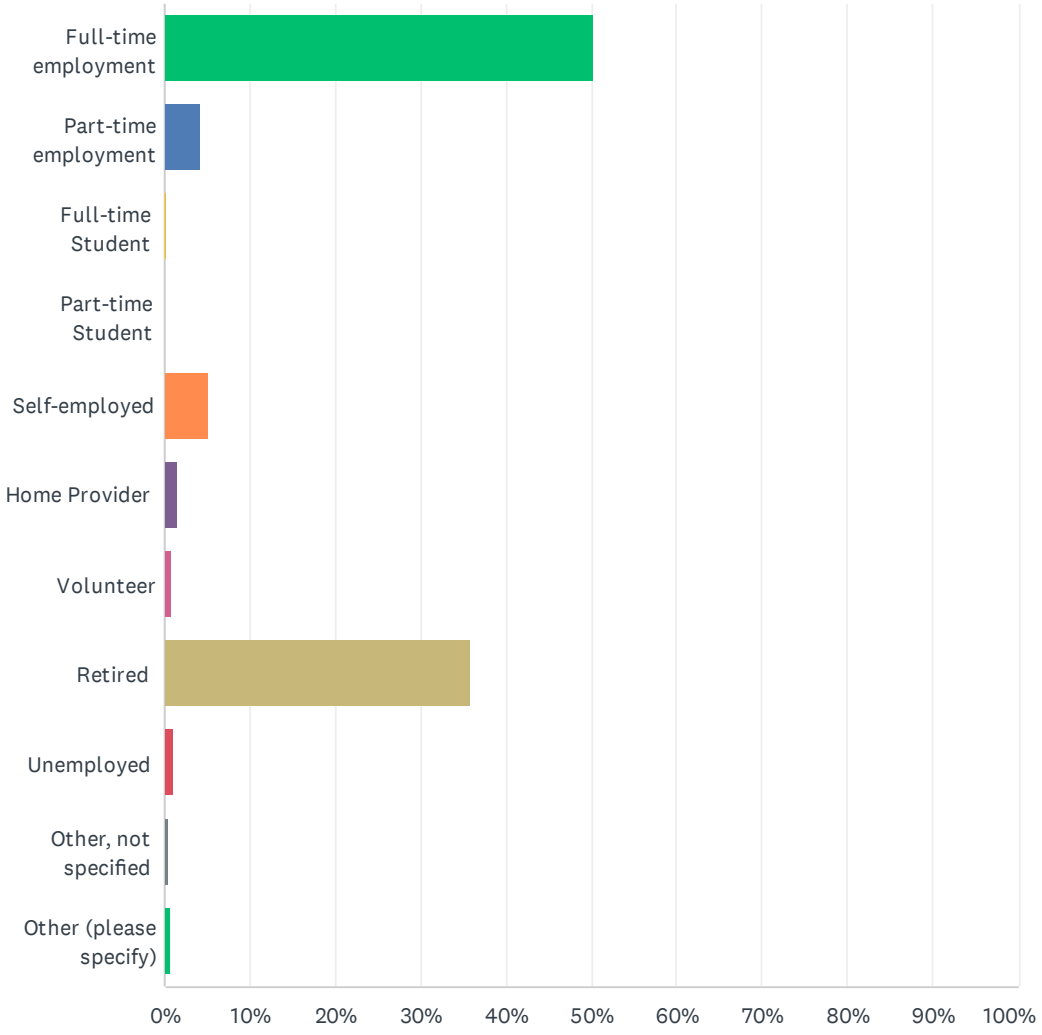
Answered: 1,134 Skipped: 6



ANSWER CHOICES	RESPONSES	
21 and Under	0.18%	2
22 to 34	4.50%	51
35 to 44	12.17%	138
45 to 54	15.43%	175
55 to 64	26.54%	301
65 and Over	39.51%	448
Decline	1.68%	19
TOTAL		1,134

Q5 Which of the following best describes your current employment status?

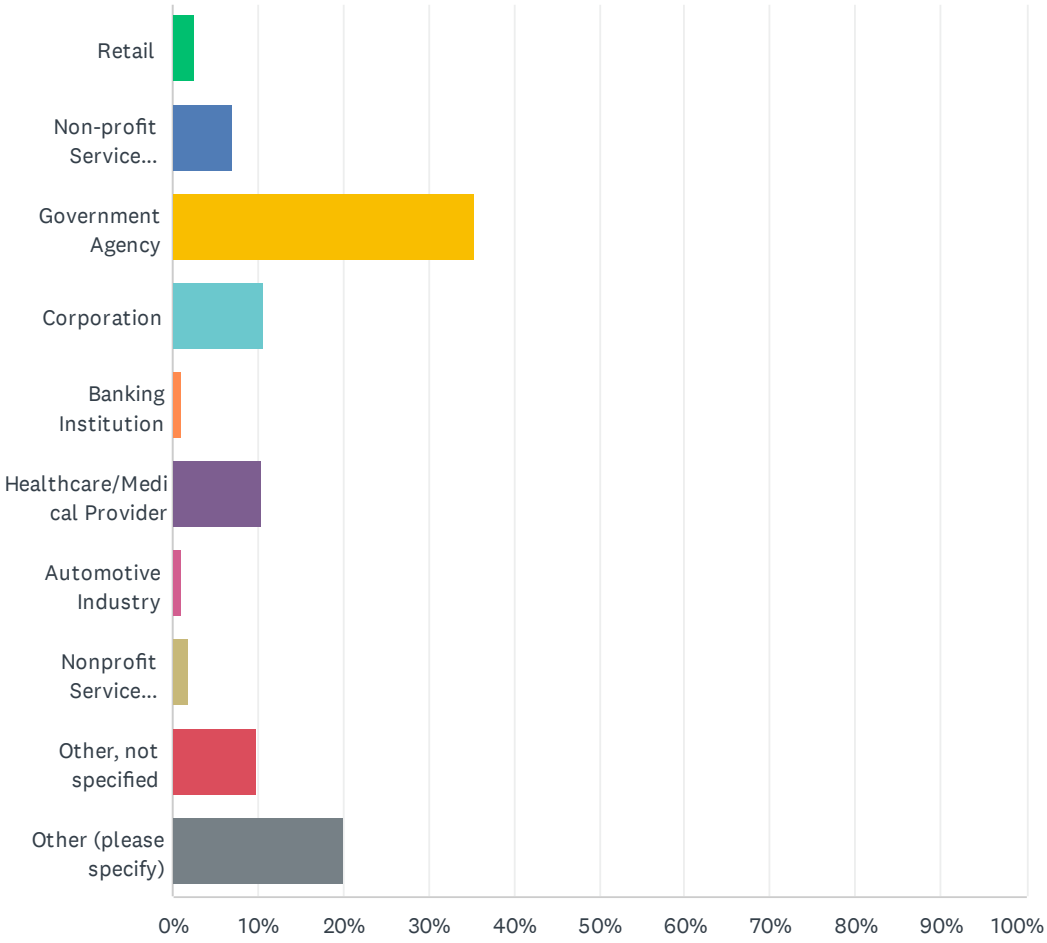
Answered: 1,133 Skipped: 7



ANSWER CHOICES	RESPONSES	
Full-time employment	50.22%	569
Part-time employment	4.24%	48
Full-time Student	0.18%	2
Part-time Student	0.00%	0
Self-employed	5.21%	59
Home Provider	1.41%	16
Volunteer	0.79%	9
Retired	35.83%	406
Unemployed	1.06%	12
Other, not specified	0.44%	5
Other (please specify)	0.62%	7
TOTAL		1,133

Q6 Which of the following best describes your sector of business/employer?

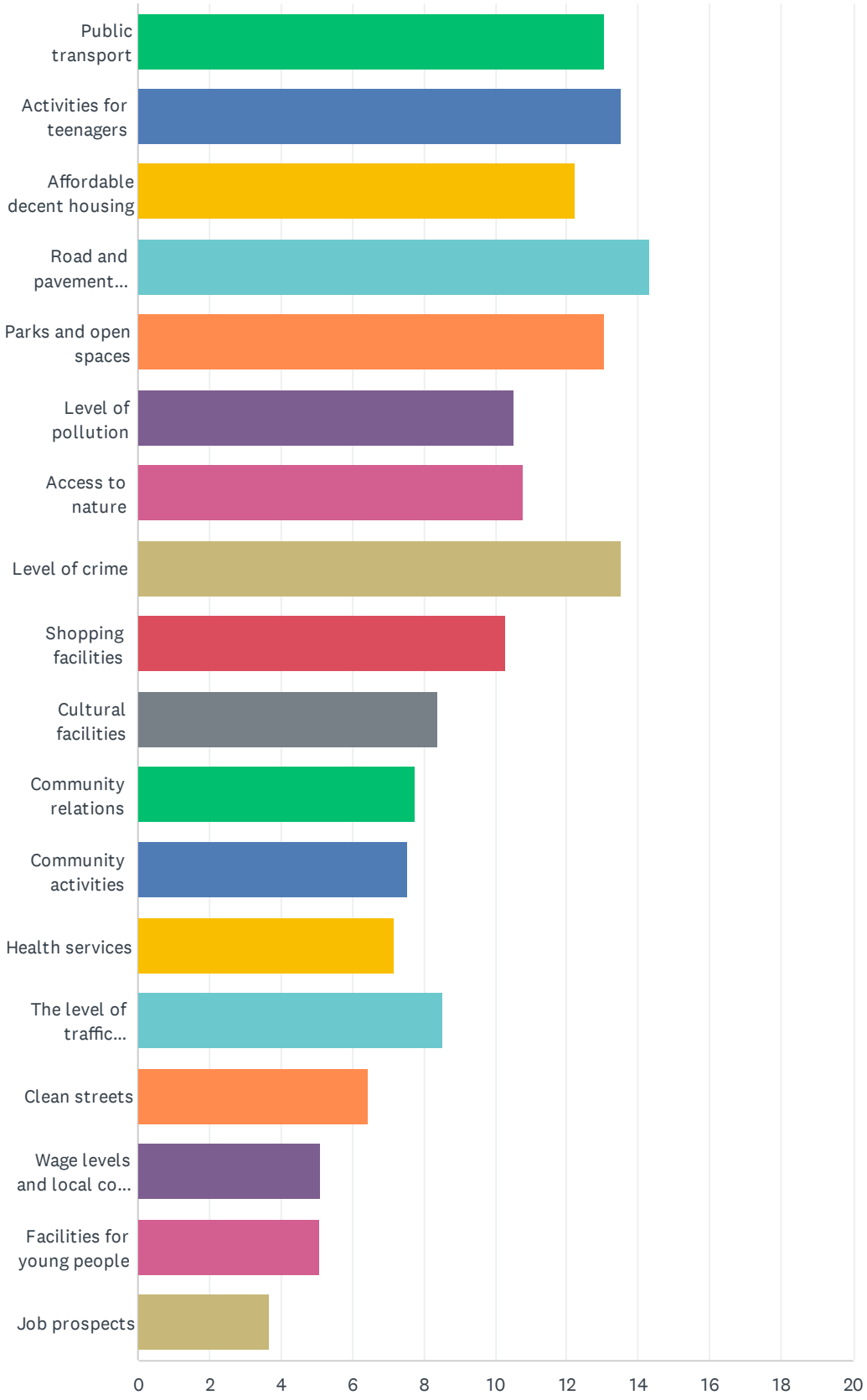
Answered: 1,013 Skipped: 127



ANSWER CHOICES	RESPONSES	
Retail	2.57%	26
Non-profit Service Provider	7.01%	71
Government Agency	35.44%	359
Corporation	10.66%	108
Banking Institution	1.09%	11
Healthcare/Medical Provider	10.37%	105
Automotive Industry	0.99%	10
Nonprofit Service Provider	1.88%	19
Other, not specified	9.87%	100
Other (please specify)	20.14%	204
TOTAL		1,013

Q7 Which things do you think need improving in your local area?

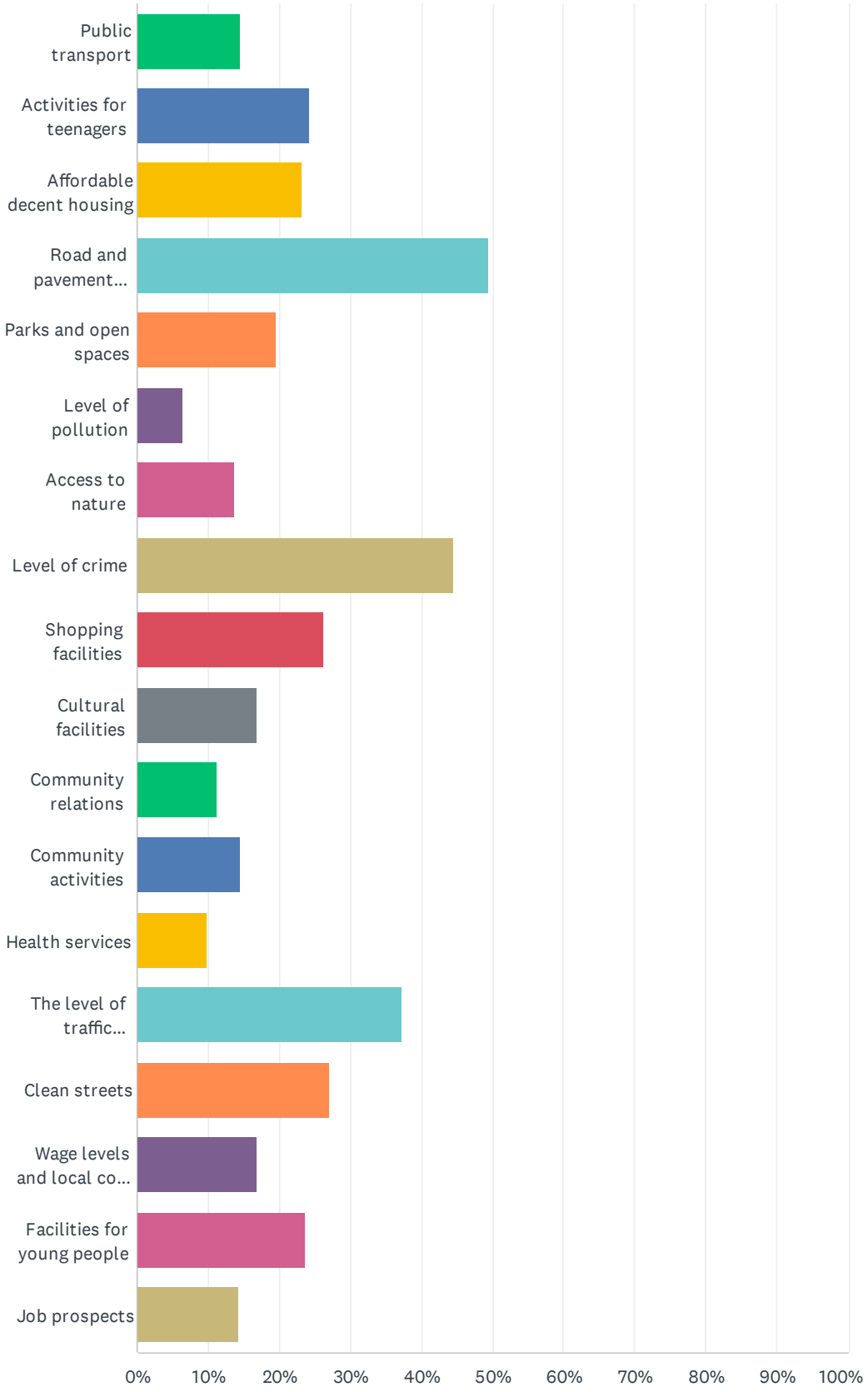
Answered: 688 Skipped: 452


Public transport
Activities for teenagers
Affordable decent housing
Road and pavement...
Parks and open spaces
Level of pollution
Access to nature
Level of crime
Shopping facilities
Cultural facilities
Community relations
Community activities
Health services
The level of traffic...
Clean streets
Wage levels and local co...
Facilities for young people
Job prospects
0
2
4
6
8
10
12
14
16
18
20

	1	2	3	4	5	6	7	8	9	10	11	1
Public transport	21.37% 147	10.76% 74	10.03% 69	7.56% 52	6.98% 48	6.83% 47	4.94% 34	5.67% 39	4.36% 30	2.03% 14	2.91% 20	
Activities for teenagers	12.06% 83	20.20% 139	10.90% 75	8.87% 61	9.16% 63	7.70% 53	5.96% 41	4.65% 32	4.22% 29	2.91% 20	2.91% 20	
Affordable decent housing	8.72% 60	8.14% 56	14.97% 103	12.94% 89	8.72% 60	6.83% 47	6.54% 45	4.51% 31	3.78% 26	3.34% 23	3.49% 24	
Road and pavement repairs	11.92% 82	13.52% 93	16.13% 111	17.30% 119	13.08% 90	6.25% 43	5.09% 35	5.96% 41	2.91% 20	2.62% 18	1.02% 7	
Parks and open spaces	5.23% 36	6.54% 45	7.41% 51	13.23% 91	21.51% 148	11.48% 79	9.16% 63	7.41% 51	5.38% 37	4.36% 30	2.03% 14	
Level of pollution	0.44% 3	2.33% 16	3.20% 22	3.20% 22	7.41% 51	22.38% 154	9.88% 68	10.76% 74	9.01% 62	6.25% 43	6.10% 42	
Access to nature	0.87% 6	3.34% 23	3.20% 22	5.09% 35	5.67% 39	7.70% 53	20.49% 141	12.79% 88	10.61% 73	9.01% 62	5.52% 38	
Level of crime	22.97% 158	10.61% 73	7.56% 52	4.65% 32	4.22% 29	4.36% 30	7.85% 54	17.30% 119	6.69% 46	5.52% 38	2.33% 16	
Shopping facilities	3.49% 24	5.09% 35	5.09% 35	2.91% 20	4.51% 31	4.22% 29	5.81% 40	8.72% 60	23.40% 161	9.74% 67	7.70% 53	
Cultural facilities	0.29% 2	0.87% 6	1.74% 12	2.33% 16	1.31% 9	3.63% 25	3.34% 23	3.49% 24	8.28% 57	27.33% 188	14.97% 103	1
Community relations	0.29% 2	1.16% 8	1.31% 9	1.02% 7	1.31% 9	1.89% 13	1.74% 12	2.62% 18	4.51% 31	7.56% 52	30.81% 212	1
Community activities	0.44% 3	0.44% 3	1.02% 7	2.03% 14	2.03% 14	3.05% 21	3.49% 24	3.20% 22	4.65% 32	4.22% 29	7.27% 50	3
Health services	1.45% 10	1.74% 12	1.89% 13	2.62% 18	3.05% 21	1.74% 12	2.76% 19	2.62% 18	1.74% 12	4.80% 33	4.65% 32	
The level of traffic congestion	5.52% 38	5.81% 40	6.25% 43	5.38% 37	4.80% 33	2.91% 20	2.47% 17	1.31% 9	2.33% 16	2.76% 19	1.31% 9	
Clean streets	1.45% 10	3.05% 21	2.18% 15	3.78% 26	2.47% 17	3.49% 24	3.34% 23	2.91% 20	1.74% 12	2.03% 14	2.33% 16	
Wage levels and local cost of living	1.16% 8	2.47% 17	2.18% 15	2.62% 18	1.60% 11	1.74% 12	2.33% 16	1.60% 11	1.74% 12	1.02% 7	1.60% 11	
Facilities for young people	0.73% 5	2.18% 15	2.18% 15	3.20% 22	1.45% 10	2.76% 19	3.05% 21	2.47% 17	3.34% 23	2.18% 15	2.03% 14	
Job prospects	1.60% 11	1.74% 12	2.76% 19	1.31% 9	0.73% 5	1.02% 7	1.74% 12	2.03% 14	1.31% 9	2.33% 16	1.02% 7	

Q8 Which things do you think need improving in your local area?

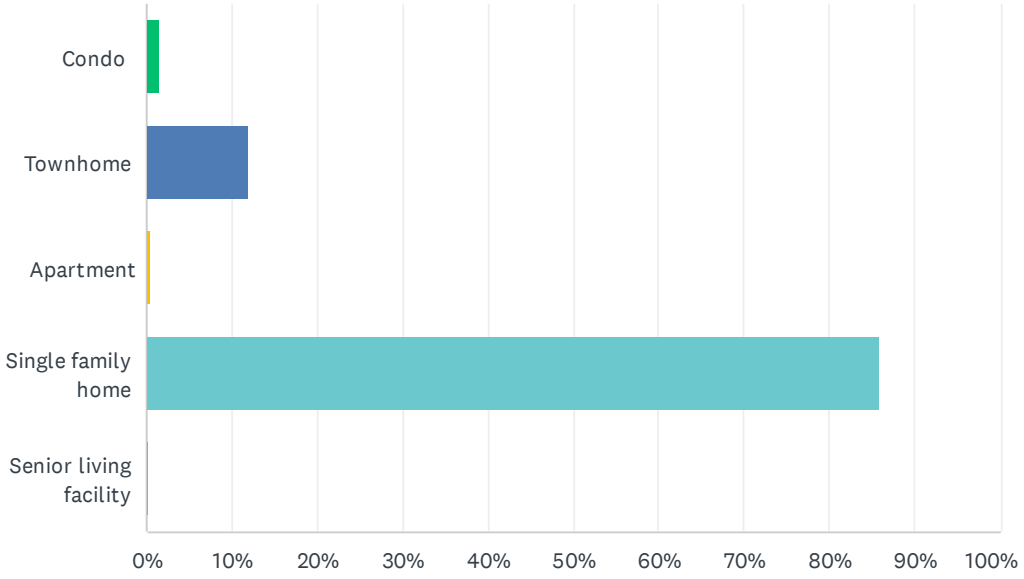
Answered: 418 Skipped: 722


Public transport
Activities for teenagers
Affordable decent housing
Road and pavement...
Parks and open spaces
Level of pollution
Access to nature
Level of crime
Shopping facilities
Cultural facilities
Community relations
Community activities
Health services
The level of traffic...
Clean streets
Wage levels and local co...
Facilities for young people
Job prospects
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

ANSWER CHOICES	RESPONSES	
Public transport	14.59%	61
Activities for teenagers	24.40%	102
Affordable decent housing	23.21%	97
Road and pavement repairs	49.52%	207
Parks and open spaces	19.62%	82
Level of pollution	6.46%	27
Access to nature	13.64%	57
Level of crime	44.50%	186
Shopping facilities	26.32%	110
Cultural facilities	16.75%	70
Community relations	11.24%	47
Community activities	14.59%	61
Health services	9.81%	41
The level of traffic congestion	37.32%	156
Clean streets	27.03%	113
Wage levels and local cost of living	16.75%	70
Facilities for young people	23.68%	99
Job prospects	14.35%	60
Total Respondents: 418		

Q9 Which of the following best describes your current housing type?

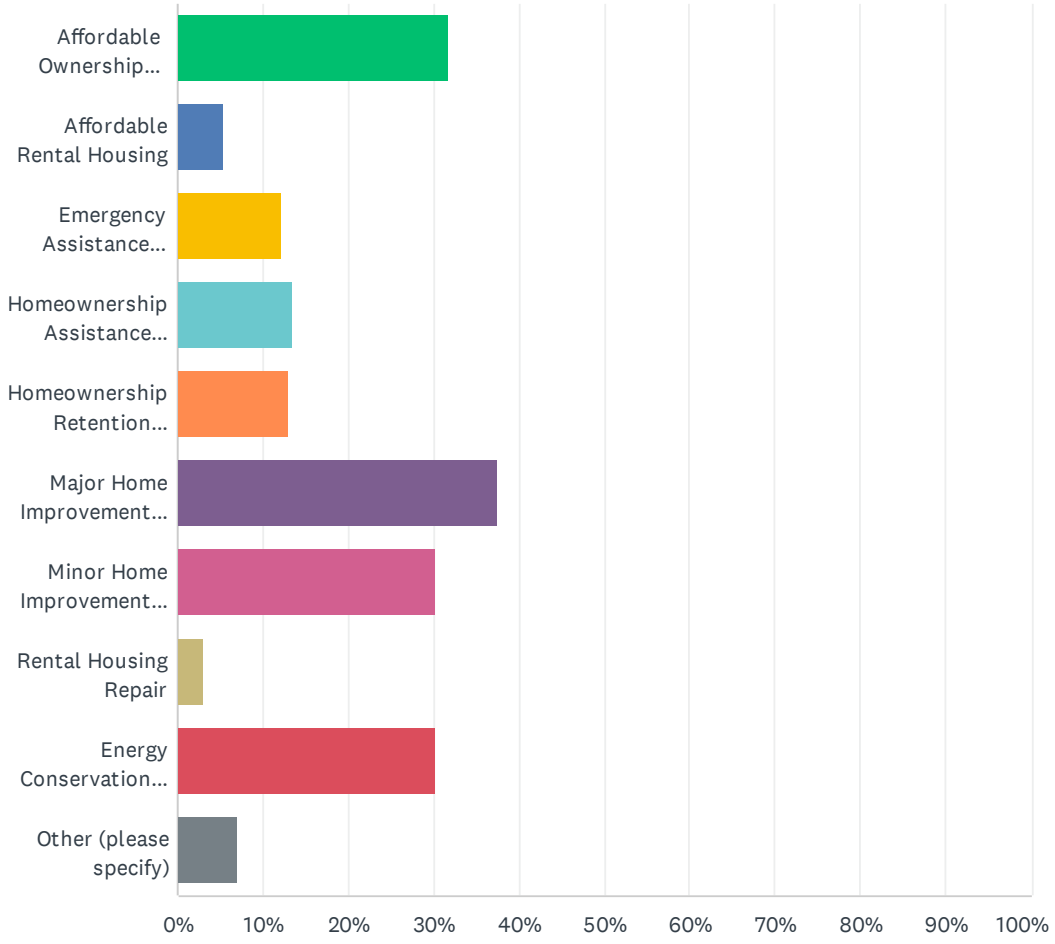
Answered: 1,132 Skipped: 8



ANSWER CHOICES	RESPONSES	
Condo	1.41%	16
Townhome	11.93%	135
Apartment	0.53%	6
Single family home	85.87%	972
Senior living facility	0.27%	3
TOTAL		1,132

Q10 Which housing need is most important to your family?

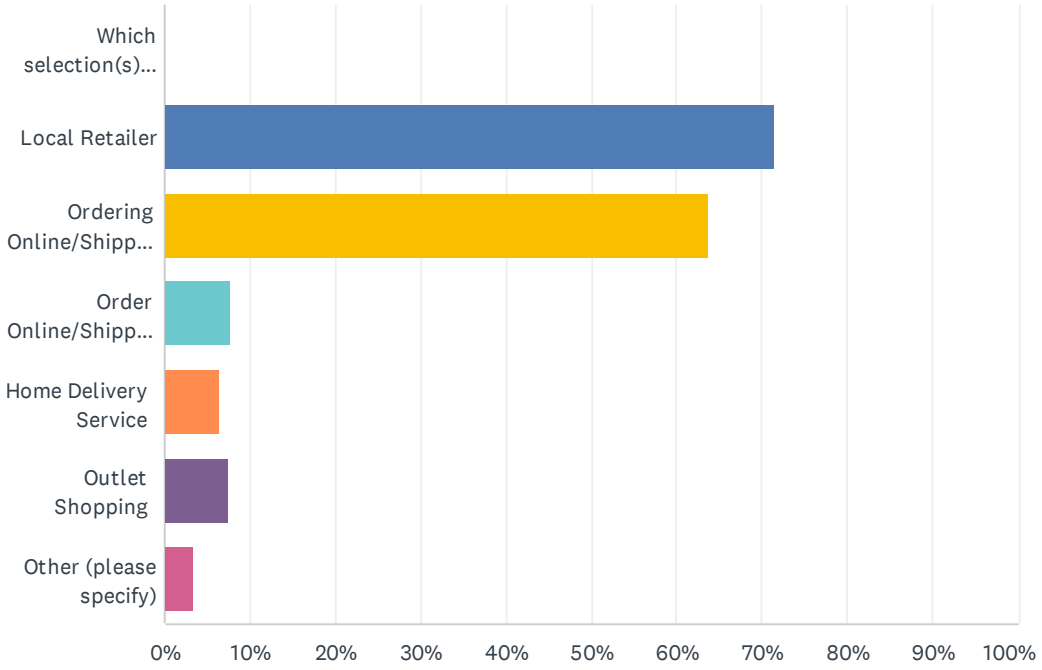
Answered: 1,043 Skipped: 97



ANSWER CHOICES	RESPONSES	
Affordable Ownership Housing (condos, townhouses, single family)	31.83%	332
Affordable Rental Housing	5.37%	56
Emergency Assistance (emergency repairs, prevention of utility cutoff)	12.18%	127
Homeownership Assistance (down payment, low-interest loans)	13.42%	140
Homeownership Retention (foreclosure prevention)	13.04%	136
Major Home Improvement Assistance (structural, electrical, plumbing)	37.49%	391
Minor Home Improvement Assistance	30.30%	316
Rental Housing Repair	2.97%	31
Energy Conservation/Efficiency Education	30.20%	315
Other (please specify)	7.00%	73
Total Respondents: 1,043		

Q11 Which selection(s) best describes your most used method of shopping?

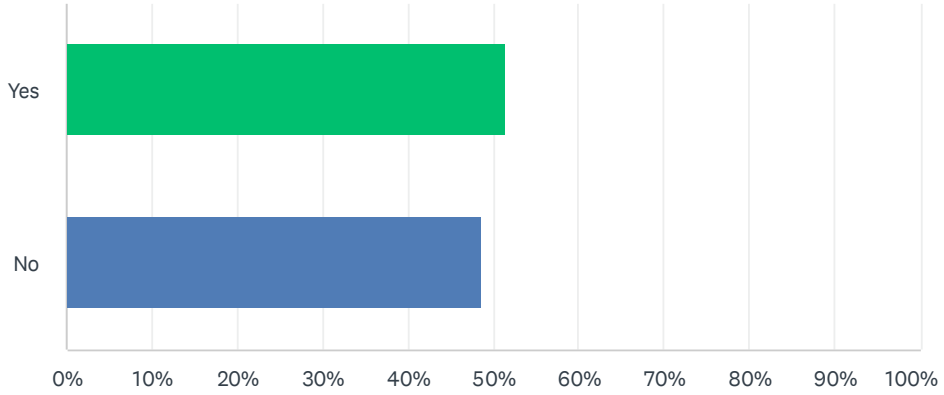
Answered: 678 Skipped: 462



ANSWER CHOICES	RESPONSES	
Which selection(s) best describes your most used method of shopping?	0.00%	0
Local Retailer	71.53%	485
Ordering Online/Shipped Directly to Home Address	63.72%	432
Order Online/Shipped to Store Location	7.67%	52
Home Delivery Service	6.34%	43
Outlet Shopping	7.52%	51
Other (please specify)	3.39%	23
Total Respondents: 678		

Q12 Do you conduct your household clothing shopping in Bowie?

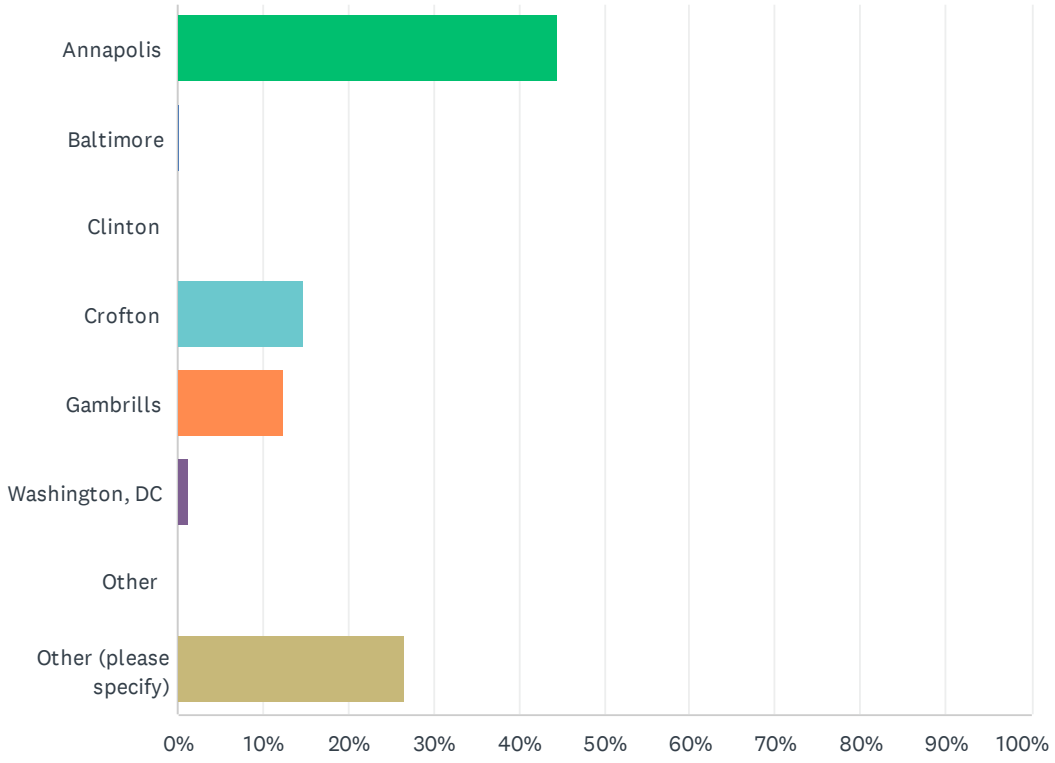
Answered: 676 Skipped: 464



ANSWER CHOICES	RESPONSES	
Yes	51.33%	347
No	48.67%	329
TOTAL		676

Q13 In what city/location do you conduct most of your household's clothing shopping? (Please select the city that is closes to your shopping location if the city name is not listed below).

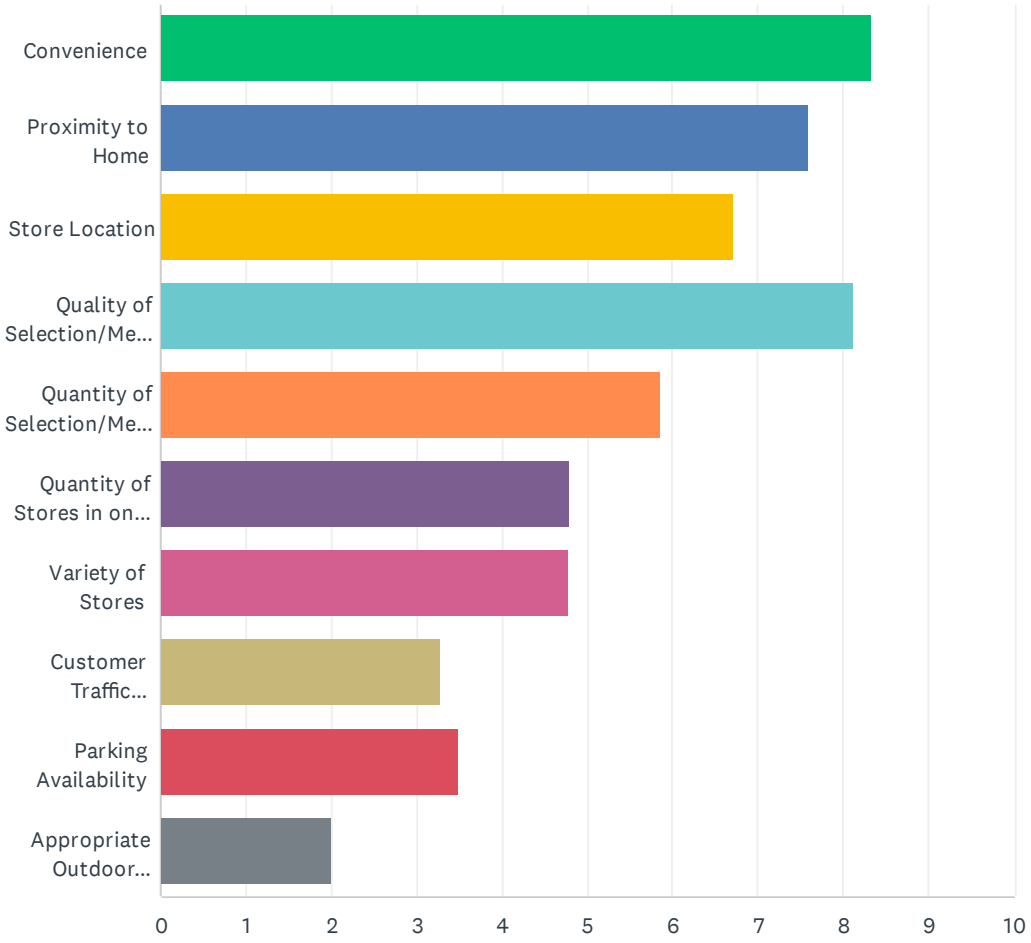
Answered: 662 Skipped: 478



ANSWER CHOICES	RESPONSES	
Annapolis	44.56%	295
Baltimore	0.30%	2
Clinton	0.00%	0
Crofton	14.80%	98
Gambrills	12.39%	82
Washington, DC	1.36%	9
Other	0.00%	0
Other (please specify)	26.59%	176
TOTAL		662

Q14 Please rank what factors are most important in your retail shopping experience.

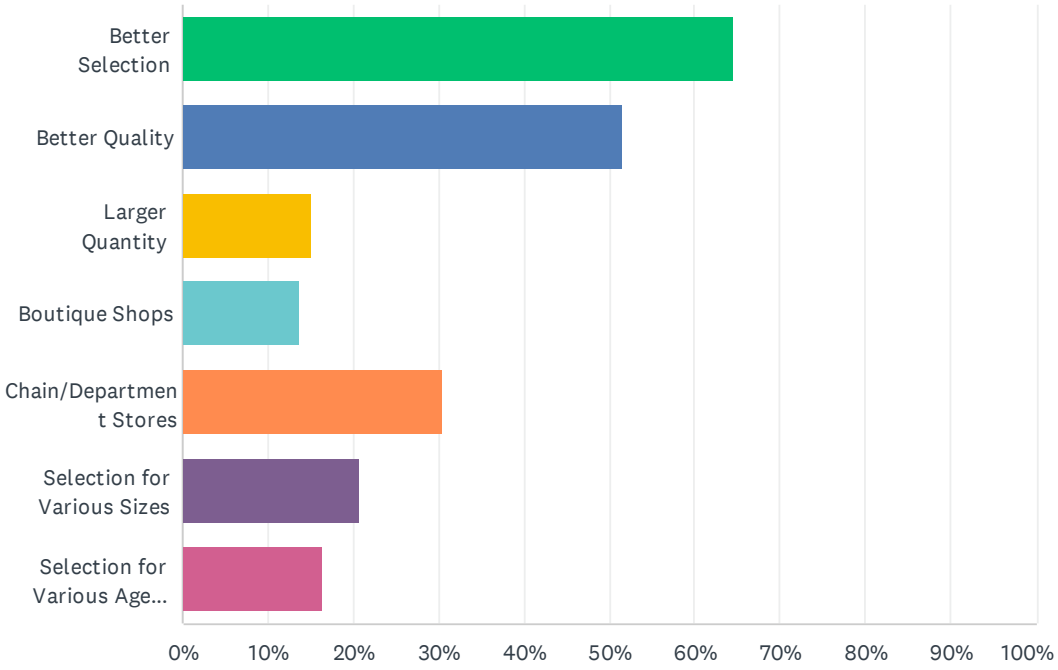
Answered: 643 Skipped: 497



	1	2	3	4	5	6	7	8	9	10	T
Convenience	38.57% 248	20.53% 132	11.66% 75	12.44% 80	6.84% 44	4.51% 29	3.42% 22	1.24% 8	0.62% 4	0.16% 1	
Proximity to Home	13.53% 87	31.73% 204	16.95% 109	10.26% 66	10.73% 69	6.22% 40	5.60% 36	2.80% 18	0.93% 6	1.24% 8	
Store Location	4.35% 28	8.09% 52	30.48% 196	18.97% 122	13.06% 84	11.35% 73	6.69% 43	4.20% 27	2.18% 14	0.62% 4	
Quality of Selection/Merchandise	34.53% 222	12.75% 82	10.42% 67	26.28% 169	9.02% 58	4.67% 30	1.40% 9	0.47% 3	0.47% 3	0.00% 0	
Quantity of Selection/Merchandise	1.71% 11	10.58% 68	7.31% 47	6.84% 44	36.70% 236	15.24% 98	12.44% 80	4.82% 31	2.80% 18	1.56% 10	
Quantity of Stores in one location	0.47% 3	3.89% 25	7.47% 48	6.38% 41	5.13% 33	36.70% 236	16.95% 109	12.29% 79	6.69% 43	4.04% 26	
Variety of Stores	3.58% 23	7.78% 50	5.75% 37	5.29% 34	5.60% 36	8.24% 53	39.04% 251	12.29% 79	9.18% 59	3.27% 21	
Customer Traffic (crowds)	0.93% 6	1.24% 8	2.18% 14	4.51% 29	3.11% 20	4.20% 27	5.29% 34	50.23% 323	18.97% 122	9.33% 60	
Parking Availability	1.09% 7	2.80% 18	5.29% 34	6.38% 41	6.38% 41	6.22% 40	5.60% 36	9.02% 58	50.54% 325	6.69% 43	
Appropriate Outdoor Lighting	1.24% 8	0.62% 4	2.49% 16	2.64% 17	3.42% 22	2.64% 17	3.58% 23	2.64% 17	7.62% 49	73.09% 470	

Q15 What would enhance your retail clothing shopping experience in Bowie?

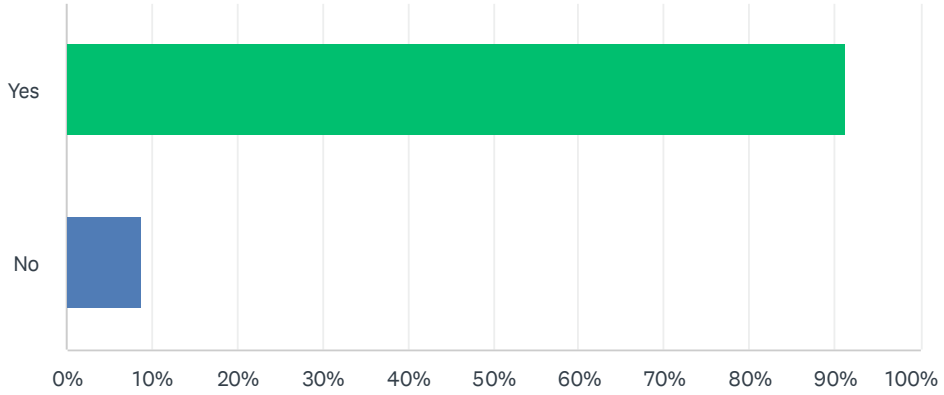
Answered: 662 Skipped: 478



ANSWER CHOICES	RESPONSES	
Better Selection	64.50%	427
Better Quality	51.51%	341
Larger Quantity	15.11%	100
Boutique Shops	13.60%	90
Chain/Department Stores	30.51%	202
Selection for Various Sizes	20.69%	137
Selection for Various Age Groups	16.31%	108
Total Respondents: 662		

Q16 Do you conduct your household grocery shopping in Bowie?

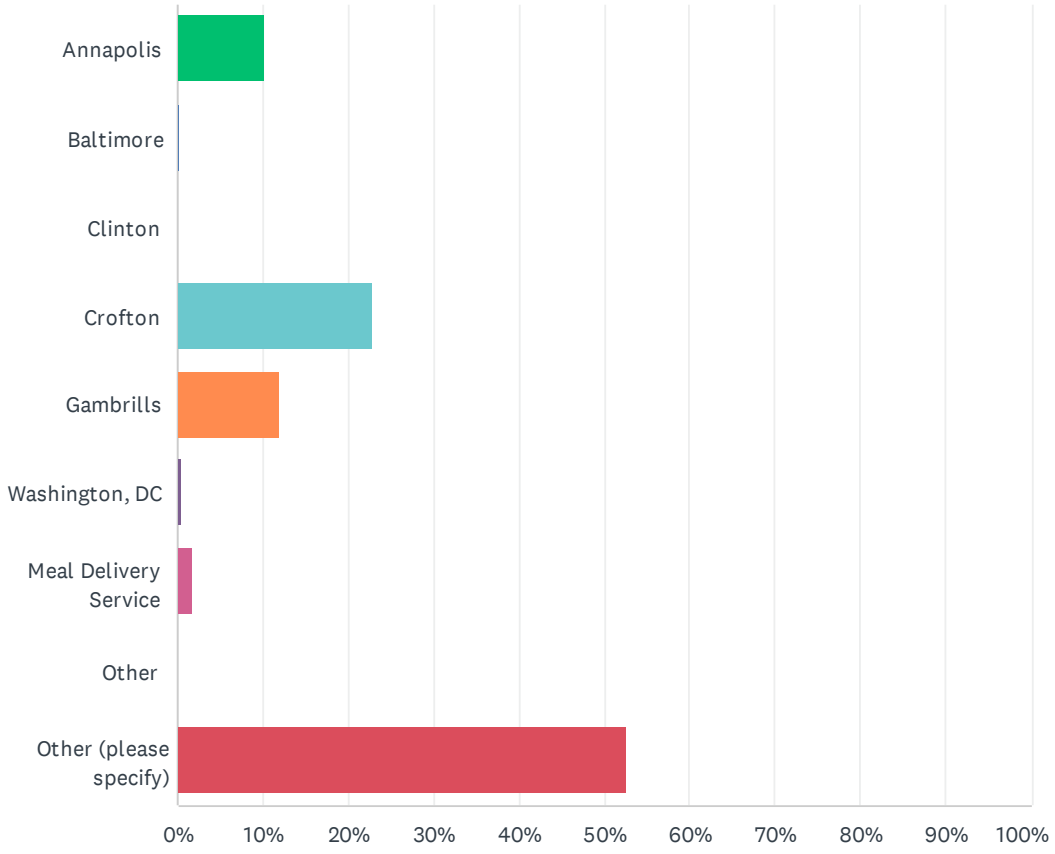
Answered: 677 Skipped: 463



ANSWER CHOICES	RESPONSES	
Yes	91.29%	618
No	8.71%	59
TOTAL		677

Q17 In what city/location do you conduct most of your household's grocery shopping? (Please select the city that is closes to your shopping location if the city name is not listed below).

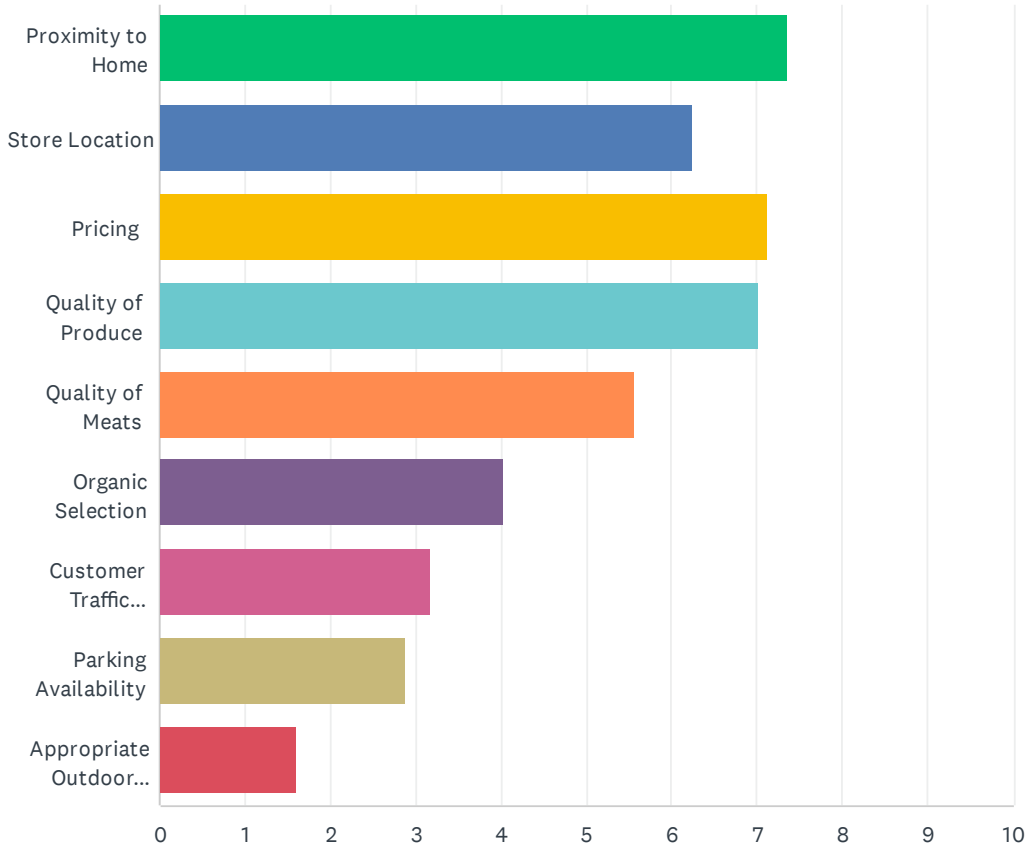
Answered: 644 Skipped: 496



ANSWER CHOICES	RESPONSES	
Annapolis	10.25%	66
Baltimore	0.16%	1
Clinton	0.00%	0
Crofton	22.83%	147
Gambrills	11.96%	77
Washington, DC	0.47%	3
Meal Delivery Service	1.71%	11
Other	0.00%	0
Other (please specify)	52.64%	339
TOTAL		644

Q18 What is most important in your household grocery shopping experience?

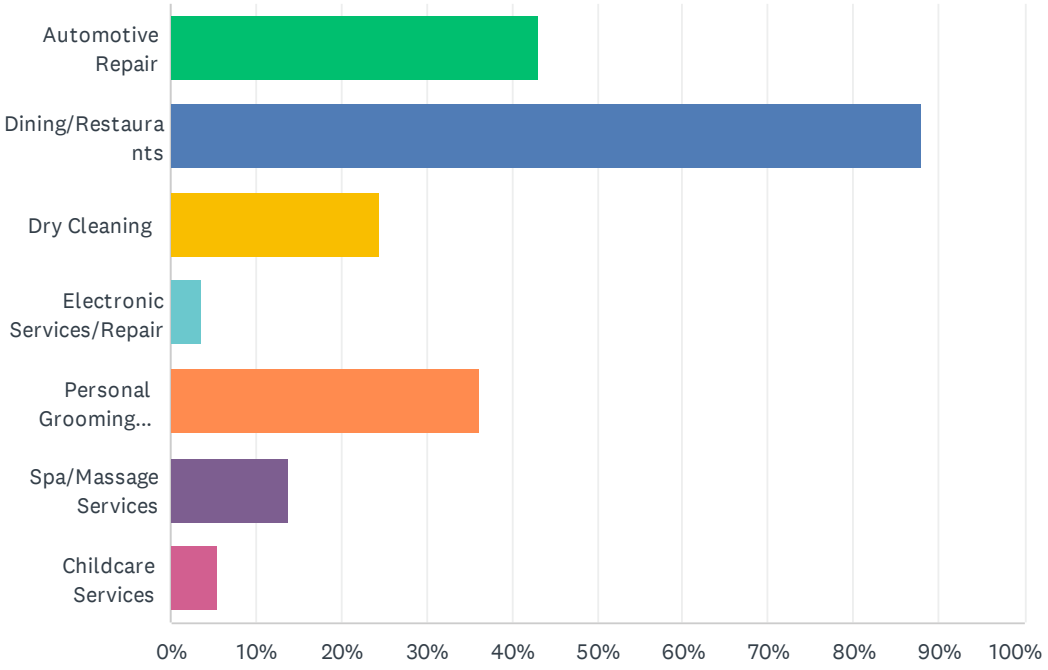
Answered: 624 Skipped: 516



	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Proximity to Home	42.79% 267	14.26% 89	10.90% 68	14.90% 93	8.97% 56	4.17% 26	2.24% 14	1.28% 8	0.48% 3	624	7.36
Store Location	6.57% 41	27.40% 171	15.87% 99	12.66% 79	19.55% 122	10.26% 64	4.49% 28	2.88% 18	0.32% 2	624	6.24
Pricing	24.68% 154	16.83% 105	31.41% 196	10.90% 68	9.29% 58	5.13% 32	0.80% 5	0.48% 3	0.48% 3	624	7.13
Quality of Produce	17.63% 110	23.08% 144	16.19% 101	33.97% 212	6.25% 39	2.08% 13	0.64% 4	0.16% 1	0.00% 0	624	7.02
Quality of Meats	3.04% 19	12.98% 81	15.38% 96	10.90% 68	38.46% 240	9.46% 59	4.81% 30	1.92% 12	3.04% 19	624	5.56
Organic Selection	3.69% 23	3.69% 23	5.77% 36	6.25% 39	5.29% 33	44.07% 275	10.74% 67	8.01% 50	12.50% 78	624	4.04
Customer Traffic (crowds)	0.64% 4	0.64% 4	1.92% 12	2.56% 16	4.33% 27	12.02% 75	58.01% 362	13.78% 86	6.09% 38	624	3.17
Parking Availability	0.16% 1	0.80% 5	1.92% 12	5.93% 37	6.09% 38	10.26% 64	13.14% 82	58.65% 366	3.04% 19	624	2.88
Appropriate Outdoor Lighting	0.80% 5	0.32% 2	0.64% 4	1.92% 12	1.76% 11	2.56% 16	5.13% 32	12.82% 80	74.04% 462	624	1.60

Q19 What services do you most frequently use? (Select all that apply).

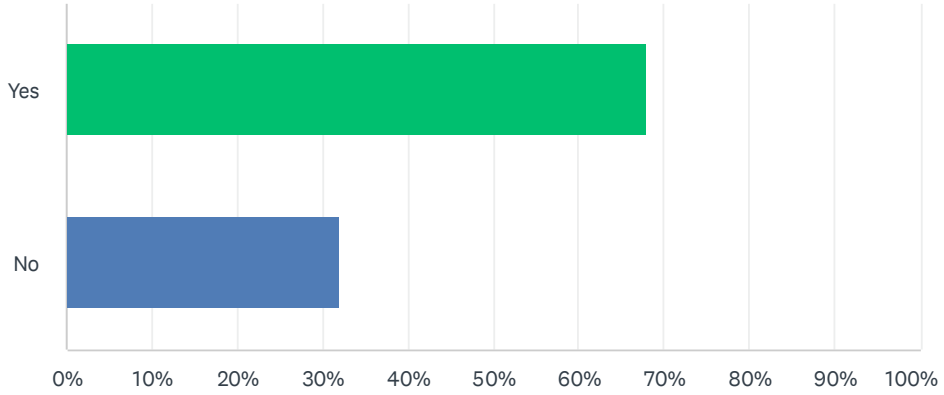
Answered: 673 Skipped: 467



ANSWER CHOICES	RESPONSES	
Automotive Repair	43.09%	290
Dining/Restaurants	88.11%	593
Dry Cleaning	24.52%	165
Electronic Services/Repair	3.57%	24
Personal Grooming Services	36.26%	244
Spa/Massage Services	13.82%	93
Childcare Services	5.50%	37
Total Respondents: 673		

Q20 Are those services conducted in Bowie?

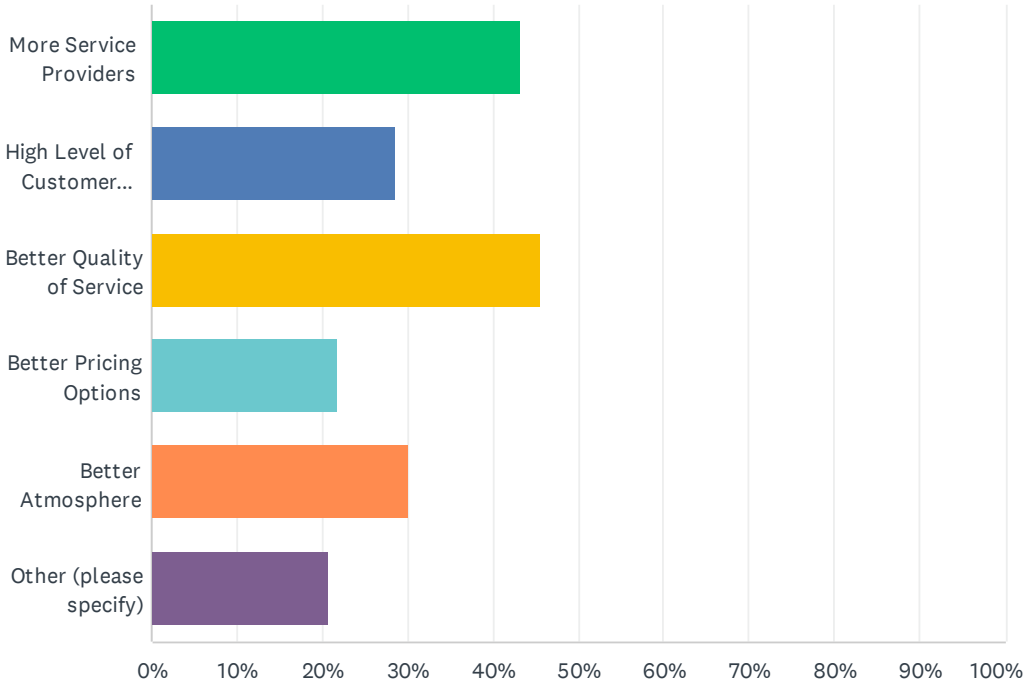
Answered: 671 Skipped: 469



ANSWER CHOICES	RESPONSES	
Yes	67.96%	456
No	32.04%	215
TOTAL		671

Q21 If no, please select items that represent why you seek services outside of the City of Bowie?

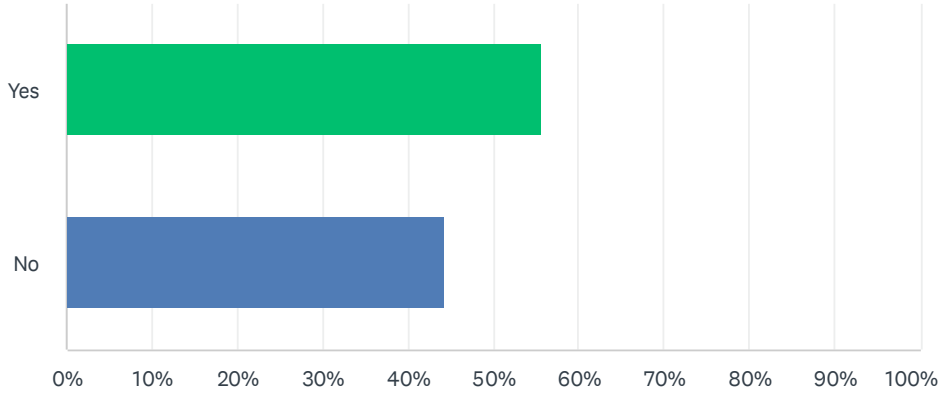
Answered: 458 Skipped: 682



ANSWER CHOICES	RESPONSES	
More Service Providers	43.23%	198
High Level of Customer Service	28.60%	131
Better Quality of Service	45.63%	209
Better Pricing Options	21.83%	100
Better Atmosphere	30.13%	138
Other (please specify)	20.74%	95
Total Respondents: 458		

Q22 Do you feel there are job opportunities in Bowie?

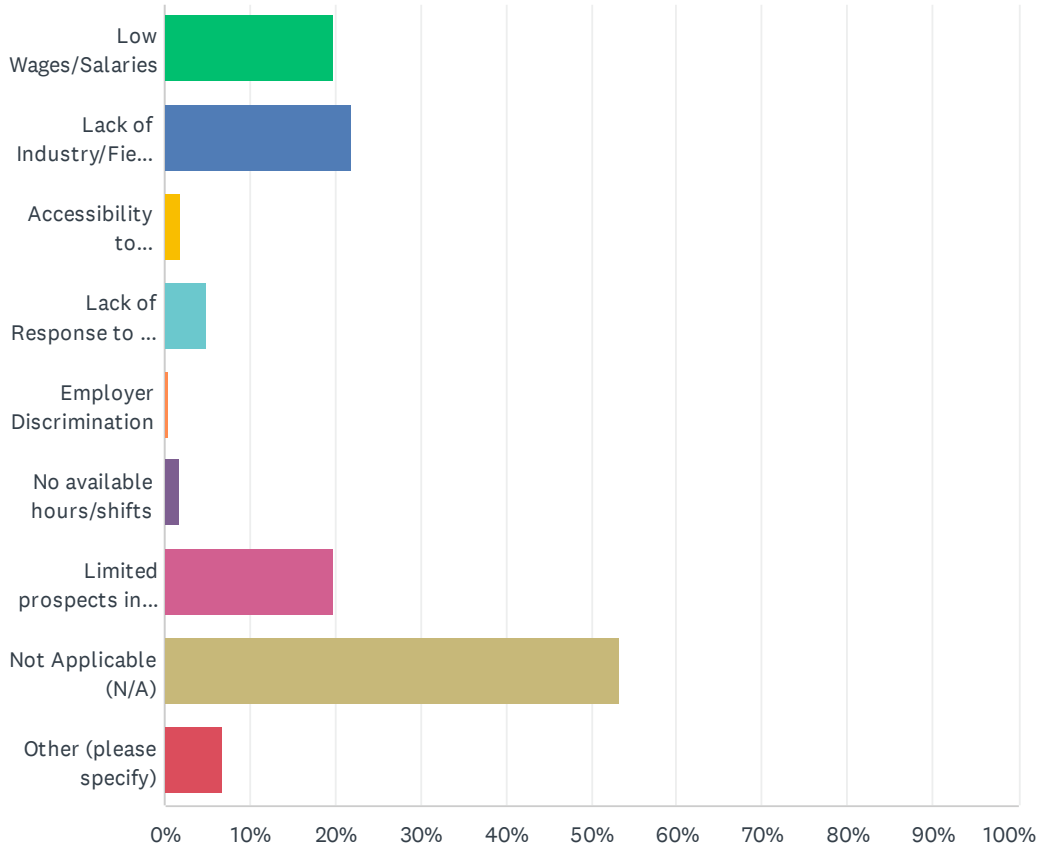
Answered: 1,046 Skipped: 94



ANSWER CHOICES	RESPONSES	
Yes	55.74%	583
No	44.26%	463
TOTAL		1,046

Q23 If you do not work in Bowie, what factors hinder(ed) you from finding employment in the City?

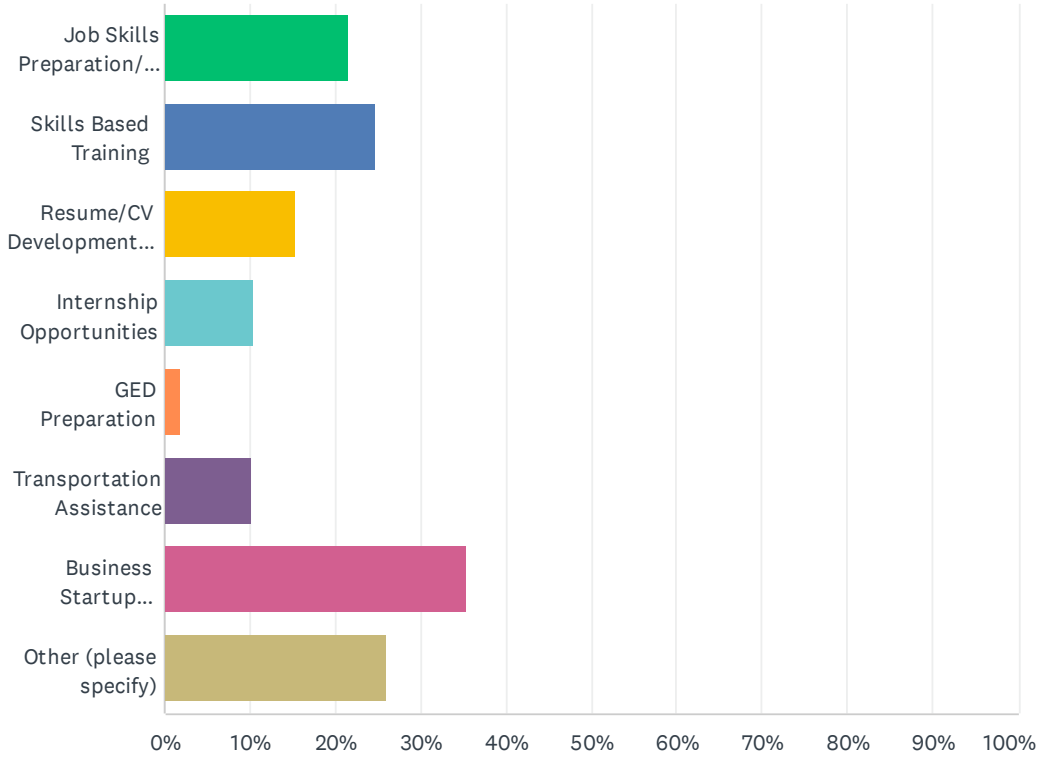
Answered: 1,046 Skipped: 94



ANSWER CHOICES	RESPONSES	
Low Wages/Salaries	19.89%	208
Lack of Industry/Field of Study	21.99%	230
Accessibility to Transportation	1.82%	19
Lack of Response to my resume from employers	4.97%	52
Employer Discrimination	0.48%	5
No available hours/shifts	1.63%	17
Limited prospects in career field	19.79%	207
Not Applicable (N/A)	53.25%	557
Other (please specify)	6.88%	72
Total Respondents: 1,046		

Q24 If available, which programs would you participate in?

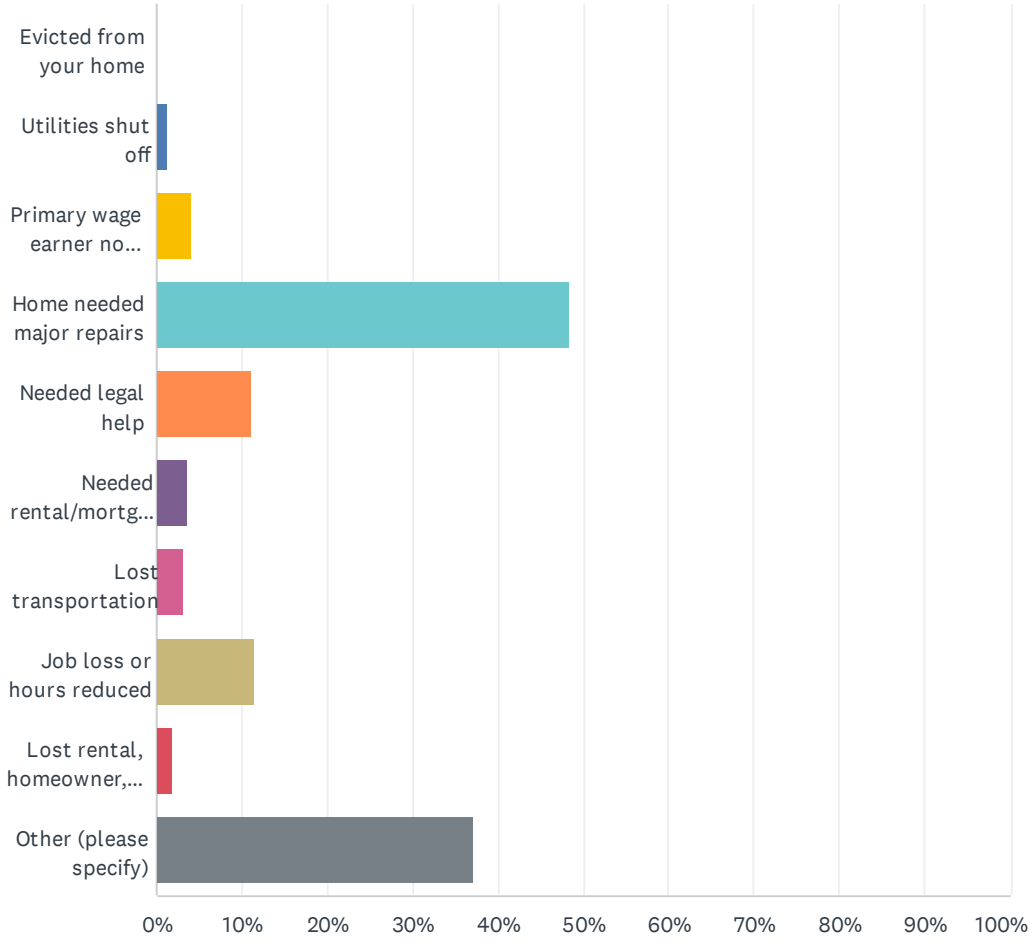
Answered: 717 Skipped: 423



ANSWER CHOICES	RESPONSES	
Job Skills Preparation/Training	21.62%	155
Skills Based Training	24.83%	178
Resume/CV Development Class	15.34%	110
Internship Opportunities	10.46%	75
GED Preparation	1.95%	14
Transportation Assistance	10.32%	74
Business Startup Training	35.43%	254
Other (please specify)	26.08%	187
Total Respondents: 717		

Q25 Check all of the following that have happened to you in the past year.

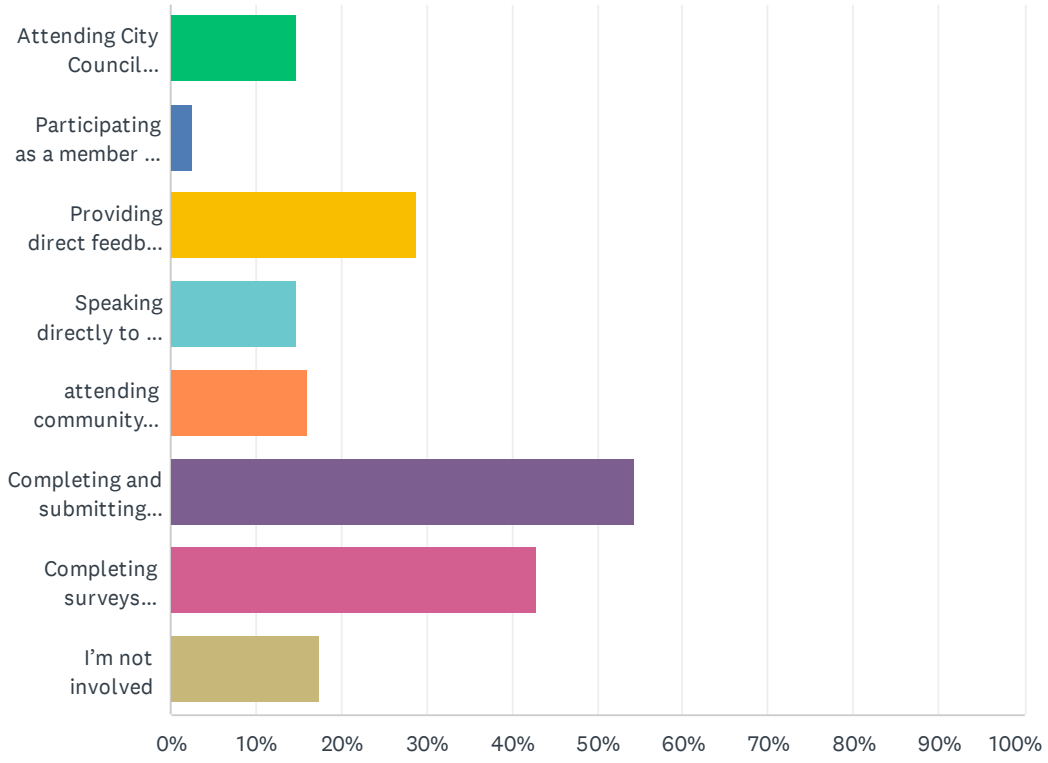
Answered: 662 Skipped: 478



ANSWER CHOICES	RESPONSES	
Evicted from your home	0.00%	0
Utilities shut off	1.21%	8
Primary wage earner no longer in the home	4.08%	27
Home needed major repairs	48.49%	321
Needed legal help	11.18%	74
Needed rental/mortgage assistance	3.63%	24
Lost transportation	3.17%	21
Job loss or hours reduced	11.48%	76
Lost rental, homeowner, health or car insurance	1.96%	13
Other (please specify)	37.16%	246
Total Respondents: 662		

Q26 How do you involve yourself and/or your family in the decisions that affect the City of Bowie?

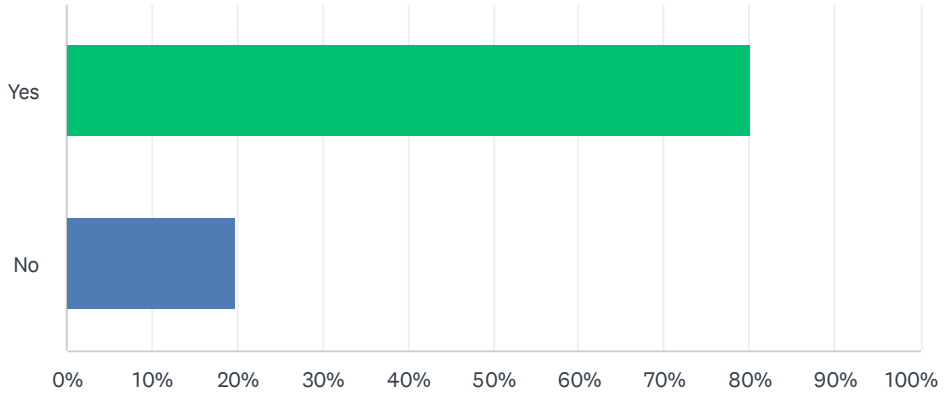
Answered: 1,109 Skipped: 31



ANSWER CHOICES	RESPONSES	
Attending City Council Meetings/Hearings	14.70%	163
Participating as a member of an Independent Advisory Group or Panel	2.52%	28
Providing direct feedback via e-mail or Social Media	28.85%	320
Speaking directly to my Councilman/woman	14.61%	162
attending community meetings	16.05%	178
Completing and submitting on-line surveys	54.46%	604
Completing surveys submitted by mail	42.92%	476
I'm not involved	17.49%	194
Total Respondents: 1,109		

Q27 Do you think there is a NEED FOR INVESTMENT in developing economic and or retail improvements in Bowie?

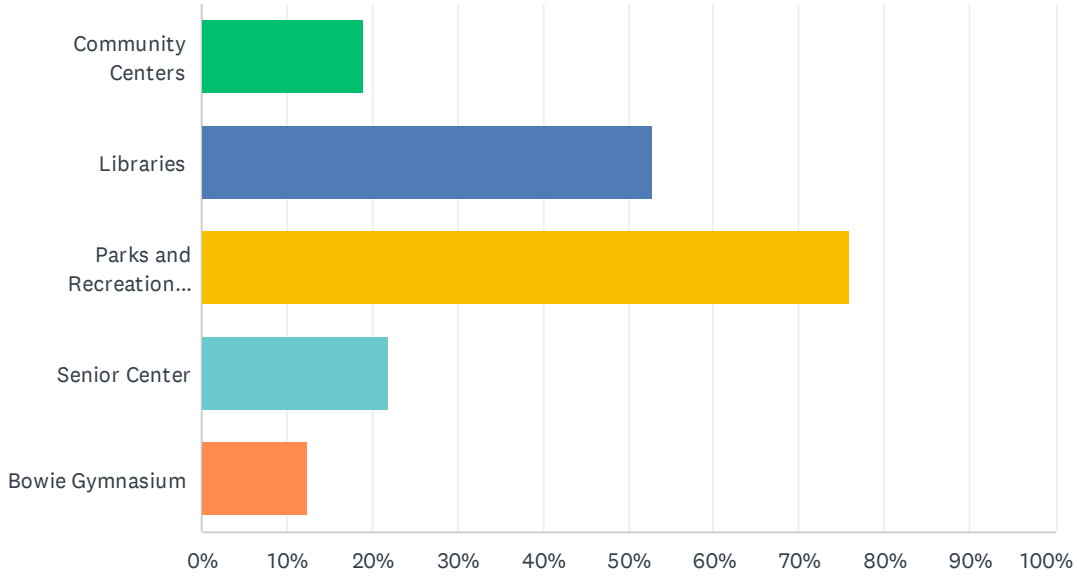
Answered: 1,101 Skipped: 39



ANSWER CHOICES	RESPONSES	
Yes	80.11%	882
No	19.89%	219
TOTAL		1,101

Q28 Which community facilities does your family use most often?

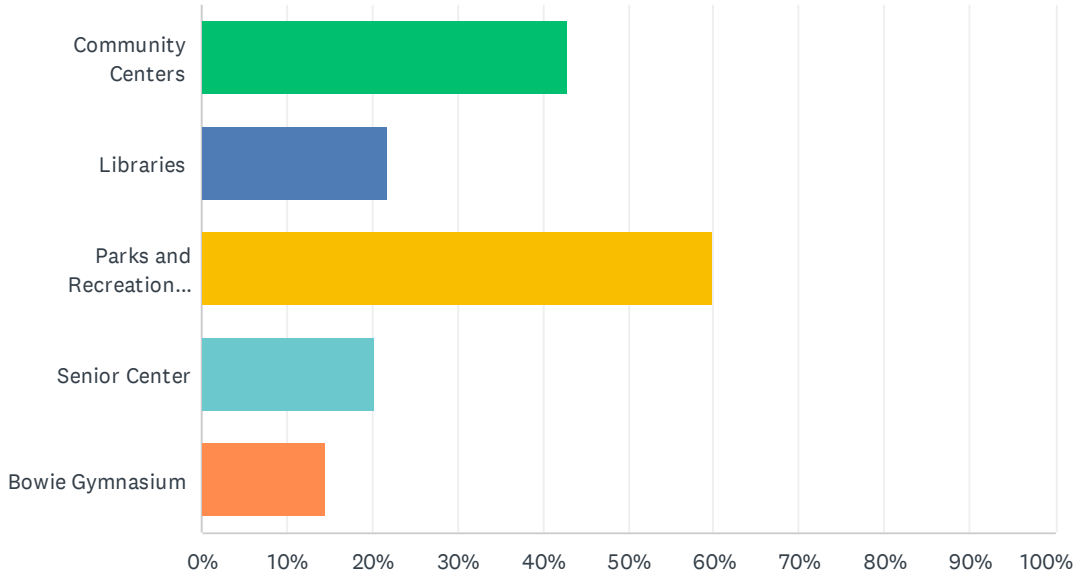
Answered: 1,008 Skipped: 132



ANSWER CHOICES	RESPONSES	
Community Centers	19.05%	192
Libraries	52.98%	534
Parks and Recreation Facilities	75.89%	765
Senior Center	21.92%	221
Bowie Gymnasium	12.30%	124
Total Respondents: 1,008		

Q29 Which of these facilities in Bowie do you feel need to be upgraded or improved?

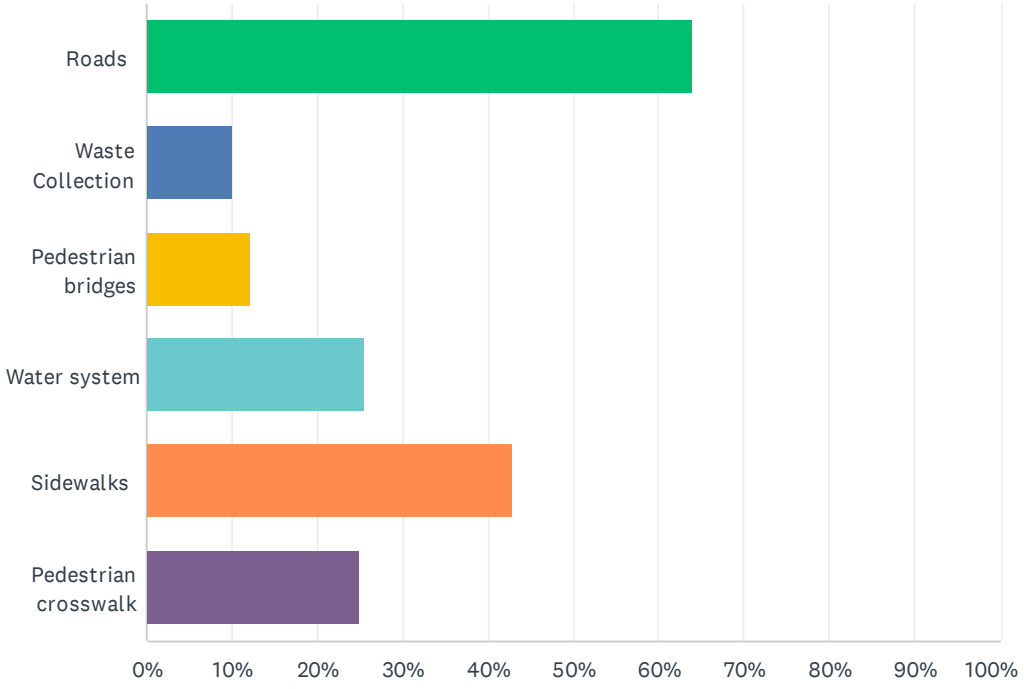
Answered: 782 Skipped: 358



ANSWER CHOICES	RESPONSES	
Community Centers	42.84%	335
Libraries	21.74%	170
Parks and Recreation Facilities	59.97%	469
Senior Center	20.33%	159
Bowie Gymnasium	14.45%	113
Total Respondents: 782		

Q30 What public infrastructure do you feel needs to be improved in Bowie?

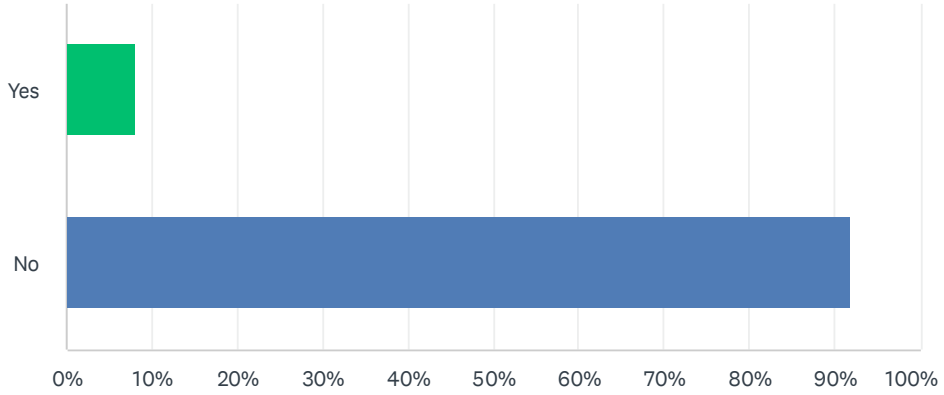
Answered: 1,006 Skipped: 134



ANSWER CHOICES	RESPONSES	
Roads	63.92%	643
Waste Collection	10.04%	101
Pedestrian bridges	12.13%	122
Water system	25.55%	257
Sidewalks	42.94%	432
Pedestrian crosswalk	24.85%	250
Total Respondents: 1,006		

Q31 Do you use public transportation to travel to work?

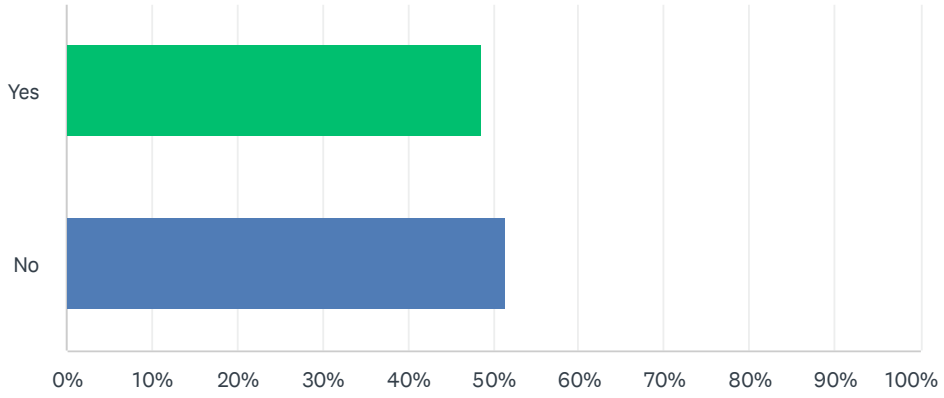
Answered: 1,082 Skipped: 58



ANSWER CHOICES	RESPONSES	
Yes	8.13%	88
No	91.87%	994
TOTAL		1,082

Q32 I know what to do in the event of a major emergency (natural disaster) in the City?

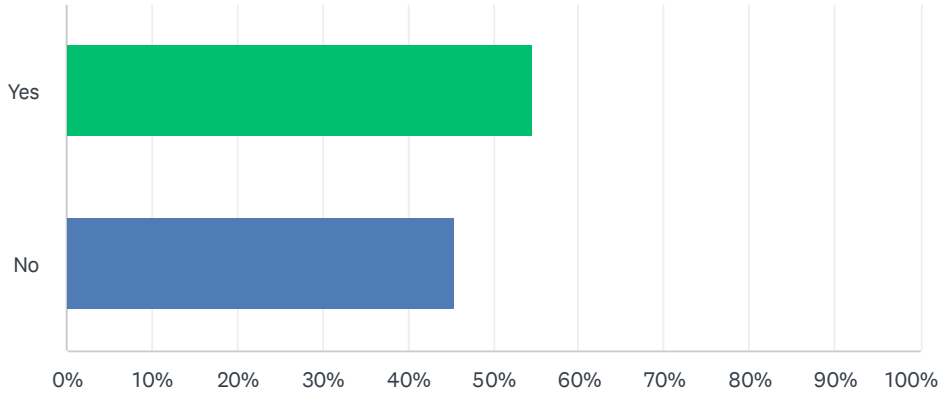
Answered: 1,116 Skipped: 24



ANSWER CHOICES	RESPONSES	
Yes	48.66%	543
No	51.34%	573
TOTAL		1,116

Q33 Do you feel that the City of Bowie is affected by the same amount of crime as other similar sized cities in Prince George's County?

Answered: 1,116 Skipped: 24



ANSWER CHOICES	RESPONSES	
Yes	54.57%	609
No	45.43%	507
TOTAL		1,116

Q34 How long is your daily commute to work? (Please consider the amount of time spent commuting both to and from work).

Answered: 603 Skipped: 537

Q35 Comments or Suggestions:

Answered: 391 Skipped: 749