

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board has reviewed Departure from Design Standards DDS-655, SAFStor Temple Hills, requesting a reduction in length of the loading spaces in accordance with Subtitle 27 of the Prince George’s County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on October 3, 2019, the Prince George’s County Planning Board finds:

1. **Request:** A Departure from Design Standards DDS-655 is requested from the requirements of Section 27-578(a) of the Prince George’s County Zoning Ordinance, to allow the loading space size to be reduced to 12 feet wide by 35 feet long. This DDS is the companion case of Detailed Site Plan DSP-19032 (PGCPB Resolution No. 19-112) and Departure from Parking and Loading Spaces DPLS-470 (PGCPB Resolution No. 19-114) that were approved on the same date by the Prince George’s County Planning Board.
  
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	I-1	I-1
Use	Vacant	Consolidated Storage
Total Acreage	2.68	2.68
Total Gross Floor Area (square feet)	0	105,000
Number of Storage Units	-	880

<b>Parking and Loading:</b>		
<b>Use</b>	<b>Number of Spaces Required</b>	<b>Number of Spaces Provided</b>
<b>Total Required</b>	21	22
Handicap-Accessible	1	1
Standard Spaces	20	21
Compact	0	0
<b>Total Loading Spaces **</b>	5	4*
2 spaces for first 10,000 sq. ft.	2	2
1 space/each 40,000 sq. ft. over	3	2

**Note:** \*DPLS-470 was approved to reduce the quantity of loading spaces.

\*\*DDS-655 was approved to allow a reduction in the length of the loading space from the required 45 feet to 35 feet.

<b>Sign Design Data</b>						
	<b>Height (in feet)</b>		<b>Area (in square feet)</b>		<b>Quantity</b>	
<b>Freestanding Signage</b>						
	Maximum Allowable	Proposed	Maximum Area Permitted	Area Proposed	Maximum Allowable	Proposed
	25	15	62.6	59.20	1	1
<b>Attached to a Building</b>						
	<b>Location</b>		<b>Height (in feet)</b>		<b>Area (in square feet)</b>	
			Maximum Allowable	Proposed	Maximum Area Permitted	Area Proposed
	X	X	12	X	318	184

3. **Location:** The subject property is known as Lot 40 on Plat Book 139, Plat Number 65, located at 4700 Beech Road in Temple Hills, approximately 0.40 mile south of the intersection of MD 414 (Saint Barnabas Road) and Beech Road in Planning Area 76A, and Council District 7.
4. **Surrounding Uses:** The subject property is bounded to the north by single-family detached dwellings (Lots 4, 5, 6 of the Hidden Village subdivision) in the One-Family Detached Residential Zone; to the west by a surface parking lot and vehicle storage yard in the Light Industrial (I-1) Zone; to the east by unimproved parcels of land in the Commercial Office Zone; and properties in the I-1 Zone beyond Beech Road to the south.
5. **Previous Approvals:** The 1984 *Approved Subregion VII Master Plan and Sectional Map Amendment* rezoned the property to the I-1 Zone. On February 18, 1988, the Prince George’s County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-87224 (PGCPB Resolution No. 88-62). The 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)* (Heights and Vicinity Master Plan and SMA) retained the I-1 Zone on the subject property. The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Corridor Sector Plan) incorporated this site, retaining it within the I-1 Zone and denotes the property within the Beech Road industrial area.

The site has an approved Stormwater Management (SWM) Concept Letter No. 13903-2019-0 and associated plan that is in conformance with the current code and valid until July 1, 2022.

6. **Design Features:** The proposed 880-unit, climate-controlled, consolidated storage facility has frontage on Beech Road with vehicular access proposed in the southwest corner. The ancillary office will be located interior to the building. The access point from Beech Road leads to a drive aisle that runs up the western edge of the site and provides access to surface parking and loading spaces at the southeastern and northeastern portion of the site. The property frontage is further defined with a freestanding sign, and a SWM facility.

Parking for the facility is featured along the building's front and rear. The surface parking area along the front includes 14 standard spaces and one handicap-accessible space. Two loading spaces are located at the southeastern corner of the surface parking lot. The north portion of the site is expressed as the rear elevation and provides seven standard parking spaces, two loading spaces, and dedicated areas for fire lanes and a trash dumpster. The parking data tables of the detailed site plan (DSP) demonstrate conformance, except with regard to the loading spaces, for which DDS-655 and DPLS-470 were approved by the Planning Board on the same date as the DSP.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Departures from Design Standards DDS-655:** Section 27-578(a) of the Zoning Ordinance requires loading spaces for storage uses to be a minimum of 12 feet wide by 45 feet long. The applicant has filed DDS-655, requesting a departure of 10 feet from the required 45 feet in length. Pursuant to Section 27-239.01(b)(7) of the Zoning Ordinance, the Planning Board must make the following findings:

**(A) In order for the Planning Board to grant the departure, it shall make the following findings:**

- (i) The purposes of this Part (Section 27-550) will be served by the applicant's request;**

The reduced length for loading spaces is consistent with the sizes of moving vehicles that use a storage facility of this size. The largest moving vehicle anticipated is a 26-foot-long box truck. Maneuverability is confirmed by an AutoTURN analysis conducted for the site, which indicates the site can accommodate the anticipated passenger vehicles, moving trucks, and emergency vehicles that will use the site.

- (ii) The departure is the minimum necessary, given the specific circumstances of the request;**

The Planning Board found that the departure is the minimum necessary, given the topographical constraints created by the steep slope. The applicant proposes turnaround areas to provide sufficient access for passenger vehicles, moving trucks, and emergency vehicles.

- (iii) **The departure is necessary in order to alleviate certain circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in order areas of the County which were predominantly developed prior to November 29, 1949;**

Steep slopes make this departure necessary. The topographical constraints limit the locations for SWM facilities and restricts them to the front and rear of the site. In addition, the subject use was evaluated considering the smaller types of trucks that will be using the loading spaces.

- (iv) **The departure will not impair the visual, functional or environmental quality or integrity of the site or the surrounding neighborhood.**

The reduced length for loading spaces will not impair the visual, functional, or environmental quality or integrity of the site. In fact, it will enhance it by allowing for less pavement needed on this site.

Based on the analysis above, the Planning Board approved DDS-655, to allow loading spaces that are 12 feet wide by 35 feet long.

8. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Transportation Planning**—The Planning Board reviewed a memorandum dated August 29, 2019 (Masog to Bush), incorporated herein by reference, which offered a discussion of the departure application that has been incorporated into findings above.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance. In making this determination, it is determined that the requested departure is supportable.

- b. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 4, 2019 (Giles to Bush), incorporated herein by reference, DPIE offered that the proposed development is consistent with the SWM Concept Plan No. 13903-2019 dated July 1, 2019, and valid through July 1, 2022. DPIE is in support of the concurrent departure applications filed with the DSP. Additional comments have been provided to the applicant and will be addressed through the separate permitting processes.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the above-noted application, to allow the loading spaces to be 12 feet wide by 35 feet long.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council for Prince George's County, Maryland within thirty (30) days of the final notice of the Planning Board's decision.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Bailey absent at its regular meeting held on Thursday, October 3, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 24th day of October 2019.

Elizabeth M. Hewlett  
Chairman

By Jessica Jones  
Planning Board Administrator

EMH:JJ:JB:gh