

Bowie Marketplace Residential

Detailed Site Plan

Statement of Justification

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Submitted on behalf of:
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On behalf of our client, BE Bowie, LLC, this Statement of Justification is submitted in support of the enclosed Detailed Site Plan DSP-17002. The subject property (“Property”) comprises 10.50 acres on Parcel X-12 (formerly Part of Parcels X-4, X-5 & all of X-9) and is part of a former 20.29 acre shopping center that is proposed for redevelopment with a mix of retail and residential uses in the applicable Master Plan. The overall property is now developed as Bowie Marketplace (herein “Marketplace”). This DSP is the portion of Marketplace that is located in the southwest quadrant of the intersection of Superior Lane and Annapolis Road (MD Rte. 450). This Detailed Site Plan is prepared in accordance with the following:

1. The requirements of the Prince George’s County Zoning Ordinance (“Zoning Ordinance”) for development in the C-S-C Zone
2. The requirements of the Zoning Ordinance for Site Plans (including CB-60-2115)
3. The requirements of Preliminary Plan 4-16028

Request

This Detailed Site Plan, (hereinafter Detailed Site Plan or “DSP”) is submitted for the purpose of obtaining approval of the following improvements: site grading, site utilities, building construction, landscaping and other site amenities that are essential to the development of this C-S-C zoned property.

Development Data Summary

Zone: C-S-C

Proposed Use: Residential – multi-family

Parcel X-12 (formerly part of parcels X-4, X-5, and all of Parcel X-9)

Acreage: 10.50 acres

Multi-family Building Gross Floor Area: 284,472 SF

Existing Retail Gross Floor Area: 100,050 SF

Location

The property is located approximately 720 LF south of the intersection of Superior Lane and Annapolis Road (MD. Rte. 450), within the Corporate Limits of the City of Bowie, Maryland, in Planning Area 71B, Council District 4. It is within the Developing Tier. The property is bounded on the north by retail development within Marketplace (zoned C-S-C), to the west is Acorn Hill Park (split zoned R-55 and C-S-C) and the Bowie Community Center (zoned C-S-C), to the east are various retail businesses (zoned C-S-C) and to the south five single-family detached homes.

Previous Approvals

The property was originally part of Parcel B within the Belair Shopping Center subdivision. The previous structure, an enclosed 250,000 square foot mall, was torn down and 134,992 SF retail uses has been constructed as part of the mixed use intended by the applicable Master Plan. The retail development has an approved fine grading permit (#9462-2015-00) which was issued on May 11, 2015. The proposed multi-family building, the subject of this application, is located just south of the major retail buildings on Parcel X-12 and is permitted in the C-S-C zone pursuant to Council Bill CB-60-2015 which allows a residential use subject to the approval of a Detailed Site Plan.

Design Features

The Applicant proposes to develop the Property with the residential development consistent with the Preliminary Plan 4-16028, recently approved by the County Planning Board as well as the approvals and commitments entered into by the Applicant and City of Bowie. Specifically, the applicant proposes 225 multi-family rental units in a 3-4 story building previously determined by the Community Planning Section of M-NCPPC to satisfy the “medium density requirement of the applicable Master Plan. The proposal also includes a multi-story parking garage and site amenities that include a pool, sitting areas and landscaping. Driveway access is proposed from Superior Lane, Sage Lane, Annapolis Road (MD Rte 450) and via the central street which runs through the project’s retail section at Marketplace. Sidewalks are proposed to provide pedestrian connections to the multi-family site from these roads and to the newly redesigned retail. Safe and efficient vehicular and pedestrian ingress and egress is provided primarily from a minimum 30’ wide private access driveway along the north side of the multi-family building that connects Sage Lane and Superior Lane. A small traffic island at the parking garage and multi-family building entrances directs drivers and pedestrians entering and exiting the property. An extensive landscape screen is proposed along the south property line as a physical and visual buffer between the existing residences and the proposed building. Small micro-bio detention facilities (ESD’s) with appropriate landscaping are proposed within some of the open spaces and courtyard areas around the property.

Parking Requirements

The site plan is required by Sec. 27-568 of the Prince Georges County Zoning Code to provide 2 parking spaces per unit plus .5 spaces for every bedroom in excess of one. The Applicant is proposing to satisfy the parking requirements for the mixed uses on Parcel X-12 via primary proximate parking provided on Parcel X-12 and additional parking provided within the overall Marketplace development. Section 27-573 of the Prince Georges County Zoning Ordinance allows for the use of an off-site parking lot as long as the entire parking lot is within 500 feet of the nearest boundary of the record lot on which the use is located. As a result, the required parking of 926 spaces (525 spaces for residential use and 401 spaces for retail use) is satisfied with 1,068 spaces being provided on Parcel X-12 or within 500’ of the record lot (see Parking Calculations on Site Plan Cover Sheet) . All required parking is within Marketplace and primary residential parking is proximate to the multi-family residences. Clear and direct access to the non-garage spaces is provided via sidewalks on all sides of the retail and residential buildings. The Property is within the Bowie Main Street area of the current Master Plan for which a “mix of uses” is proposed. The proximity and mix of uses allows for shared parking between the uses. Essentially, there are major “primary parking areas” proximate to the major retail use (the front parking field in front of Harris Teeter) and the residential (the 394 space garage and 16 adjacent surface parking spaces).

The Zoning Ordinance is currently undergoing a complete overhaul to update it to best practices for current and future development. Many older developments, including integrated shopping centers such as the original Belair Shopping Center, were constructed with significant excess parking. New “best practices”, recommend less parking and shared parking when appropriate, such as the proposed Marketplace combined development. Additionally, the proposed development is located on the local bus route with a stop nearby at Stony Brook Drive. Some of the future multi-family residents and customers to the retail development will use public transportation which will likely reduce the number of cars driven to the development. Also, the proposed development is surrounded by residential neighborhoods that are close enough to the new retail such that many will walk to restaurants, cafes and other retailers thereby negating some vehicle trips and reducing parking usage at various times. The Applicant is a successful multi-family builder and leasing manager who has determined that 1.7 spaces/unit would actually satisfy the “market need” for this type of residential proximate to this amount of retail uses. This conclusion has proven correct for the parking demand established at other projects the Applicant owns/manages in the

area. An example is the Bowen, a nearby multi-family project owned and leased by the Applicant. The Bowen has 286 units and has provided 518 spaces (1.81 spaces/unit) which have met the demand of residents there. The parking ratio for Bowie Marketplace is 1.82 spaces/unit when including the 394 spaces in the parking garage and 16 surface spaces on the east side of the multi-family building.

Site Plan requirements are summarized below as follows:

Sec. 27-282. Submittal requirements.

- (a) The Detailed Site Plan shall be submitted to the Planning Board by the owner of the property or his authorized representative.

(BE Bowie, LLC)

- (b) The Detailed Site Plan shall be prepared by an engineer, architect, landscape architect, or urban planner.

(Gutschick, Little and Weber)

- (c) Upon filing the Plan, the applicant shall pay to the Planning Board a fee to help defray the costs related to processing the Plan. The scale of fees shall be determined by the Planning Board, except that the filing fee for a day care center for children shall not exceed the Special Exception filing fee for a day care center for children as set forth in [Section 27-297\(b\)\(1.1\)](#). A fee may be reduced by the Planning Board if it finds that payment of the full amount will cause an undue hardship upon the applicant

(fee submitted with this application).

- (d) If more than one (1) drawing is used, all drawings shall be at the same scale (where feasible)

(shown on the DSP drawing).

- (e) A Detailed Site Plan shall include the following:

(1) Location map, north arrow, and scale

(shown on the DSP drawing);

(2) Boundaries of the property, using bearings and distances (in feet); and either the subdivision lot and block, or liber and folio numbers

(shown on the DSP drawing);

(3) Zoning categories of the subject property and all adjacent properties

(shown on the DSP drawing) ;

(4) Locations and types of major improvements that are within fifty (50) feet of the subject property and all land uses on adjacent properties

(shown on the DSP drawing) ;

(5)An approved Natural Resource Inventory

(a Letter of Exemption (S-007-17) and an approved NRI-Equivalency letter (NRI-007-17) are included with the DSP submission);

(6)Street names, right-of-way and pavement widths of existing streets and interchanges within and adjacent to the site

(shown on the DSP drawing);

(7)Existing rights-of-way and easements (such as railroad, utility, water, sewer, access, and storm drainage)

(shown on the DSP drawing);

(8)Existing site and environmental features as shown on an approved NRI

(included with the DSP submission);

(9)A Type 2 Tree Conservation Plan prepared in conformance with Division 2 of Subtitle 25 and The Woodland and Wildlife Habitat Conservation Technical Manual or a Standard Letter of Exemption

(Letter of Exemption (5-007-17) is included with the DSP submission);

(10)A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible

(included with the DSP submission) ;

(11)An approved stormwater management concept plan

The Concept Plan has been approved but is not signed at this time. A letter recommending approval is included with the DSP submission;

(12)Proposed system of internal streets including right-of-way widths

(shown on the DSP drawing);

(13)Proposed lot lines and the dimensions (including bearings and distances, in feet) and the area of each lot

(shown on the DSP drawing);

(14)Exact location and size of all buildings, structures, sidewalks, paved areas, parking lots (including striping) and designation of waste collection storage areas and the use of all buildings, structures, and land

(shown on the DSP drawing);

(15) Proposed grading, using one (1) or two (2) foot contour intervals, and any spot elevations that are necessary to describe high and low points, steps, retaining wall heights, and swales

(shown on the DSP drawing);

(16) A landscape plan prepared in accordance with the provisions of the Landscape Manual showing the exact location and description of all plants and other landscaping materials, including size (at time of planting), spacing, botanical and common names (including description of any plants that are not typical of the species), and planting method

(included with the DSP submission);

(17) Exact location, size, type, and layout of all recreation facilities

(shown on the DSP drawing);

(18) Exact location and type of such accessory facilities as paths, walks, walls, fences (including widths or height, as appropriate), entrance features, and gateway signs (in accordance with [Section 27-626](#) of this Subtitle)

(shown on the DSP drawing);

(19) A detailed statement indicating the manner in which any land intended for public use, but not proposed to be in public ownership, will be held, owned, and maintained for the indicated purpose (including any proposed covenants or other documents)

N/A;

(20) Description of the physical appearance of proposed buildings (where specifically required), through the use of architectural elevations of facades (seen from public areas) **(included with the DSP submission)**, or through other illustrative drawings, photographs, or renderings deemed appropriate by the Planning Board

(included with the DSP submission); and

(21) Any other pertinent information.

(f) The submittal requirements in (e) may be modified in accordance with [Section 27-286](#)

(N/A).

(g) A Detailed Site Plan application may amend an existing Conceptual Site Plan applicable to a proposal for development of the subject property

(N/A).

(h) A Detailed Site Plan shall be considered submitted on the date the Planning Director determines that the applicant has filed a complete Plan in accordance with the requirements of this Section.

Section 27-285 Required findings:

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

Comment: The Applicant asserts the Detailed Site Plan evidences regarding site grading, building, utility construction and tree conservation 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. The development of the retail in its location occurred prior to the Applicant being able to move forward with the residential development. The land on which the residential is proposed will help buffer the existing single family development from the noise impacts and related vehicle and loading impacts of the commercial development. Height and massing at the rear of the multifamily building has been substantially reduced to provide for an appropriate transition.

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

Comment: A Conceptual Site Plan is not required prior to filing the DSP

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

Comment: Not applicable, a Detailed Site Plan for Infrastructure is not being submitted.

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

Comment: The property's former use was an asphalt parking area for the enclosed mall. There are no regulated environmental features and an exemption from providing forest conservation is provided with this submission.

- (5) The property must be within a Mixed-Use Activity Center designated within the applicable Master Plan for the area of the subject property approved prior to March 1, 2006.**

Comment: The property satisfies this requirement inasmuch as the property is one of the mixed use activity centers designated within the "Bowie Main Street" area of the Bowie Master Plan, which was approved prior to the aforementioned date.

- 4. A traffic analysis prepared by the Applicant concludes the proposed development would satisfy the transportation adequacy test that would be imposed as part of the PPS process.**

Comment: Traffic analysis is provided with the Detailed Site Plan that satisfies the transportation adequacy test and has been approved by Transportation Planning.

Conclusion:

The Detailed Site Plan included with this submission in regard to grading, utilities, building construction and landscaping is submitted to allow the applicant to proceed with development of this property which is allowed by-right based on the C-S-C zoning regulations. The above statement of justification demonstrates the DSP addresses the applicable requirements and we request your favorable consideration of this application.