



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

Detailed Site Plan

DSP-19032

Departure from Design Standards

DDS-655

Departure from Parking and Loading Standards

DPLS-470

SAFStor Temple Hills

REQUEST	STAFF RECOMMENDATION
DSP: Three story, 105,000-square-foot consolidated storage facility.	APPROVAL with conditions
DDS: To allow a reduction in length of the loading spaces.	APPROVAL
DPLS: To allow for the reduction of one loading space.	APPROVAL

Location: On the north side of Beech Road, approximately 0.40 mile south of its intersection with MD 414 (Saint Barnabas Road).	
Gross Acreage:	2.68
Zone:	I-1
Dwelling Units:	N/A
Gross Floor Area:	105,000 sq. ft.
Planning Area:	76A
Council District:	07
Election District:	06
Municipality:	N/A
200-Scale Base Map:	206SE04
Applicant/Address: SAFStor Land Company, LLC 2470 Daniells Bridge Road, Suite 161 Athens, GA 30606	
Staff Reviewer: Jonathan Bush Phone Number: 301-780-2458 Email: Jonathan.Bush@ppd.mncppc.org	



Planning Board Date:	10/03/19
Planning Board Action Limit:	11/01/19
Staff Report Date:	10/03/19
Date Accepted:	07/22/19
Informational Mailing:	04/18/19
Acceptance Mailing:	07/22/19 07/23/19
Sign Posting Deadline:	09/03/19

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Table of Contents

EVALUATION CRITERIA.....	3
FINDINGS	3
1. Request.....	3
2. Development Data Summary.....	4
3. Location.....	4
4. Surrounding Uses.....	5
5. Previous Approvals	5
6. Design Features	5
COMPLIANCE WITH EVALUATION CRITERIA.....	6
7. Prince George’s County Zoning Ordinance.....	6
8. Preliminary Plan of Subdivision 4-87224.....	16
9. 2010 Prince George’s County Landscape Manual	17
10. 2010 Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance.....	17
11. Prince George’s County Tree Canopy Coverage Ordinance.....	17
12. Referral Comments.....	18
RECOMMENDATION	21

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19032
Departure from Design Standards DDS-655
Departure from Parking & Loading Standards DPLS-470
Type 2 Tree Conservation Plan TCP2-025-2019
SAFStor Temple Hills

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION CRITERIA

This detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The Prince George's County Zoning Ordinance's site design guidelines for the Light Industrial (I-1) Zone and the requirements for granting departures from design and parking and loading standards;
- b. The requirements of Preliminary Plan of Subdivision 4-87224;
- c. The requirements of the *2010 Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

- 1. **Request:** The subject application proposes the construction of a three-story, 105,000-square-foot, consolidated storage facility on a 2.68-acre lot.

2. Development Data Summary:

	EXISTING	PROPOSED
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

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

Note: *A departure from parking and loading standards (DPLS-470) to reduce the quantity of loading spaces has been requested.

**A departure from design standards (DDS-655) to allow a reduction in the length of the loading space from the required 45 feet to 35 feet has been requested.

Sign Design Data						
	Height (in feet)		Area (in square feet)		Quantity	
Freestanding Signage						
	Maximum Allowable	Proposed	Maximum Area Permitted	Area Proposed	Maximum Allowable	Proposed
	25	15	62.6	59.20	1	1
Attached to a Building						
	Location		Height (in feet)		Area (in square feet)	
			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 No. 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 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. A departure from design standards (DDS) and departure from parking and loading standards (DPLS) are being processed concurrently with this application for the loading spaces.

The DSP shows an illegally constructed, residential garage along the northern boundary of the property that appears to serve the property to the north. Staff advised the applicant that the residential garage needs to be removed or relocated from the property as the use is not permitted in the I-1 Zone and there is no record of the structure being approved by the permitting agency for construction. Therefore, a condition is included in the Recommendation section of this report to remove or relocate the structure from the subject property.

Architecture

The applicant is introducing a high-quality prototype with varied materials to include architectural panels and siding, glazing, glass, metal, and masonry. The building features a modern design with a muted color scheme consisting of cool blues, greens, and greys. This mixture of materials and colors is articulated on all sides of the building creating visual continuity. The façade is designed in a manner to visually relay the look of a ground-level retail and office space. Numerous windows are proposed throughout the building to illuminate the space with natural light. The flat-roof, three-story structure will achieve a

building height of 32 feet, demonstrating conformance to Section 27-475.04(a)(1)(c) of the Zoning Ordinance. Staff recommends approval of the architecture, as proposed.

Signage

The applicant proposes one freestanding sign and one building-mounted sign. The freestanding sign at the southern portion of the site near the entrance, faces Beech Road, will be internally illuminated, and diffused through a white Lexan face type with applied vinyl text. The text “SAFStor” is designed in a bold format with the “o” of the text relaying visual interest of the proposed business logo of a cylindrical lock, while the text “Self-Storage” is designed underneath in a standard font typology. The sign will measure approximately 12 feet 9 inches by 5 feet 9 inches. The freestanding sign is set back from the roadway to maintain unobstructed lines of vision for all directions of travel.

An approximate 184-square-foot rectangular building-mounted sign is proposed on the corner of the southeastern front elevation facing Beech Road. The corporate signage will be displayed utilizing the same materials as the freestanding sign.

Staff notes that the sign package includes handicap, fire lane, and dumpster area sign details. The sign package also provides a different color typology than the architectural color typology, therefore, a condition has been included in the Recommendation section of this report to revise the sign package to complement the architectural typology.

Lighting

The applicant proposes integrating building-mounted, canopy-mounted, and bollard lighting, which is ideal for illuminating site access, building entryways, and walking paths, and complements the sleek modern design of the façade. The submitted photometric plan shows that there is adequate lighting for users on-site near the building and in the parking lot.

Dumpster Enclosure

The applicant is proposing a six-foot-high, sight-tight fence and evergreen plantings to screen the trash enclosure. However, staff notes that no detail is provided for the trash enclosure and therefore, a condition has been included in the Recommendation section of this report.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the I-1 Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. This DSP is in general conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in the I-1 Zone. The proposed consolidated storage facility is a permitted use in the I-1 Zone, in accordance with Section 27-475.04. The specific requirements of Section 27-475.04(a) are as follows:

(1) Requirements

- (A) No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential**

or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).

All entrances to individual consolidated storage units are internal to the proposed building, in conformance with this requirement.

- (B) Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.**

All entrances to storage units are located within the interior of the building.

- (C) The maximum height shall be thirty-six (36) feet. Structures exceeding this height and approved before January 1, 2000, shall not be considered nonconforming.**

The maximum height to the top of the flat roof is 32 feet.

- (D) Notwithstanding any other requirement of this Section, the expansion of an existing consolidated storage use within a building in the I-1 Zone after November 30, 2016, shall be limited to a maximum of fifty (50) additional individual units and may not be less than one-half mile from another consolidated storage use in the I-1 Zone. However, this Section shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan, final plat, and detailed site plan, where the consolidated storage use is adequately buffered from view from any public right-of-way.**

This section does not apply to the subject application as it is not an expansion of an existing consolidated storage use.

Section 27-475.04(c) includes additional applicable requirements, as follows:

- (c) Unless otherwise exempted from the prescriptions of this Section, consolidated storage shall be a permitted use in the I-1 Zone, subject to the following additional requirements:**
- (i) A detailed site plan is approved for the proposed development of the use, in accordance with Part 3, Division 9 of this Subtitle.**
 - (ii) The required technical staff report prepared and submitted to the administrative record for the detailed site plan application shall include a current, countywide inventory of the locations, dates of approval, and any conditions of approval for consolidated storage uses located on property within one-half mile of the boundaries of the property on which the proposed consolidated storage use will be located; and**

- (iii) **The Planning Board and/or the District Council shall consider, in its review of a detailed site plan application pursuant to this Section, the inventory submitted to the administrative record in accordance with Subsection (b) of this Section, above, for purposes of finding conformance with the required findings of approval set forth in Part 3, Division 9 of this Subtitle.**

The subject DSP was submitted in fulfillment of this requirement. Regarding the required, current, countywide inventory of consolidated storage uses, there are two consolidated storage facilities within 0.5 mile of the boundaries of the subject property, as shown in the table and map below.

Table 5. Consolidated Storage Inventory

Location	Date of Approval	Case No.	Case Name	Conditions of Approval	Resolution No.
5335 Beech Road	1/8/09	DSP-84075-04	Beech Road Storage	5	08-190
5061 Beech Place	7/3/97	PPS 4-97034	James Industrial Center	6	97-161



- b. **Site Design Guidelines:** Section 27-283 of the Zoning Ordinance provides that a DSP should be designed, in accordance with the same design guidelines for a conceptual site plan (Section 27-274 of the Zoning Ordinance), and provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. Section 27-274 further requires the applicant to demonstrate the following:

(2) Parking, loading, and circulation

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

The DSP is in general conformance with the site design guidelines contained in Section 27-274, regarding provisions for safe and efficient on-site pedestrian and vehicular circulation, as well as provisions for adequate illumination. Specifically, the plan shows interior, two-way, travel lanes at 24 feet in width. The size of these travel lanes is large enough to provide adequate circulation allowing traffic to travel in both directions. There are 22 total parking spaces proposed for the consolidated storage facility. The vehicular access to the site is provided by a private access driveway, via Beech Road on the southern boundary of the site. Both the office and consolidated storage uses are accessed from this driveway. Vehicles will be able to exit the property using the primary two-way drive aisle on the southern portion of the site. Staff notes that there is sufficient parking provided with this DSP.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.**

The proposed light fixtures include building-mounted, canopy-mounted, and bollard lighting, which provide a balanced lighting pattern throughout the property. The lighting placement is designed to enhance the building entrances, pedestrian pathways, and the site's design character. The proposed lighting will also improve safety, while not causing a glare onto adjoining properties.

(4) Views.

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

The proposed building has been designed to provide a modern, clean, and appealing street presence along the road. This plan is designed to preserve, create, or emphasize views from the public road that adjoins the property. The DSP is also sensitive to the single-family detached dwellings to the north. The applicant uses the topographic limitations of the site to its benefit, namely constructing the building into the hill in order to build a portion of the building below grade. The north elevation of the building will only be one-story above grade, as viewed from the rear yard of the adjacent single-family detached dwellings. The DSP is proposing a landscape strip along the Beech Road frontage. In addition, the layout of the storage facility proposes no units with exterior doors.

(5) Green Area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.**

This DSP complies with the design guidelines outlined above. The required green area for this project is 10 percent and the applicant is proposing approximately 47 percent.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

The applicant is not proposing site or streetscape amenities as part of this consolidated storage facility. However, the DSP does propose a landscape strip along the road frontage that contributes to an attractive development pattern and frames the public realm.

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.**

The development is being proposed on a site with previous disturbance. Grading will be required but will be designed to minimize disruption to existing topography and other natural resources on the site and on adjacent properties. Staff notes that the applicant considered the regulated environmental features, specifically impacts to the primary management area (PMA) along

the frontage of the property. Disturbance is necessary to construct the proposed infrastructure.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive.

The DSP proposes recessed loading areas on the southeastern and northeastern corners of the building to minimize potential conflicts between passenger vehicles, moving trucks, and pedestrians. Staff notes that a dumpster enclosure or trash facility has been proposed with this application, but no screening detail was provided. Therefore, a condition has been included to provide a screening detail to complement the proposed architecture.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.

The DSP does not propose any public space in this development.

(10) Architecture.

(A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with Section 27-277.

The proposed building has been designed to incorporate a number of building materials into the design of the building to create visual interest, and included materials such as architectural panels, siding, glazing, glass, metal, and masonry. The use of these materials add visual interest along the frontage of Beech Road.

- c. Section 27-474 of the Zoning Ordinance provides additional regulations for development in Industrial Zones including bulk regulations for setbacks, net lot area, lot frontage, and building coverage and green area. The subject DSP meets all of these requirements as shown on the submitted plans.

d. **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;

Staff finds 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, staff recommends that the Planning Board approve DDS-655, to allow loading spaces that are 12 feet wide by 35 feet long.

e. **Departure from Parking and Loading DPLS-470:** The applicant has also filed DPLS-470 requesting a reduction of one loading space. Based on the requirements of Section 27-582(a) of the Zoning Ordinance, this proposed development would normally require a minimum of 5 loading spaces. Pursuant to Section 27-588(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;

Section 27-550. – Purposes.

(a) The purposes of this Part are:

(1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;

(2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;

The applicant proffers that 4 loading spaces, in two groups, is sufficient to satisfy user demand for this type of facility. Moreover, the 4 loading spaces are strategically located at the northeastern and southeastern corner of the site to minimize disruptions to vehicular and pedestrian circulation. The placing of the loading spaces minimizes conflict points and enhances safety. Demonstrating compliance with the Zoning Ordinance by adding the fifth loading space would negatively impact traffic circulation and site operations.

(3) To protect the residential character of residential areas; and

There is no proposed site access into the abutting residential areas to the north of the property.

(4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.

The parking and loading as proposed provides adequate access, circulation, convenience and safety to the users of the subject property.

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

The departure of one loading space is the minimum necessary for this site, given the site's topographical constraints. The steep decline from the rear property line to the site's frontage along Beech Road results in an elevation change of 34 feet. This elevation dictates the site design, specifically the Beech Road access point. The applicant's ability to meet the required number of on-site parking spaces, SWM facilities, landscaping and buffering restrict the opportunity to provide a fifth loading space. It is expected that traffic turnover will be low, given the proposed use of the property, which typically does not have a lot of vehicular traffic.

(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;

The requested departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The steep slope limits the areas where parking and loading facilities can be located. Effective vehicular circulation is also paramount. Staff acknowledges the departure is necessary to alleviate the constraints.

(iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and

All methods for calculating the number of loading spaces required were used.

(v) Parking and loading needs of adjacent residential areas will not be infringed upon, if the departure is granted.

The granting of this departure for one loading space will not have an impact on the parking and loading needs of the single-family detached dwellings to the north of the site, as the two areas are not directly connected via roadways.

(B) In making findings, the Planning Board shall give consideration to the following:

- (i) The parking and loading conditions within the general vicinity of the subject property, including number and locations of available on and off-street spaces within five hundred (500) feet of the subject property;**

Staff evaluated the topographical conditions of the site in conjunction with the use of the site and the type of items that are anticipated to be loaded and unloaded at the site. It would be impracticable for potential users to utilize the spaces on the adjoining property.

- (ii) The recommendations of an Area Master plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

The subject property was retained within the I-1 Zone through the Heights and Vicinity Master Plan and SMA. The Central Branch Avenue Corridor Sector Plan promoted retaining Beech Road for industrial uses. The proposed use achieves the vision set forth in the sector plans.

- (iii) The recommendations of a municipality (within which the property lies) regarding the departure; and**

This property is not located within a municipality.

- (iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

There are no public parking facilities proposed within the general vicinity of the subject property.

- (C) In making its findings, the Planning Board may give consideration to the following:**

- (i) Public transportation available in the area;**

There is no public transportation directly in front of the site. A bus stop is located at the intersection of Saint Barnabas and Stamp Road, approximately 0.3 mile from the subject property.

- (ii) Any alternative design solutions to off-street facilities which might yield additional spaces;**

No practical alternative design solution would yield additional off-street loading facilities.

- (iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**

The operational hours of the consolidated storage facility will be between the hours of 9:30AM and 6:00PM Monday through Friday and between 9:30AM and 5:00PM on Saturdays. The facility will be closed on Sundays. These hours are aligned with the regular business hours of the industrial uses within 500 feet of the subject property.

- (iv) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The subject property is in the I-1 Zone. Therefore, this finding is not applicable to the subject application.

Based on the analysis above, staff recommends that the Planning Board approve DPLS-470, to allow a reduction of one required loading space.

8. **Preliminary Plan of Subdivision 4-87224:** PPS 4-87224 was approved and adopted the resolution on February 18, 1988 (PGCPB Resolution No. 88-62). The Planning Board approved the PPS with six conditions, of which the following are applicable to the review of this DSP and warrant discussion, as follows:

5. **Special consideration should be given to ensuring that there is adequate buffering between the future industrial development of the site and adjacent residential uses.**

The subject application includes a 40-foot-wide, Type D buffer as reflected along the northern property line and a 30-foot-wide, Type C buffer is shown from the eastern property line, in conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements.

6. **The development of this site should not significantly impact existing transportation facilities serving the development.**

As part of the review for PPS 4-87224, the applicant submitted a traffic study, and transportation staff provided a referral for both the development and traffic study. However, water damage to the case file has left an incomplete record of the transportation issues, including the expected trip generation of the site. The transportation staff recommends deriving a trip cap for the proposed lot because of the limited available information.

A derived trip cap would be based on the amount of developable land and the likely use of that land at the time of PPS approval. Given the location of the site, transportation staff believes that the site in 1987 would have been considered for warehouse or light industrial space. At a floor area ratio of 0.3 (per the "Transportation Review Guidelines, Part 1") the site could yield 35,000 square feet of space. As a warehouse, this quantity would generate 14 trips in either peak-hour;

as a light service industrial use, this quantity would generate 30 trips in either peak-hour. Therefore, transportation staff believes a trip cap of 30 AM and 30 PM peak-hour trips should be presumed for Lot 40. Should any future development of this site exceed 30 AM or 30 PM peak-hour trips, a new PPS will be required.

The proposal of 880 units of consolidated storage would generate 12 AM and 18 PM peak-hour trips and Transportation Planning Section staff determined that the proposed use is consistent with the derived trip cap and will not significantly impact the existing transportation facilities.

9. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The landscape and lighting plan provided with the subject DSP contains the required schedules demonstrating conformance to these requirements.

The applicant previously submitted an alternative compliance application with this DSP for the northern bufferyard, specifically requesting relief from Section 4.7 for the illegally constructed garage that is conditioned to be removed or relocated, as discussed in Finding 6. The applicant provided concurrence with staff's recommendation and has withdrawn their application for alternative compliance.

10. **2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in area and proposes to clear more than 5,000 square feet of woodland. A Type 2 Tree Conservation Plan, TCP2-025-2019, was submitted concurrently with this DSP application.

The site has an overall woodland conservation threshold of 15 percent or 0.40 acre. A total of 0.40 acre of woodlands are proposed to be cleared with this application, resulting in a woodland conservation requirement of 0.91 acre for this development.

The TCP2 proposed to meet the woodland conservation requirement for the site through off-site woodland conservation credits. Per the existing note on the TCP2, all off-site woodland conservation credits required by the approved TCP2 must be acquired prior to the issuance of the first grading permit.

In addition, staff-cited minor revisions to the TCP2 that must be addressed prior to certification of the DSP. Therefore, a condition has been provided in the Recommendation section of this report.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Section 25-128 of the Prince George's County Code requires a minimum percentage of tree canopy coverage on projects, such as this DSP, that propose more than 5,000 square feet of disturbance. The requirement for the 2.68-acre site is 10 percent of the gross tract area or 0.27 acre (11,761 square feet) based on the I-1 zoning. The subject DSP includes the required schedule demonstrating conformance by providing 0.47 acre (20,473 square feet) through the provision of new plantings on the subject property.

12. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Historic Preservation Section**—In a memorandum dated July 26, 2019 (Stabler to Bush), incorporated herein by reference, the Historic Preservation Section stated that probability of archaeological sites within the subject property is low, therefore there is no impact to any historic sites or resources. A Phase I archeological survey is not recommended on the subject property. There are no historic sites or resources on/or adjacent to the subject property. This proposal will not impact any historic sites or resources or significant archeological sites.
- b. **Community Planning**—In a memorandum dated August 22, 2019 (Lester to Bush) incorporated herein by reference, the Community Planning Division indicated that pursuant to Section 27-588(b)(7)(B)(ii), the Planning Board “shall give consideration to the recommendations of an Area Master Plan.” Staff concluded that the plan conforms to the Plan Prince George’s 2035 Approved General Plan and that it is located in the Established Communities policy area. The plan envisions employment/industrial land uses on the subject property.

Staff also identified that the Central Branch Avenue Corridor Sector Plan recommends industrial land uses for the subject property, and it is within the Beech Road focus area. Staff further supported the recommendations of the sector plan to investigate the opportunity to lessen the adverse impact of commercial and industrial uses on adjacent residential communities through screening and buffering requirements for existing development.

- c. **Transportation Planning**—In a memorandum dated August 29, 2019 (Masog to Bush), incorporated herein by reference, the Transportation Planning Section offered a discussion of relative conditions of previous approvals and the concurrent departure applications that have 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 both requested departures are supportable.

- d. **Subdivision Review**—In a memorandum dated August 2, 2019 (Turnquest to Bush), incorporated herein by reference, the Subdivision Review Section offered comments relative to the approved PPS and record plat. They found the DSP to be in substantial conformance with these prior approvals, subject to technical conditions, which have been included in the Recommendation section of this report.
- e. **Trails**—In a memorandum dated August 7, 2019 (Shaffer to Bush), incorporated herein by reference, the Transportation Planning Section stated that the site is covered by the 2009 *Approved Countywide Master Plan of Transportation* and the Heights and Vicinity Master Plan and SMA. There are no master plan trail recommendations for the subject site. The sidewalk shown on the submitted site plan will accommodate pedestrians along the site’s frontage of Beech Road and connect to the existing sidewalk on the property to the east. Staff concluded that, due to the nature of the proposed use, no additional bicycle or pedestrian facilities are recommended on-site.

- f. **Permits**—In a memorandum dated August 5, 2019 (Bartlett to Bush), incorporated herein by reference, the Permit Review Section offered numerous comments, which have been addressed through revisions to the plans or conditions in the Recommendation section of this report.

- g. **Environmental Planning**—In a memorandum dated September 9, 2019 (Juba to Bush), incorporated herein by reference, the Environmental Planning Section reviewed the approved Natural Resources Inventory, NRI-032-2019-01, which was submitted with this application and concluded that there is limited PMA comprised of 100-year floodplain and steep slopes located on-site. A forest stand, accounting for 0.86 acre, was determined a low priority for preservation and restoration. No specimen trees were identified on-site.

**Preservation of Regulated Environmental Features (REF)/
Primary Management Area (PMA)**

Impacts to the regulated environmental features (REF) of a site should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the REF. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfalls at points of least impact.

The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with County Code. Impacts to REF must first be avoided and then minimized. The statement of justification must address how each impact has been avoided and/or minimized to satisfy necessary findings for approval of a DSP.

The site also contains a total of 0.10 acre of PMA in the southwestern portion of the site. The PMA appears to result from steep slopes created by a man-made berm during previous development activity consisting of brushy scrub vegetation, small trees, existing curb and gutter, and an existing curb inlet. Staff noted that the applicant is requesting one impact, totaling 2,396 square feet, to grade the site for construction of a site entrance and a bioretention facility along the frontage of Beech Road. This application will permanently impact the 0.10 acre of PMA and cannot be avoided because the impacts are necessary for accessibility and to develop the site. Staff also noted that the on-site environmental features restrict viable access points from Beech Road and that ingress and egress will occur within the PMA. Staff concluded that the impact is necessary and unavoidable.

The site has an approved SWM Concept Letter No. 13903-2019-0 and associated plan that is in conformance with the current code and valid until July 1, 2022. The plan shows the use of four environmental site design facility types (landscape infiltration, a rain garden, a swale, and a submerged gravel wetland) to treat the majority of stormwater before it leaves the site. An additional fee of \$7,467 in lieu of

providing on-site attenuation/quality control measures is also required by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The approved concept plan is consistent with the DSP.

- h. **Prince George's County Fire Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Prince George's County Fire Department.
 - i. **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 this DSP. Additional comments have been provided to the applicant and will be addressed through the separate permitting processes.
 - j. **Prince George's County Police Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Prince George's County Police Department.
 - k. **Prince George's County Health Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Prince George's County Health Department.
 - l. **Maryland State Highway Administration (SHA)**—At the time of this writing, staff did not receive comments regarding the subject project from SHA.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated August 8, 2019 (Watkins to Bush), incorporated herein by reference, WSSC offered numerous comments that have been provided to the applicant and will have to be addressed before sewer and water connection.
 - n. **Verizon**—At the time of this writing, staff did not receive comments regarding the subject project from Verizon.
 - o. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, staff did not receive comments regarding the subject project from PEPCO.
13. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
14. Per Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (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 requirements of Subtitle 24-130(b)(15).**

Staff recommends the approval of one permanent impact totaling 2,396 square feet of PMA as necessary and unavoidable to provide safe access to the site. Staff concludes that the proposed impact is required for the development of this site and has been minimized to the extent possible.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. APPROVE Departure from Design Standards DDS-655 to allow the loading spaces to be 12 feet wide by 35 feet long;
- B. APPROVE Departure from Parking and Loading Standards DPLS-470 to allow a reduction of one loading space;
- C. APPROVE Detailed Site Plan DSP-19032 and Type 2 Tree Conservation Plan TCP2-025-2019 for SAFStor Temple Hills, subject to the following conditions:
 1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans:
 - a. Revise the plan set to include a cover and approvals sheet.
 - b. Revise plans to clearly delineate all bearings and distances.
 - c. Provide accurate plat recording references for all areas included in the site.
 - d. Relocate the sidewalk along the Beech Road frontage to within the public right-of-way, subject to approval of the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).
 - e. Indicate that the illegally constructed garage is to be removed or relocated from the property.
 - f. Revise the sign package to complement the architectural typology.
 - g. Provide a detail for the trash enclosure and sight-tight fence, in colors and materials to match the building.
 - h. Revise the plan to show the loading space length approved by the departure from design standards.
 - i. Remove all occurrences of the note regarding the tenant determining sign lettering.
 - j. Prominently show and label the ultimate right-of-way line for Beech Road as "Ultimate R/W Line."
 - k. Make the existing street line for Beech Road more prominent on the site plan.

- l. Make the symbol for the entry sign more prominent on the site plan and show the sign setback from the existing street line.
- m. Revise the landscape plan to add “Section 4.7-1” to the beginning of each schedule title where appropriate.
- n. Revise the Type 2 tree conservation plan (TCP2), as follows:
 - (1) Revise the woodland conservation worksheet to indicate that the site is subject to the 2010 Ordinance; the site is in the priority funding area and is not subject to the 1991 Ordinance.
 - (2) Add all appropriate standard TCP2 notes consistent with revisions made to the plan.
 - (3) Have the revised plans signed and dated by the qualified professional who approved it.

ITEM: 5, 6 & 7

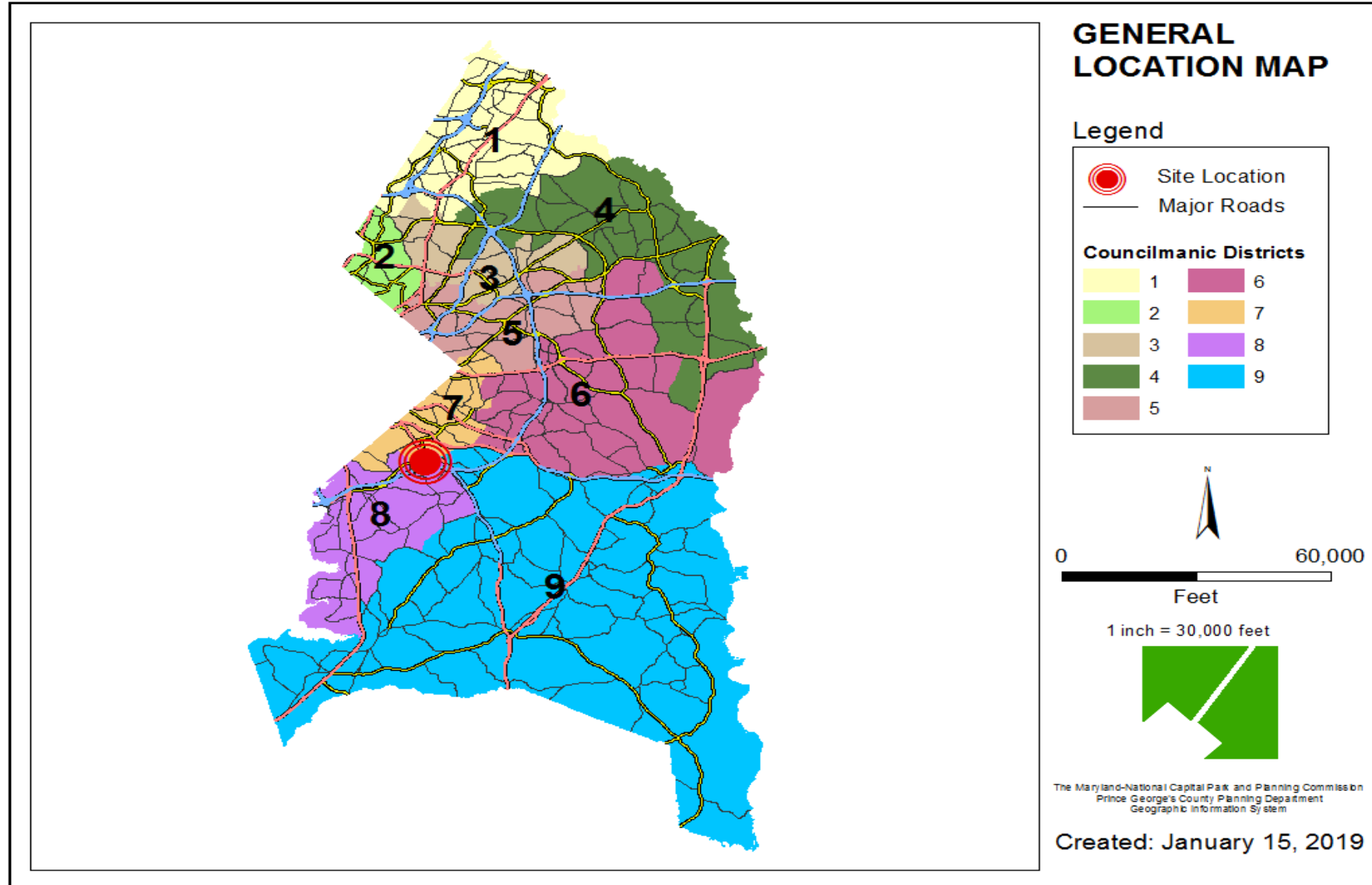
CASE: DSP-19032 & DPLS-470 & DDS-655

SAFSTOR CONSOLIDATED STORAGE TEMPLE HILLS

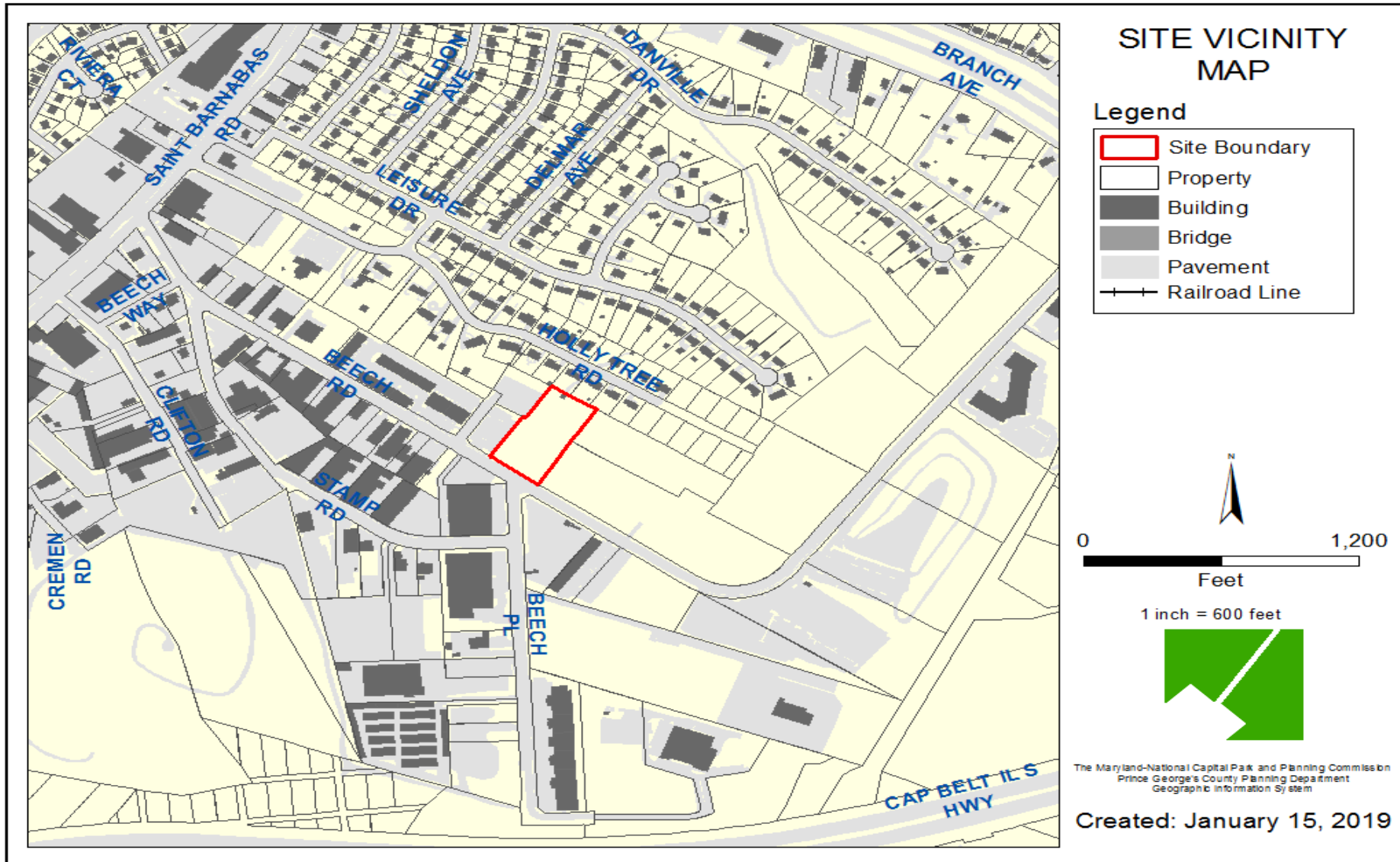
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



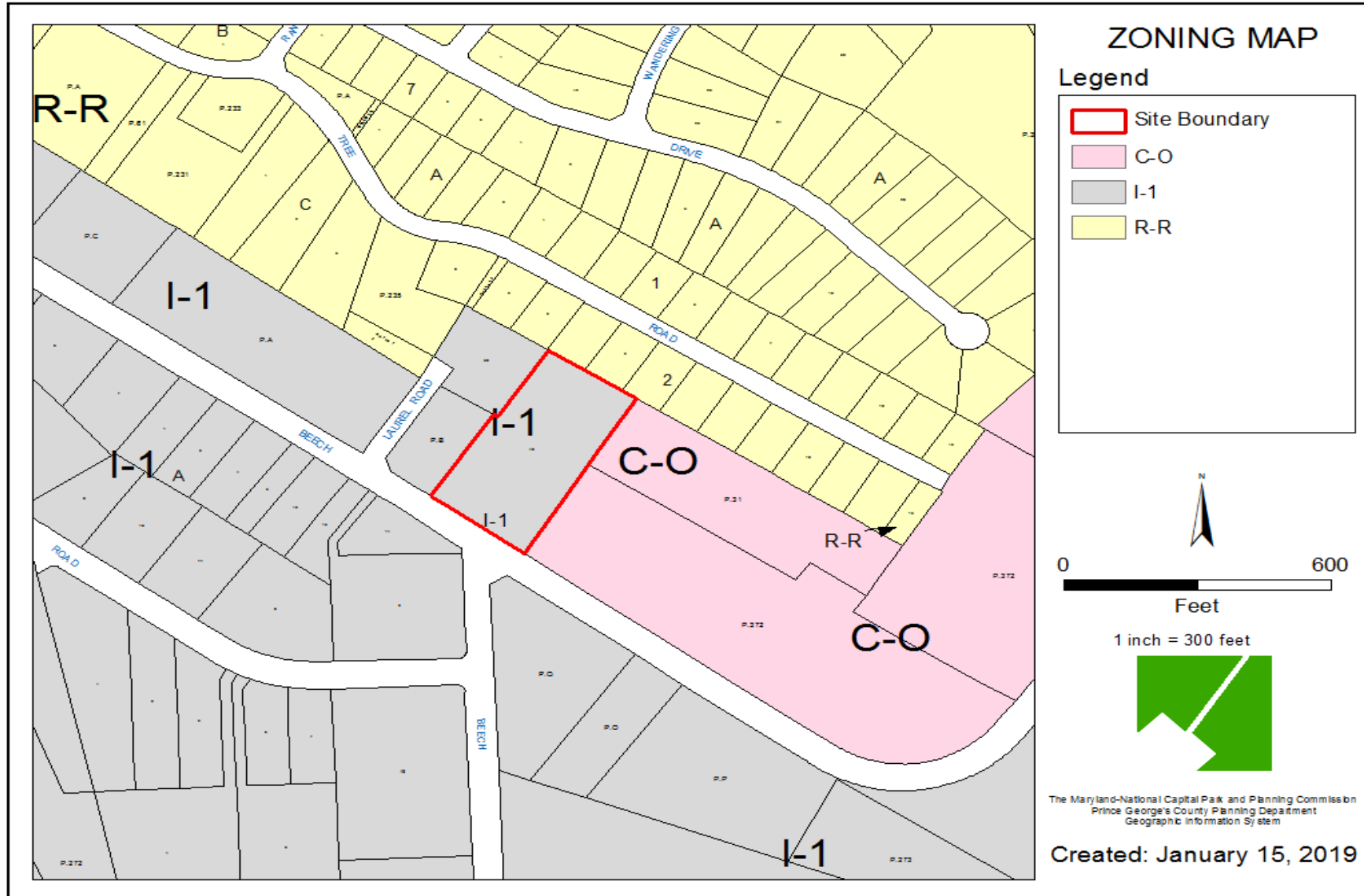
GENERAL LOCATION MAP



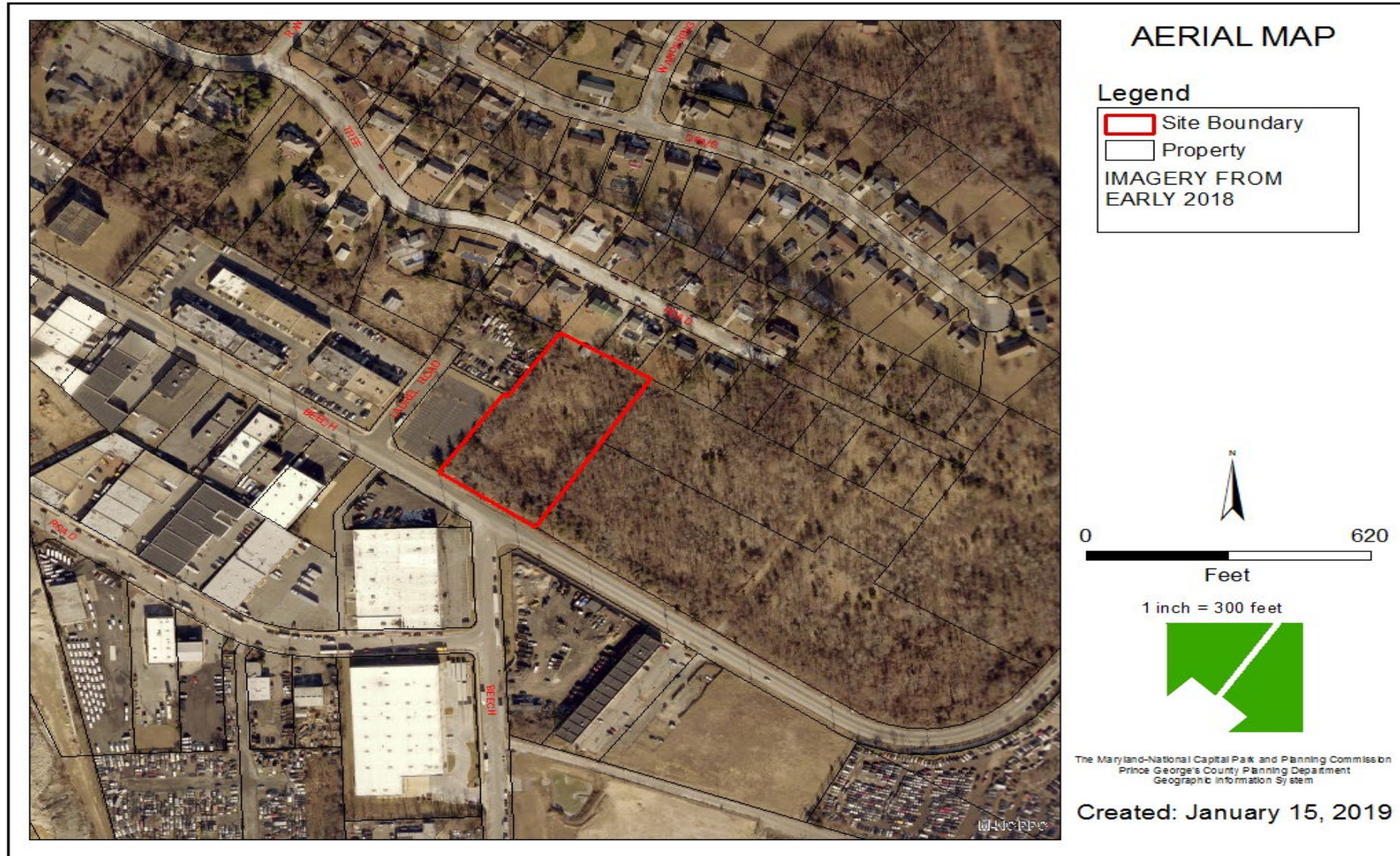
SITE VICINITY



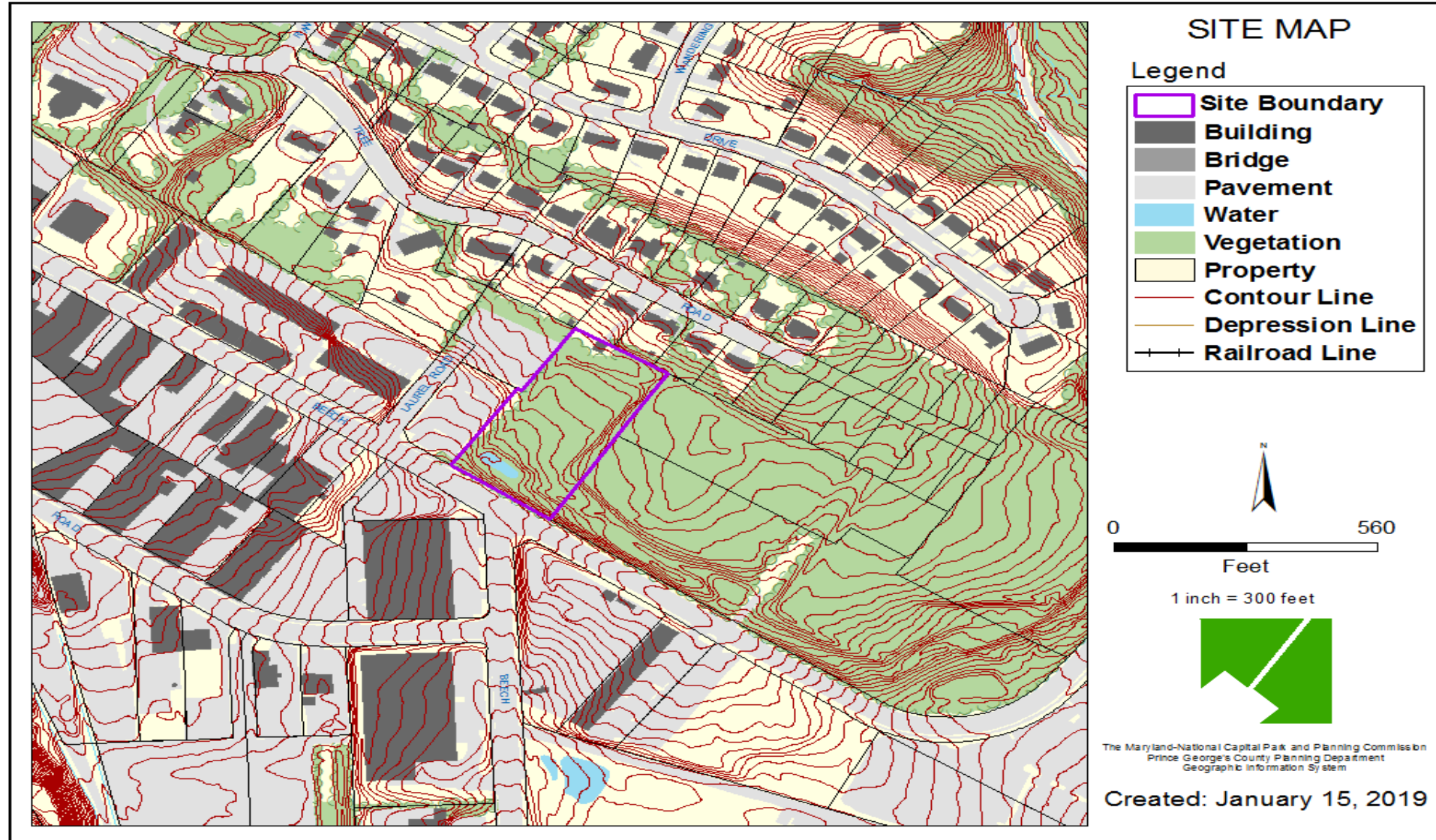
ZONING MAP



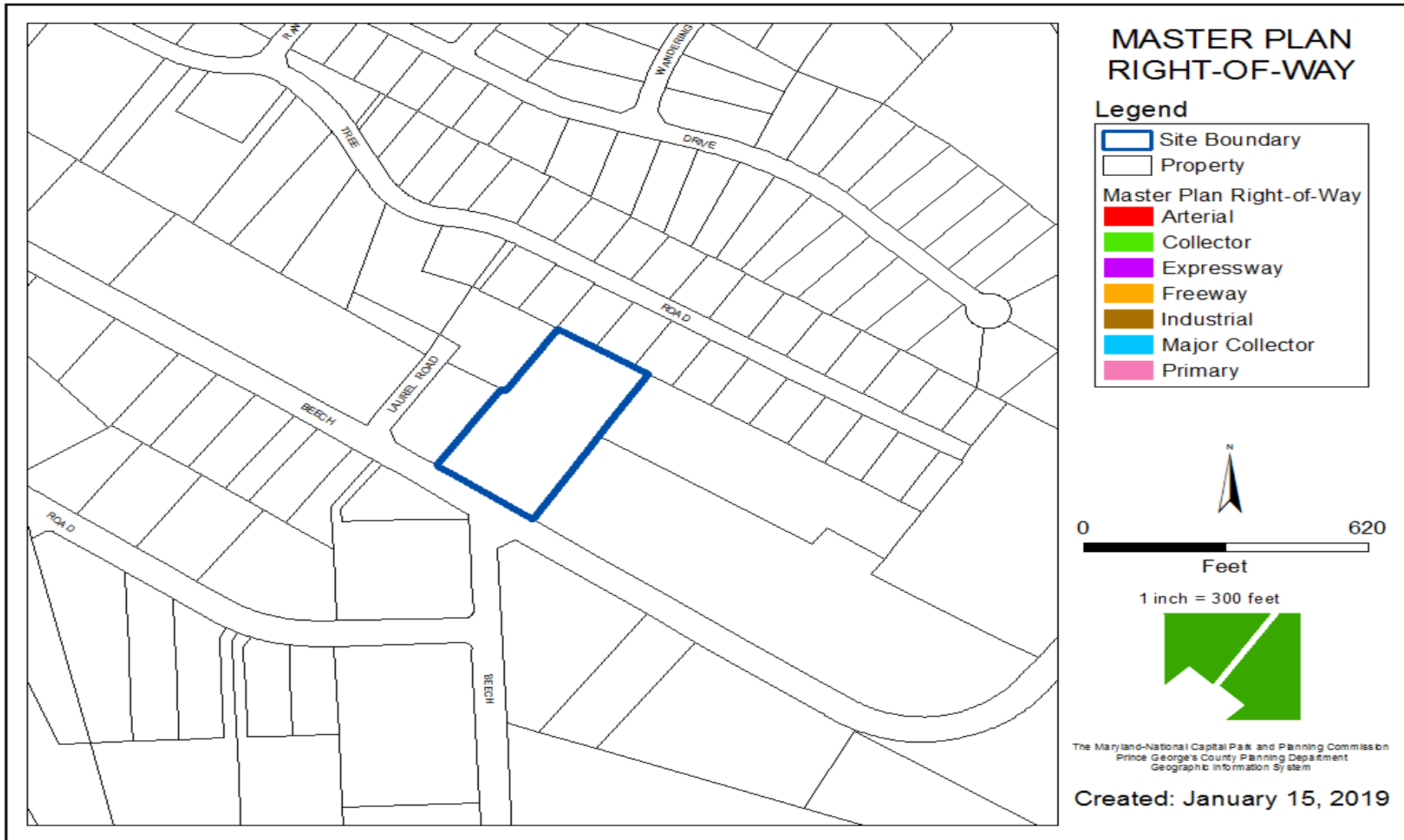
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

**Illegally
constructed
garage**



01/27/2018

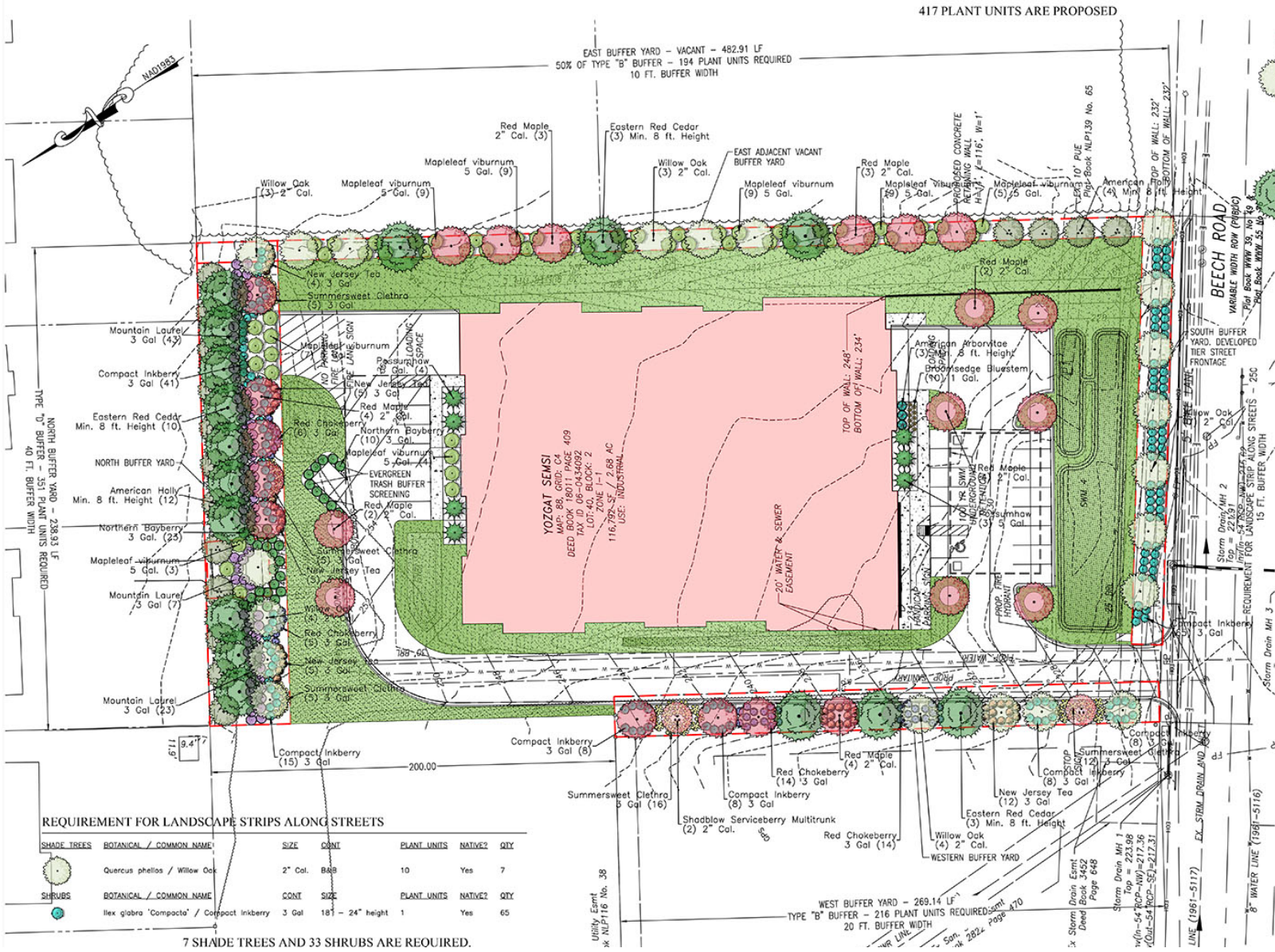
© 2018 Pict

CONSOLIDATED STORAGE INVENTORY

Location	Date of Approval	Case No.	Case Name	Conditions of Approval	Resolution No.
5335 Beech Road	1/8/09	DSP-84075-04	Beech Road Storage	5	08-190
5061 Beech Place	7/3/97	PPS 4-97034	James Industrial Center	6	97-161



LANDSCAPE PLAN



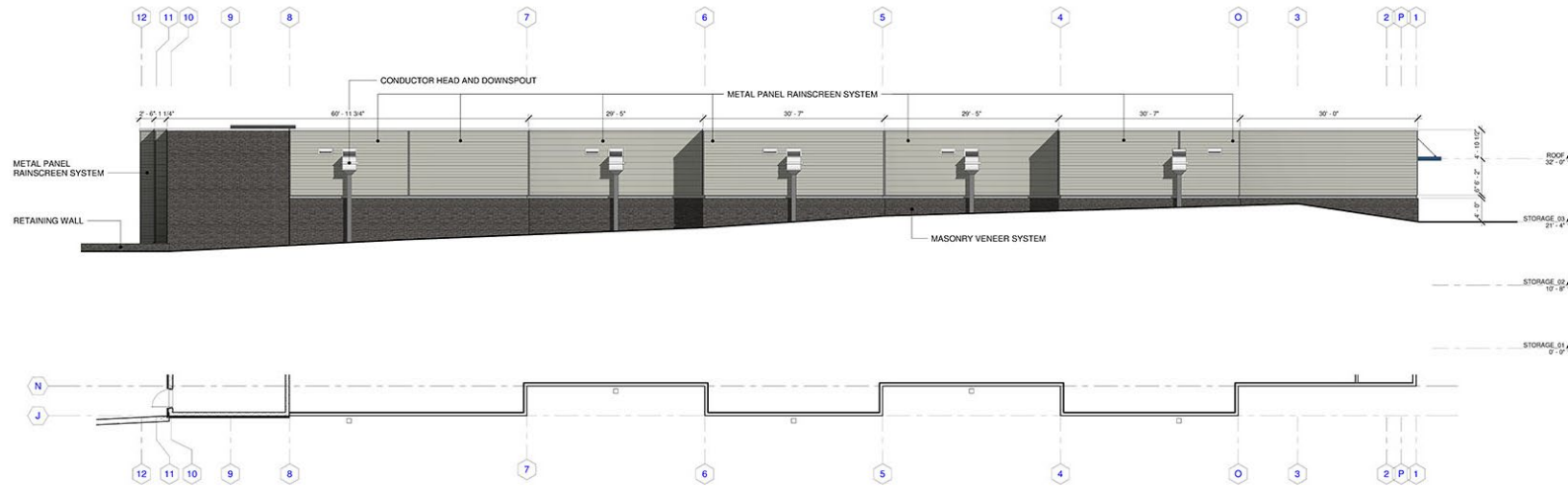
REQUIREMENT FOR LANDSCAPE STRIPS ALONG STREETS

SHADE TREES	BOTANICAL / COMMON NAME	SIZE	CONT.	PLANT UNITS	NATIVE?	QTY
	Quercus phellos / Willow Oak	2" Cal.	B&B	10	Yes	7
SHRUBS	BOTANICAL / COMMON NAME	CONT.	SIZE	PLANT UNITS	NATIVE?	QTY
	Ilex glabra 'Compacta' / Compact Inkberry	3 Gal	18" - 24" height	1	Yes	65

SOUTH AND EAST ELEVATIONS

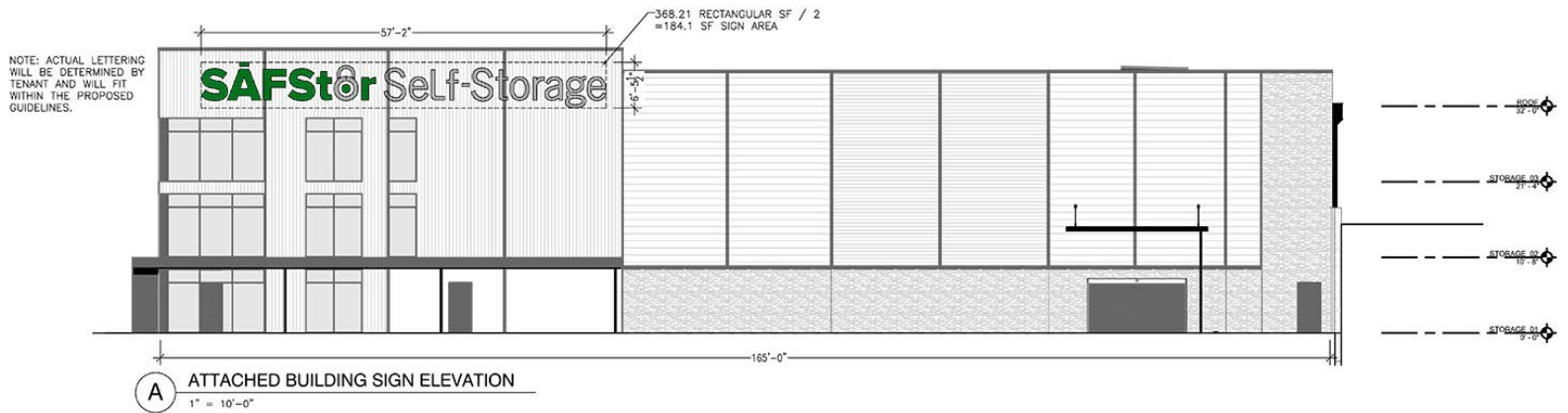


2 SOUTH ELEVATION AND WALL PROFILE PLAN
A201 SCALE: 1/8" = 1'-0"

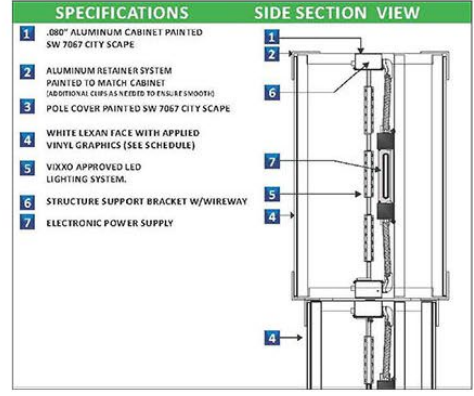
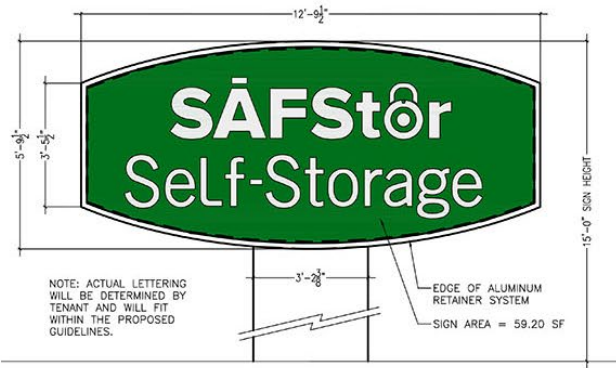


1 EAST ELEVATION AND WALL PROFILE PLAN
A201 SCALE: 1/8" = 1'-0"

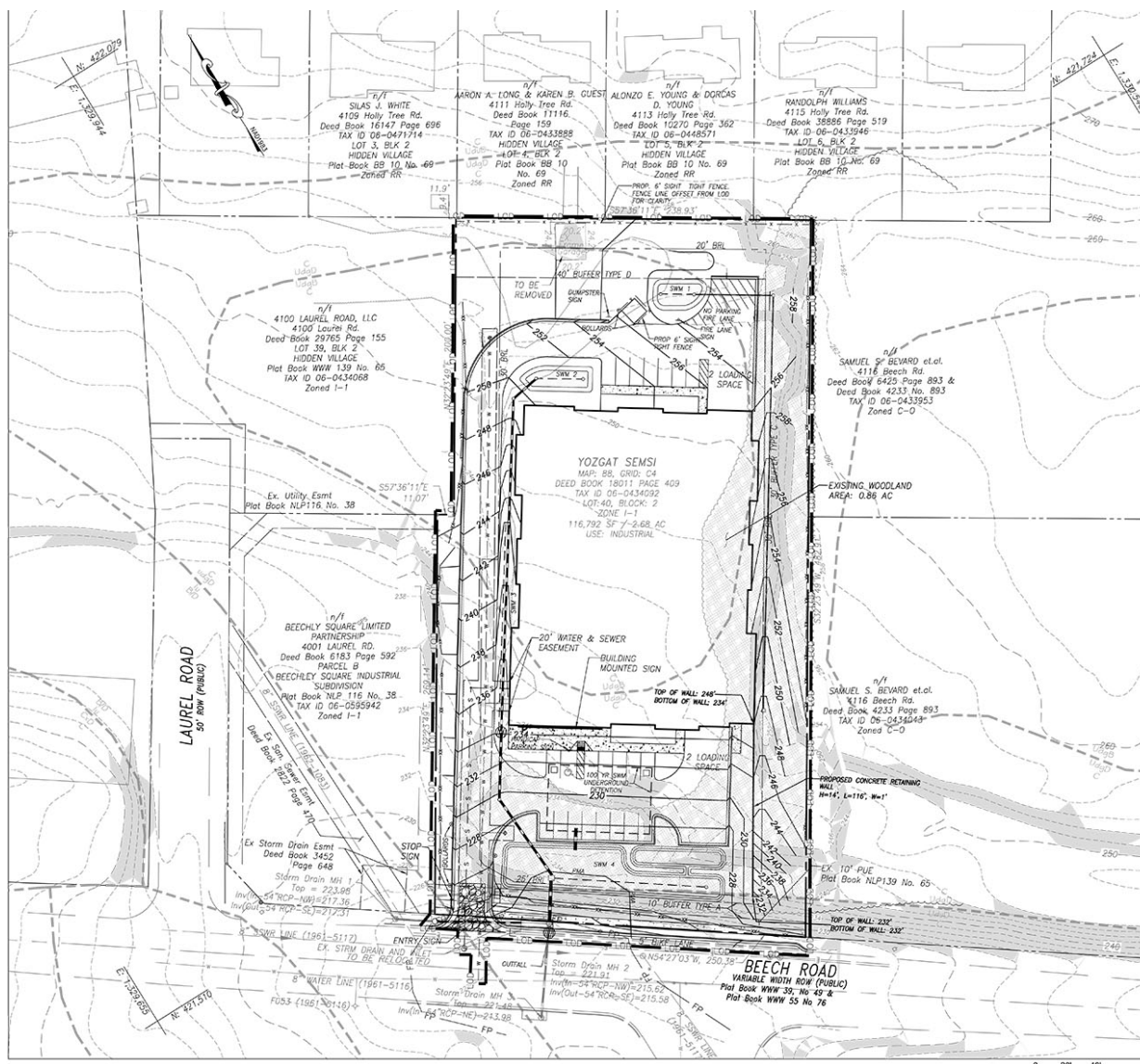
SIGN DETAILS



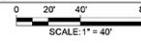
ATTACHED BUILDING SIGN
 • BUILDING IS LOCATED SETBACK FROM STR
 • BUILDING SIGN DOES FEET ABOVE THE PROPOSED MAXIMUM PERMISSIBLE CALCULATED USING
 • FROM SEC. 27-591 INCLUDE THE SPACING AND DESIGNS, EXCEPT MOUNTED DIRECTLY FACE OF A BUILDING DECORATIVE WALL THESE LETTERS, FIGURES, AND DESIGN OF THE SIGN, AS COMPUTED, SHALL BE CONSIDERED PART OF THE AREA OF THE SIGN. BY FIFTY PERCENT
 • 2 SF / 1 LF OF BUILDING = 330 SF MAX
 • PROPOSED BUILDING SIGN AREA = 184.1 SF



TREE CONSERVATION PLAN



OFF-SITE WOODLAND CONSERVATION NOTE:
 PRIOR TO THE ISSUANCE OF THE FIRST PERMIT FOR THE DEVELOPMENT SHOWN ON THIS TOP2, ALL OFF-SITE WOODLAND CONSERVATION REQUIRED BY THIS PLAN SHALL BE IDENTIFIED ON AN APPROVED TOP2 PLAN AND RECORDED AS AN OFF-SITE EASEMENT IN THE LAND RECORDS OF HENRY'S COUNTY. PRIOR TO RECORDEMENT OF THE OFF-SITE CONSERVATION SHALL BE PROVIDED TO THE M-NCPPC PLANNING DEPARTMENT PRIOR TO ISSUANCE OF ANY PERMIT FOR THE ASSOCIATED PLAN.



IN RE: DETAILED SITE PLAN (DSP-19032)
DEPARTURE FROM DESIGN STANDARDS (DDS-655)
DEPARTURE FROM PARKING AND LOADING
SCHEDULE (DPLS-470)

APPLICANT: SAFStor Real Estate Co., LLC

**AGENT/
CORRESPONDENT:** Nathaniel Forman, Esquire
O'Malley, Miles, Nylan & Gilmore, P.A.
7850 Walker Drive, Suite 310
Greenbelt, MD 20770

I.	REQUEST.....	2
II.	CONFORMANCE WITH PREVIOUS CONDITIONS OF APPROVAL	3
III.	CONFORMANCE WITH DETAILED SITE PLAN ZONING ORDINANCE REQUIREMENTS.....	4
IV.	CONFORMANCE WITH DEPARTURE FROM THE MINIMUM NUMBER OF LOADING SPACES REQUIRED UNDER THE ZONING ORDINANCE.....	10
V.	CONFORMANCE WITH DEPARTURE FROM DESIGN STANDARDS FOR LOADING SPACES.....	14
VI.	CONFORMANCE WITH IMPACTS TO REGULATED ENVIRONMENTAL FEATURES	15
VII.	CONCLUSION.....	17

AMENDED STATEMENT OF JUSTIFICATION

The Applicant hereby requests approval of a Detailed Site Plan (“DSP”) in accordance with § 27-475.04 of the Prince George’s County Zoning Ordinance (“Zoning Ordinance”) to construct a three-story, 105,000-square-foot, consolidated self-storage facility upon property located at 4700 Beech Road, which is in an unincorporated area of Prince George’s County, shown as Lot 40 on Plat Book 139, Plat No. 65, and encompasses approximately 2.68 acres on the north side of Beech Road, approximately 0.40 miles south of the intersection of Saint Barnabas Road (MD 414) and Beech Road (“Property” or “Subject Property”). The Property was subdivided in 1987 through Preliminary Plan of Subdivision No. 4-87224 after it was zoned I-1 through adoption of the 1984 *Approved Subregion VII Master Plan and Sectional Map Amendment*. The Subject Property retained the I-1 zoning through the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity Planning Area 76A*. More recently, the Property was included within the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*. The Subject Property abuts single-family detached homes in the R-55 zone to the northeast; a parking lot and vehicle storage yard within the I-1 zone to the northwest; undeveloped tracts of land in the C-O zone to the southeast; and to the south, across Beech Road, are industrial properties in the I-1 zone. A consolidated storage facility is permitted by right at this location subject to the provisions of

§ 27-475.04 of the Zoning Ordinance which requires, among other things, detailed site plan approval.

I. REQUEST

The Applicant proposes improving the undeveloped site with a three-story, 105,000-square-foot consolidated self-storage facility. The 2013 *Approved Central Branch Avenue Revitalization Sector Plan* denotes the Subject Property within the Beech Road industrial area—an area that has existed since the 1950s. The Beech Road industrial area includes a variety of industrial and commercial uses including, but not limited to: small offices, personal services, retail uses, small warehousing operations, auto auction and services, storage facilities, printing operations, and other light industrial uses. The proposed use upon the Subject Property will be compatible with these uses.

The proposed building is designed around the topographic limitations of the site—namely, the steep decline from the rear property line to the front property line that results in an elevation change of 34 feet. One benefit stemming from the site's steep slope is the ability to construct the building into the hill in order to bury a portion of the building—meaning the rear façade of the building will only be one-story above ground because the remaining two (2) stories will be below ground. Thus, the viewpoint from the residential properties along the northern boundary line will be of a single-story building. The front of the building, which is at the bottom of the slope, will rise the full three-stories above ground, thereby, allowing the building to be highly visible from Beech Road.

The consolidated storage building is one of several prototypes used by the Applicant. This prototype utilizes high quality, varied materials in the building's construction including: architectural panels and siding, glazing, glass, metal and masonry. To compliment the materials used, the building employs a modern, muted color scheme consisting of cool blues, greens and greys. This mixture of materials and colors is visible on all sides of the building which create a visually interesting, but not overpowering, façade that replicates the look of retail and office uses. Numerous windows are proposed throughout the building to provide the interior space with natural light. The proposed architecture of the building is in stark contrast to many of the industrial buildings in the immediate vicinity. These buildings were constructed in the 1970s and, based upon a visual inspection of the area, appear dated. This development, if approved, will improve the aesthetic characteristics of the neighborhood, and may serve as a catalyst for new development within the Beech Road industrial area that exhibit equally appealing architecture.

As a benefit to the community, the Applicant proposes to reserve one of the storage units as a police substation for use by the Prince George's County Police Department. The space is envisioned to allow officers to write reports, use the restroom facility or simply escape the elements during a shift. It will not be used for any other police conduct. Although effective implementation of the space will require coordination with the Prince George's County Police Department, it is proposed that the unit will have heating, air conditioning, adequate electrical and lighting, as well as Wi-Fi. The Applicant will also provide the police department with folding tables, chairs and a coffee maker. Any additional furniture will be provided by the police department. The officers will access the facility during the day through the main office and via an access code that will be

provided to the officers for off-hour use. One small informational sign will be provided on the building denoting the police substation within. This function has been utilized by SAFStor in numerous other jurisdictions to great success. It has been shown to be a benefit to the neighboring residents, businesses, and the various local police departments.

One (1) building mounted sign is proposed on the front façade along Beech Road and one (1) monument sign is proposed upon the Property near the entrance. As shown on the submitted site plans, the signs propose a design aesthetic and color scheme similar to the architectural elevations. The consolidated storage facility will provide twenty-two (22) parking spaces, which is more than the twenty-one (21) required under the Zoning Ordinance. Of the twenty-two (22) parking spaces, one (1) parking space is reserved as a van-accessible, handicapped parking space. The Applicant is proposing a total of four (4) loading spaces, which is below the minimum of five (5) required under the Zoning Ordinance, thus a departure of one (1) loading space is requested in conjunction with this detailed site plan application. Additionally, the Applicant requests a Departure from Design Standards to reduce the length of loading areas by 10 feet from the required 45 feet. Finally, this application includes a request for impacts to Regulated Environmental Features, specifically impacts to the Primary Management Area along the frontage of the Property is unavoidable and necessary in order to construct necessary infrastructure.

II. CONFORMANCE WITH PREVIOUS CONDITIONS OF APPROVAL

On February 18, 1988, the Planning Board approved Preliminary Plan of Subdivision No. 4-87224 through adoption of PGCPB Resolution No. 88-62 for the Subject Property. The Resolution includes the Subject Property and the abutting individual property to the west. The Preliminary Plan was approved with the following modifications, which are discussed below along with this application's conformance thereto:

1. Approval of on-site conceptual stormwater management plan by the Department of Environmental Resources prior to final plat unless the Department of Environmental Resources allows the delay of this plan until building permit.

No stormwater management plan was previously filed for the Subject Property. Stormwater Management Concept Plan 13903-2019-0 has been filed with the Prince George's County Department of Permitting, Inspections and Enforcement. It is understood that the application will receive approval prior to building permit.

2. Payment of a fee-in-lieu of park dedication for the R-R portion of the site prior to final plat.

This condition has been satisfied and is no longer applicable because a Final Plat for the Subject Property was record on June 30, 1998 in Plat Book 139, Plat No. 65 among the Land Records of Prince George's County.

3. Outlot A shall be conveyed to an adjacent residential lot property owner prior to final plat.

This condition has been satisfied and is no longer applicable because a Final Plat for the Subject Property was record on June 30, 1998 in Plat Book 139, Plat No. 65 among the Land Records of Prince George's County.

4. A limited site plan shall be approved by the Planning Board prior to building permit. The site plan shall ensure that there is adequate buffering between the development and the adjacent residential uses.

The site is subject to Detailed Site Plan approval, which among other things, ensures adequate buffering and screening between the use proposed upon the Subject Property and the adjacent residential uses in accordance with the Prince George's County Landscape Manual.

III. CONFORMANCE WITH DETAILED SITE PLAN ZONING ORDINANCE REQUIREMENTS

1. Section 27-283 of the Zoning Ordinance requires that a detailed site plan be designed in accordance with the same design guidelines for a conceptual site plan (§ 27-274). The proposed development conforms to the site design guidelines under § 27-274, described in more detail below:

- (2) Parking, loading, and Circulation

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.
- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.
- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

Vehicle access to the site is proposed on the southwestern corner of the site via Beech Road. From this access point, vehicles will have direct access to parking at the front and rear of the site via a 24-foot wide drive aisle. The front and rear of the building will be served by separate entrances. Sidewalks are provided along the front and the rear of the building. No sidewalks are proposed along the sides of the building because it is not anticipated that pedestrians will walk along the side of the building based on this use. The loading areas have been strategically located at the southeastern and northeastern corners of the building to minimize potential conflicts between passenger vehicles, moving trucks and pedestrians.

(3) Lighting

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.

Sufficient lighting is provided for this site, as shown on the photometric plan, although this building will not be used at night. The proposed lighting plan shows that light from this site will not intrude upon the adjacent residential uses.

(4) Views

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

The building has been designed around the unique topography intrinsic to this site. Notwithstanding the drastic elevation change, only one-story of the three-story building will be visible from the abutting single-family residential homes. The lower two stories will be underground. This allows the building to exhibit a consistent, non-imposing height towards the residential properties. Screening from residential uses will be provided with both landscaping and fencing.

(5) Green Area

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

This proposed development will provide landscaping in satisfaction of the requirements under the Landscape Manual.

(6) Site and streetscape amenities

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.

No site amenities are proposed. However, entrances to the building are provided at the front and the rear of the building with separate parking and loading areas. Each loading area will have two (2) loading spaces. This design has been used by SAFStor in the past and has been shown to be an effective and efficient design. The proposed streetscape utilizes appropriate planting and ultimate right-of-way frontage improvements.

(7) Grading

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on

adjacent sites. To the extent practicable, grading should minimize environmental impacts.

Despite the challenges posed by the topography, the Applicant proposes the minimum disruption necessary due to the installation of a retaining wall along the southeastern portion of the site. The retaining wall will accommodate the building and parking area fronting on Beech Road. The remaining areas will only be subject to minor fine grading to accommodate the drive aisle along the side of the building and the rear parking area.

(8) Service Areas

(A) Service areas should be accessible, but unobtrusive.

The development proposes four (4) loading spaces of the five (5) loading spaces required per the Zoning Ordinance. A departure for the remaining loading space has been requested in conjunction with this application. The four (4) proposed loading spaces are grouped into two (2) sets of two (2) with one set at the northeastern corner of the building and the other set at the southeastern corner of the building. The loading areas are separated from parking by curbing and striping.

(9) Public Spaces

(A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.

No public spaces are proposed with this application.

(10) Architecture

(A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with section 27-277.

The consolidated storage building is one of several prototypes used by the Applicant. This design utilizes high quality, varied materials, such as architectural panels and siding, glazing, glass, metal and masonry. The building utilizes a modern, muted color scheme consisting of cool blues, greens and greys. This mixture of materials and colors is displayed on all sides of the building for the purpose of creating a visually interesting, but not overpowering, façade that is meant to replicate the look of retail and office

uses. Numerous windows are proposed throughout the building to provide the interior space with natural light.

2. The proposed development conforms to the purposes of the I-1 Zone, set forth in § 27-469 of the Zoning Ordinance, as described below:

- (a) Purposes.

- (1) The purposes of the I-1 Zone are:
 - (A) To attract a variety of labor-intensive light industrial uses;
 - (B) To apply site development standards which will result in an attractive, conventional light industrial environment;
 - (C) To create a distinct light industrial character, setting it apart from both the more intense Industrial Zones and the high-traffic-generating Commercial Zones;
 - (D) To provide for a land use mix which is designed to sustain a light industrial character.

The Subject Property is located in the Beech Road industrial area within the 2013 Central Branch Avenue Corridor Revitalization Plan. On page 65 of this plan, the goal of the Beech Road industrial area is to retain this area as "a center for employment focusing on small professional and commercial services, such as production, storage, and repair businesses." The proposed use upon the Property will be compatible with the existing industrial uses in the area. Furthermore, due to the buffering and screening proposed, it will not be incompatible with abutting residential properties.

- (b) Landscaping, screening and buffering of development in the I-1 Zone shall be provided in accordance with the provisions of the Landscape Manual. In addition, the following applies:

- (1) At least ten percent (10%) of the net lot area shall be maintained as green area.
- (2) Any landscaped strip adjacent to a public right-of-way required pursuant to the provisions of the Landscape Manual shall not be considered part of the required green area.
- (3) A vehicle towing station permitted in the I-1 Zone shall be screened by a wall or fence at least six (6) feet high, or by an evergreen screen, unless the adjoining property is used for a vehicle towing station or a vehicle salvage yard.

The site proposes a reservation of 47 percent of the net lot area as green space. Landscaping, screening and buffering will be in accordance with the provisions of the Landscape Manual.

(c) Outdoor storage

- (1) Outdoor storage shall not be visible from a street

No outdoor storage is proposed upon the Subject Property.

(d) Uses

- (1) The uses allowed in the I-1 Zone are as provided for in the Table of Uses (Division 3 of this Part).

This use is permitted in the I-1 Zone subject to conformance with the provisions of § 27-475.04, discussed in the next section.

(e) Regulations

- (1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-1 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Table (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

After approval of the Applicant's requests for a departure from one (1) loading space and the departure from design standards for the length of the loading space area, the Subject Property will comply with all regulations for development in the I-1 Zone as shown on the submitted site plan.

3. The proposed development conforms to standards specific to consolidated storage under § 27-475.04, as described below:

- (a) Beginning June 23, 1988, a Detailed Site Plan shall be approved for consolidated storage developments in accordance with Part 3, Division 9, of this Subtitle to insure compliance with the provisions of this Section. Consolidated storage constructed pursuant to a building permit issued prior to this date; consolidated storage for which grading permits were issued prior to this date, subject to Subsection (b); and consolidated storage for which applications for building permits were filed on September 22, 1987, and which are actively pending as of October 25, 1988, subject to Subsection (b), need not meet these requirements.

(1) Requirements.

- (A) No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved

Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).

The application, as proposed, complies with this request.

- (B) Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.

All storage units are located within the interior of the building.

- (C) The maximum height shall be thirty-six (36) feet. Structures exceeding this height and approved before January 1, 2000, shall not be considered nonconforming.

The maximum height of the building is thirty-two (32) feet.

- (D) Notwithstanding any other requirement of this Section, the expansion of an existing consolidated storage use within a building in the I-1 Zone after November 30, 2016, shall be limited to a maximum of fifty (50) additional individual units and may not be less than one-half mile from another consolidated storage use in the I-1 Zone. However, this Section shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan, final plat, and detailed site plan, where the consolidated storage use is adequately buffered from view from any public right-of-way.

This section does not apply.

- (b) In order for a consolidated storage for which a grading permit had been issued prior to June 23, 1988, or for which application for a building permit was filed on September 22, 1987, and which is actively pending as of October 25, 1988, to be exempted from the Detailed Site Plan requirement of Subsection (a), the permit application or the attendant site plan must identify the consolidated storage as the proposed use, and the warehouse must comply with paragraph 1 of Subsection (a). In addition, a proposed consolidated storage use within a business park development project with existing and proposed uses, within a detailed site plan application, filed and accepted by the Planning Board, and which is actively pending, pursuant to an approved preliminary plan of subdivision in a valid status as of November 30, 2016 shall be exempt from the prescriptions of Subsection (a) of this Section.

This section does not apply.

- (c) Unless otherwise exempted from the prescriptions of this Section, consolidated storage shall be a permitted use in the I-1 Zone, subject to the following additional requirements:

- (i) A detailed site plan is approved for the proposed development of the use, in accordance with Part 3, Division 9 of this Subtitle;

The subject request is in furtherance of this requirement.

- (ii) The required technical staff report prepared and submitted to the administrative record for the detailed site plan application shall include a current, countywide inventory of the locations, dates of approval, and any conditions of approval for consolidated storage uses located on property within one-half mile of the boundaries of the property on which the proposed consolidated storage use will be located; and

This is a directive for the technical staff reviewing this application.

- (iii) The Planning Board and/or the District Council shall consider, in its review of a detailed site plan application pursuant to this Section, the inventory submitted to the administrative record in accordance with Subsection (b) of this Section, above, for purposes of finding conformance with the required findings of approval set forth in Part 3, Division 9 of this Subtitle.

Market studies commissioned by the Applicant examined the public need for this use within a three- and five-mile radii of the site. The market study yielded data concluding that this market area is underserved by existing storage facilities, and that those in the area were lower in quality than expected for a market area with an average household income of \$74,488 per year. Supply is not met based on a national average of 7.5 square feet of storage per person, because the existing supply in this area is only 3.7-3.8 square feet per person—nearly half of what the market demands. Moreover, the facilities in the area display an average age of thirty-six (36) years. This proposal will provide the community, with a new, high-quality, climate-controlled facility in line with market expectations.

IV. CONFORMANCE WITH DEPARTURE FROM THE MINIMUM NUMBER OF LOADING SPACES REQUIRED UNDER THE ZONING ORDINANCE

1. This request is in accordance to the provisions of § 27-588 of the Zoning Ordinance for the departure from one (1) of the total five (5) loading spaces required under § 27-582 of the Zoning Ordinance. This request satisfies the criteria of § 27-588, as described below:

- (7) Required 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;
- (a) The purposes of § 27-550 are:
- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the building and use.
 - (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points:

The proposed design and layout for the Subject Property has been used by the Applicant in numerous other jurisdictions throughout the country to great acclaim. The Applicant, has found that four (4) loading spaces, grouped into two (2) sets of two (2), is more than sufficient to satisfy user demand for this type of facility. Moreover, the four (4) loading spaces are strategically located to minimize disruptions to vehicular and pedestrian circulation. Placing the loading spaces at the far ends of the parking areas will minimize potential conflict points between passenger vehicles and moving trucks. Adding a fifth loading space, solely to comply with the Zoning Ordinance, would have a negative impact upon traffic circulation and site operations. The additional loading space would create additional points of conflict between passenger vehicles and moving trucks and between moving trucks and pedestrians. Alternatively, the fifth loading area could also result in having to sacrifice off-site, off-street parking spaces; thereby, leading to cars illegally parking on Beech Road.

- (3) To protect the residential character of residential areas;
and

It is not feasible to access this site from the abutting residential areas. The departure of one (1) loading space will not affect the residential character of the residential areas.

- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.

The parking and loading configuration, as proposed, is convenient for potential users of the Subject Property as described above.

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

The departure of one (1) loading space is the minimum necessary for this site given the topographical constraints. The steep decline from the rear property line to the front property line results in an elevation change of 34 feet. This elevation change dictates the configuration of the site, especially where the site can be accessed from Beech Road, how vehicles traverse the Property and effective locations for stormwater management facilities. Meeting these requirements—in addition to the required number of on-site, off-street parking spaces, as well as landscaping and buffering—severely restrict the available area that could be devoted to a useable fifth loading space.

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

This departure is necessary to alleviate the topographical constraints that exist upon the Subject Property. The steep slope limits the areas where parking and loading facilities can be located. Moreover, effective vehicular circulation on the site is dictated by the steep slope, which requires access to the Property from Beech Road at the proposed location on the southwestern corner of the site. This departure is necessary to alleviate these constraints.

- (iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and

All methods for calculating the number of loading spaces required were used, and determined to be impractical.

- (v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

The granting of this departure for one (1) loading space will not infringe the parking and loading needs of adjacent residential areas. The site will be inaccessible from the R-55 Zone to the north due to the installation of a six-foot tall, sight-tight fence along the northern property line in addition to buffering in accordance with the Landscape Manual.

- (B) In making its findings, the Planning Board shall give consideration to the following:

- (i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available

on- and off-street spaces within five hundred (500) feet of the subject property;

Given the topographical conditions of the site and the type of items that are anticipated to be loaded and unloaded at the site—to wit: furniture, appliances and other household items—it will be impracticable for potential users to utilize the loading spaces upon an adjoining property, let alone 500 feet from the Subject Property.

- (ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;

The Subject Property was retained within the I-1 Zone through the 2000 Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity Planning Area 76A. The 2013 Central Branch Avenue Corridor Revitalization Plan promoted the goal of the Beech Road industrial being “retained [as] a center for employment focusing on small professional and commercial services, such as production, storage, and repair businesses use.” The proposed use upon the Subject Property conforms to the recommendations within these plans.

- (iii) The recommendations of a municipality (within which the property lies) regarding the departure; and

The Subject Property is not located within a municipality.

- (iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.

This section is inapplicable to the Subject Property.

- (C) In making its findings, the Planning Board may give consideration to the following:

- (i) Public transportation available in the area;

There is no public transportation directly in front of the site. There is a bus stop at the intersection of Saint Barnabas and Stamp Road, which is approximately 1/3 of a mile from the site. This bus stop provides service to Metrobus Routes D12, H11, H12 and H13, which connects to Suitland or Naylor Road Metro Stations.

- (ii) Any alternative design solutions to off-street facilities which might yield additional spaces;

There is no practical alternative design solution that might yield additional off-street facilities.

- (iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;

The consolidated storage facility will operate between the hours of 9:30 am and 6:00 pm Monday thru Friday and between 9:30 am and 5:00 pm on Saturdays. The facility will be closed on Sundays. These hours are conducive and aligned with the regular business hours of the industrial uses within 500 feet of the Property.

- (iv) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.

This is not applicable.

V. CONFORMANCE WITH DEPARTURE FROM DESIGN STANDARDS FOR LOADING SPACES

1. Under § 27-587 of the Zoning Ordinance, the Planning Board is authorized to grant departures for design standards for loading spaces in accordance with the procedures and requirements of § 27-239.01. The Applicant requests a departure of 10 feet from the required 45 feet in length required for loading spaces under § 27-578 of the Zoning Ordinance.
 - (A) In order for the Planning Board to grant the departure, it shall make the following findings:
 - (i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

The reduced length for loading spaces is consistent with the sizes of moving vehicles that typically utilizes a facility of this size. With storage units ranging from 25- to 300-square feet, the largest moving vehicle that is anticipated is a twenty-six (26) foot box truck. Even with this departure, the loading spaces still provide nine (9) additional feet of space for maneuvering. 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 this site. Finally, one additional benefit from this departure will be the reduction in the overall amount of impervious surface area.

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

The departure is the minimum necessary given the drastic topographical challenges created by the steep slope. Hydrological modeling shows that it is impracticable to locate stormwater management facilities along the sides of this property. Thus, stormwater management facilities must be located at either the top or the bottom of the slope. Engineering shows that the bottom of the slope is the ideal location for these facilities. Not only is there more space at the bottom of the slope—the top of the slope will mostly be improved with landscaping to satisfy the bufferyard required under the Landscape Manual—but this site design more closely mimics natural hydrology. To mitigate the potential negative effects from shortening the length of the loading area, 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 circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

The steep slopes unique to this site make the requested departure necessary. The slope severely limits the effective location for stormwater management facilities, and essentially restricts them to the front and rear of the site, which conflicts with the proposed location for the loading areas. Absent this slope, these facilities could have been placed along both sides of the site, freeing space for the loading areas.

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

The reduced length for loading spaces will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood. The shortened spaces are in furtherance of stormwater management requirements and result in less impervious surface.

VI. CONFORMANCE WITH IMPACTS TO REGULATED ENVIRONMENTAL FEATURES

The Subject Property contains a total of 0.05 acres of Primary Management Area (“PMA”) in the southwestern portion of the site. The PMA is the result of slopes of 15% or greater adjacent to the 100-year floodplain as delineated by the Prince George’s County Department of Permitting, Inspections and Enforcement, although the actual limits of the 100-year floodplain are located within the County right-of-way. The delineated PMA is comprised of brushy scrub vegetation, small trees, an existing power pole, existing curb and gutter and an existing curb inlet. There are no streams or nontidal wetlands on-site. Under § 27-285(b)(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).

In accordance with the 2010 *Environmental Technical Manual*, the determination of “fullest extent possible” is a three-step process that starts with avoidance of impacts. Then, if the impacts are unavoidable and necessary to the overall development of the site, the impacts must be minimized. In the third step, if the cumulative, minimized impacts are above the designated threshold, then mitigation is required for the impacts proposed.

The impact to the PMA is unavoidable and necessary. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property. Here, impact to the PMA is necessary to permit vehicular access to the site and provide effective stormwater management facilities.

Access to the site is only possible from Beech Road, and for the reasons explained herein, the access from Beech Road is only possible at the proposed location along the southwestern portion of the Property. The Applicant considered alternative site configurations that would have avoided impacting the PMA, but these alternative configurations were either impractical, created safety hazards or both. One alternative configuration involved flipping the site to create a mirror layout from the one proposed. This alternative layout was rejected because of safety and operational hazards that this configuration created because of the steep slope along the eastern property line. Mitigating the impact to the site from the steep slope would require construction a free-standing retaining wall eight (8) or ten (10) feet in height along most of the eastern portion of the Property. Accessing the rear parking and loading section of the site would require placing the drive aisle between the retaining wall and the building that would result in a tunnel over two hundred (200) feet in length along the side of the property. Given the proposed size of the storage units, it is anticipated that most, if not all, moving trucks using this building will be rented by drivers that more than likely lack formal training and experience in maneuvering vehicles of this size. Forcing inexperienced drivers to navigate this tunnel would increase the risk of vehicle on vehicle crashes or vehicle crashes into the retaining wall or building.

Another configuration reviewed and ultimately rejected by the Applicant, placed vehicle access closer to the eastern boundary line, while retaining the current site configuration. This configuration was rejected because of the safety hazards it created. Under the current configuration, the loading spaces have been placed in strategic locations to minimize the number of potential conflicts between vehicles, especially passenger vehicles and moving trucks. Moving the access point farther east along Beech Road would require every vehicle to traverse the loading area at the front of the property, thereby unnecessarily increasing the risk of crashes. With regard to stormwater management facilities, other locations were considered and ultimately rejected, and thus it became necessary to locate the majority of these facilities within the PMA. Topographical and hydraulic factors require locating stormwater management facilities at the lowest point of the

property in order to be effective. Thus, to effectively control runoff from the 100-year flood, these facilities needed to be within the PMA.

Having shown why impacts to the PMA are necessary and unavoidable, the next step is to demonstrate how these impacts have been minimized. Impacts to the PMA are minimized here because the development proposes minimal impervious surface to area within the PMA. Additionally, the proposed stormwater management facilities within the PMA are proposed in locations that correspond to the natural hydrology of the site and include plantings composed of species native to the area.

Finally, having demonstrated how impacts to the PMA have been minimized, the last step is to show how these impacts have been mitigated. In accordance with the *Environmental Technical Manual*, mitigation means the design and installation of measures to enhance, restore, or stabilize existing environmentally degraded streams and/or wetlands to compensate for proposed impacts. The mitigation includes onsite underground stormwater detention that will attenuate stormwater runoff from the site to better than existing conditions and improve the flooding conditions associated with the floodplain surrounding the existing inlet in Beech Road. Furthermore, landscaped areas onsite—including landscape buffers—additional aesthetic landscaping and micro-bioretenment facilities will employ the use of 100% native species and, to the maximum extent practicable, native herbaceous and perennial species. Additional landscaping above and beyond the normal requirements will include: eight (8) Red Maples, seven (7) Possumhaw, three (3) Emerald Green Arborvitae, ten (10) Broomsedge Bluestem and four (4) Mapleleaf Viburnum.

VII. CONCLUSION

For all of the above-stated reasons, the Applicant respectfully requests approval of the proposed Detailed Site Plan, Departure from the Minimum Number of Loading Spaces, Departure from Design Standards and Impacts to Regulated Environmental Features for a consolidated storage facility upon the Subject Property.

Respectfully submitted,

O'MALLEY, MILES, NYLEN & GILMORE, P.A.

By:



Nathaniel Forman, Esquire
7850 Walker Drive, Suite 310
Greenbelt, MD 20770
(301) 572-3237

Attorney for Applicant

R E S O L U T I O N

WHEREAS, James T. Murphy is the owner of a 3.53-acre parcel of land known as James Industrial Center (Lot 1), said property being in the 6th Election District of Prince George's County, Maryland, and being zoned I-1; and

WHEREAS, on March 28, 1997, James T. Murphy filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 1 lot; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-97034, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 5, 1997, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on June 5, 1997, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/14/97) and further APPROVED Preliminary Plat of Subdivision 4-97034 with the following conditions:

1. Prior to signature approval of the Preliminary Plat, a conceptual alignment of on-site and off-site sewer lines shall be shown on the plan and the Water and Sewer Category 3 designation.
2. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan, Concept #968002050. Prior to signature approval of the Preliminary Plat of Subdivision, the Conceptual Stormwater Management approval number shall be noted on the plan.
3. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/14/97). The following note shall be placed on the Final Plat of Subdivision:

Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/14/97), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within

specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy and Subtitle 25.@

4. Prior to approval of a Final Plat of Subdivision, a 100-year floodplain study shall be approved if required by the Department of Environmental Resources.
5. Prior to signature approval of Preliminary Plat of Subdivision, the plan shall be revised to reflect the proposed one lot and all existing well and septic locations shown.
6. A note shall be placed on the Final Plat of Subdivision requiring all commercial structures to be fully sprinkled in accordance with the National Fire Protection Association Standard 13 and all applicable Prince George=s County laws.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located on the west side of Beech Place, adjacent to the Capital Beltway (I-95); approximately 2,200 feet from the intersection of St. Barnabas Road and Stamp Road.
3. The Department of Environmental Resources (DER), Permits and Review Section, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, Concept #968002050, has been approved to ensure that development of this site will not result in on-site or downstream flooding. A 100-year floodplain study may be required.

The Natural Resources Division reviewed the subject Preliminary Plat of Subdivision and offered the following comments:

Although no floodplain or streams have been identified on this site there is a stream to the south on an adjacent property. The stream and the associated buffer were identified on this plan to ensure that impacts were not proposed.

No Marlboro clays have been found to occur on this property. The soils found on this property include Bibb silt loam and Aura and Croom gravelly loam. Limitations for these soils generally include impeded drainage and high water tables. In addition, Bibb silt loam is typically considered a hydric soil. No soils report is required unless determined to be necessary by the Soil Conservation District or Department of Environmental Resources at the time of permit issuance.

A Forest Stand Delineation (FSD) has been submitted and found to be acceptable with respect to the requirements for a FSD in the Prince George=s County Woodland Conservation Ordinance.

The Type I Tree Conservation Plan (TCPI/14/97) has been reviewed and found to satisfy the requirements of the Prince George=s County Woodland Conservation Ordinance. The total requirement of 0.71 acre for this property includes 0.47 acre (WCT) and 0.24 acre replacement requirement which is satisfied by the 0.76 acre of on-site preservation. TCPI/14/97 was recommended for approval in conjunction with Preliminary Plat of Subdivision 4-97034.

Although this property is located near the Capital Beltway there are no noise impacts since the property is zoned for industrial use.

The Natural Resources Division commented that no wetlands occur on this site. Specifically, the wetlands that do exist are located outside of the property boundary along the creek that runs parallel to Beech Place and along the dirt road that runs perpendicular to Beech Place.

The Prince George=s County Health Department, Division of Environmental Health, reviewed the Preliminary Plat of Subdivision and had concerns regarding the existing on-site drums and petroleum-laden soils; rubble and debris, an above-ground diesel fuel storage tank and a soil stock pile. All of the above health problems have been resolved with the Health Department=s endorsement for approval of the Preliminary Plat.

The site is in Water and Sewer Category 3 and will be served by public systems. The category number should be noted on the Preliminary Plat of Subdivision prior to approval of the plan.

4. No historic sites or resources are affected by this application.
5. The Department of Parks and Recreation (DPR), in accordance with Section 24-135 (a) of the Subdivision Regulations, states that the subdivision is exempt from mandatory dedication requirements because the property is industrially zoned.
6. There are no Master Plan trail issues with this subdivision.
7. The Transportation and Public Facilities Planning Division (T&PFPD) concludes that adequate access roads will exist as required by Section 24-124 of the Prince George=s County Code, and had the following comments to offer:
 - a. A Traffic Study is not required of this subdivision. Access to this site is from Beech Place. Entrance and exit should be adequate for uninterrupted vehicular movement, since the street width is insufficient for both movement of vehicles for ingress and egress of this site. The site access of ingress and egress from

Beech Place should be constructed to Prince George=s County Department of Public Works & Transportation standards for accessways to County rights-of-way.

- b. No developable adjoining land or parcels are adversely affected by the proposed access to this site or the internal circulation on this site.
- c. Appropriate right-of-way is shown for Beech Place. A 70-foot right-of-way for Beech Place is indicated and shown on the Preliminary Plat of Subdivision.

The Department of Public Works and Transportation reviewed the subject property and determined that a soils report is required as part of their process.

- 8. The Public Facilities Planning Section reviewed the proposed subdivision for the impact on fire and rescue services and concluded the following:

- a. Suppression services of fire engine, ambulance and paramedic service are provided by the Silver Hill Fire Station, Company 29, located at 3900 Silver Hill Road; with ladder truck service provided by the District Heights Fire Station, Company 26, located at 6208 Marlboro Pike. In accordance with the *Adopted and Approved Public Safety Master Plan, 1990*, and/or the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*, the recommended maximum response time for an engine is 3.25 minutes. Company 29 provides engine service within the *Guidelines* due to a 2.99-minute response time.
- b. The recommended maximum response time for ambulance service is 4.25 minutes. Company 29 provides this service within the *Guidelines* due to a 2.99-minute response time.
- c. The recommended maximum response time for paramedic unit service to provide advanced life is 7.25 minutes. Company 29 provides this service within the *Guidelines* due to a 2.99-minute response time.
- d. The recommended maximum response time for truck ladder service is 4.25 minutes. Company 26 will respond to this service, however, Company 26 cannot provide adequate service within the *Guidelines* due to a 6.92-minute response time.

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

- 9. The proposed development is within the service area of the District IV- Oxon Hill Police Station. In accordance with Section 24-122.01(c)(A) and (B) of the Subdivision Regula-

tions, staff of the Transportation and Public Facilities Planning Division concludes that the existing County police facilities will be adequate to serve the proposed James Industrial Center development.

* * * * *

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 McNeill, seconded by Commissioner Brown, with Commissioners McNeill, Brown, and Dabney voting in favor of the motion, with Commissioners Boone and Hewlett absent, at its regular meeting held on Thursday, June 5, 1997, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 3rd day of July 1997.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:BJI:ldg

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on December 18, 2008, regarding Detailed Site Plan DSP-84075/04 for Beech Road Storage, the Planning Board finds:

1. **Request:** The subject application requests approval of a 113,276-square-foot consolidated storage facility.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	I-1	I-1
Use(s)	Vacant	Consolidated Storage Facility
Acreage	5.2806	5.2806
Building square footage/GFA	0	113,276

OTHER DEVELOPMENT DATA

PARKING SPACES	REQUIRED	PROPOSED
Storage – 1,026 @1/50 units	21	21
Office 1,200 square feet @1/250 square feet	5	5
Residential Unit	2	2
Total	28	28
Of which are designed for use of the handicapped	2	2
Total Loading Spaces	5	5

3. **Location:** The subject property is located on the southeastern side of Beech Road, approximately 300 feet southwest of its intersection with Branch Avenue (MD 5).
4. **Surrounding Uses:** The subject property is bounded to the east by the Henson Creek Stream Valley Park; to the south by another industrial use in the Silver Hill Industrial Center; to the north by a retail bank, also in the Silver Hill Industrial Center; and by vacant land and a retail use directly across Beech Road.

5. **Previous Approvals:** The project is the subject of Final Plat VJ 181@76 and Preliminary Plan of Subdivision 4-96016. The project is also subject to the requirements of Zoning Map Amendment A-9457.
6. **Design Features:** The project is accessed at two points from the project's Beech Road frontage. The northern access leads into a parking area and to a drive which connects at the rear of the building to a second parking area at the building's southern end. Parallel parking at the rear of the building adds an additional ten spaces. The building footprint measures 28,319 square feet, although because of its four-story height, its total square footage is 113,276.

Architectural design for the project includes a variety of well-organized rectilinear forms and fenestration. The ends and midsection of the front elevation are treated with a reddish-brown face brick and are articulated by two levels of paired windows, an entry door on the northern end of the façade, and a flat roofline with an exterior insulation finish system (EIFS) cornice. The spans between the brick components of the front façade, which has a lower flat roofline, are treated in two colors of EIFS with more restrained fenestration (only two sets of paired windows on each) than on the bricked elements and a pre-finished metal cap flashing in hunter green with a yellow accent pin stripe.

The rear elevation of the building includes beige metal siding with a band of hunter green metal siding on the top ten feet of the façade. Fenestration on this façade includes a central entrance door, two additional pedestrian entrance doors at either end of the façade, and approximately 23 roll-up doors in a hunter green color. Three pre-finished metal canopies with suspension cables in a hunter green color with a yellow pinstripe are provided in the center and near the two ends of the façades. An accent pin strip in white is provided under the green upper portion of the façade and above the doors. The rear of the parapet from the front façade is visible from the rear. A retaining wall with decorative fencing is provided at each end of the façade and the color of that façade is coordinated with the beige metal siding.

The side elevations are clad primarily in brick, with EIFS accents and include some balanced fenestration. Each façade includes two hunter green roll-up doors to provide direct access to units. Two pre-finished metal canopies with suspension cables in a hunter green finish with a yellow pin stripe are provided on each end. Building-mounted signage stating "Storage Zone" and including the company's lock motif are included on each façade.

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the I-1 (Light Industrial) Zone. The project is in compliance with the applicable provisions of Section 27-473, Uses Permitted in Industrial Zones, and the applicable provisions of Section 27-474, Regulations for Development in Industrial Zones. The application has also been evaluated against the requirements of Section 27-475.04, Consolidated Storage. Each applicable requirement of Section 27-475.04 is located in bold face type below, followed by comment.

- (a) **Beginning June 23, 1988, a Detailed Site Plan shall be approved for consolidated storage developments in accordance with Part 3, Division 9, of this Subtitle to insure compliance with the provisions of this Section.**

Consolidated storage constructed pursuant to a building permit issued prior to this date; consolidated storage for which grading permits were issued prior to this date, subject to Subsection (b); and consolidated storage for which applications for building permits were filed on September 22, 1987, and which are actively pending as of October 25, 1988, subject to Subsection (b), need not meet these requirements.

Should the subject detailed site plan be approved for the project, this requirement will be complied with. The subject application does not fit within the listed exemptions above. Therefore, a detailed site plan is required.

(1) Requirements.

(A) No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).

Two entrances are visible on the side elevations from Beech Road. However, no entrances are visible from adjoining land in any residential or commercial zone, or from land proposed to be used for residential or commercial purposes on an approved basic plan for a comprehensive design zone, or any approved conceptual or detailed site plan. The entrances to the individual units are otherwise located internally to the building. A correction to the plans to eliminate the roll-up doors on the side elevations is included in the recommendation section of this report.

(B) Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.

The two roll-up doors that would be visible from Beech Road are required to be eliminated or completely screened by the proposed condition below.

(C) The maximum height shall be thirty-six (36) feet. Structures exceeding this height and approved before January 1, 2000, shall not be considered nonconforming.

The maximum height of the proposed structure is 34 feet, which is within the above-stated maximum height requirement of 36 feet.

8. **Zoning Map Amendment A-9457:** The proposed project is subject to the requirements of ZMA

A-9457. Each relevant condition of that approval is listed below in bold face type, followed by comment:

- 1. Prior to issuance of grading, building, or use and occupancy permits for the subject property, a site plan of development shall be submitted to the Planning Board for its review and approval. This site plan shall indicate compliance with all conditions in this Ordinance.**

The subject detailed site plan has been submitted to the Planning Board for review and approval in accordance with this condition of the rezoning. The site plan has indicated compliance with the conditions of this and the two following conditions of the rezoning.

- 2. All development on the subject property shall be of relatively small scale and no building shall be more than three stories in height. All structures erected on the site shall be in scale with the remainder of this site and with existing uses on surrounding properties.**

The development indicated in the submitted detailed site plan application is of relatively small scale, with no building more than three stories in height. Additionally, in compliance with Condition 2 of the rezoning, the proposed structures are in scale with development in the remainder of the Silver Hill Industrial Center and in the vicinity of the subject site.

- 3. The façades of structures on the subject property which face Beech Road shall be commercial-office in character and shall not exceed two stories in height.**

Although the structure does not exceed two stories in height in compliance with this condition, its commercial-office character would be enhanced by the addition of brick on the entire first floor of the front of the building. Condition 1(d) of this Resolution satisfies this element of the ZMA condition, concerning the commercial-office character of the proposed structure.

- 9. Preliminary Plan of Subdivision 4-96016:** The proposed project is subject to the requirements of Preliminary Plan of Subdivision 4-96016 which was approved by the Prince George's County Planning Board (PGCPB) Resolution No. 96-217. The following conditions relate to the review of the detailed site plan:

Condition 1: Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan, Concept No. [sic] 968006210.

In comments dated September 17, 2008, the Department of Public Works and Transportation stated that the proposed development conforms to the requirements of the approved stormwater management concept plan.

Condition 5: Development of Parcel B shall be limited to uses permissible in the I-1 Zone at a scale which would be expected to generate no more than 63 vehicle trips during the AM or PM peak hour using the generation rates in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals* (April 1989).

In comments dated September 3, 2008, the Transportation Planning Section stated that the proposed development falls within the trip generation rates specified in Condition 5 above.

10. **Final Plat NLP 141@11:** In a memorandum dated September 22, 2008, the Subdivision Section stated that the parcels as described on the site plan are consistent with the record plat.
11. **Detailed Site Plans DSP-84075, DSP-84075/01, DSP-84075/02, and DSP-84075/03:** The original detailed site plan for the project was approved November 18, 1984 and three subsequent revisions have been processed for the property. The project is in accord with the requirements of DSP-84075 (approved November 18, 1984 for the Silver Hill Industrial Center, subject to two conditions). Detailed Site Plan DSP-84075/02 (approved May 12, 1995, to reflect the number of units as built, with no conditions), and DSP-84075/03 (approved July 22, 1997 for the installation of a six-foot-high fence, with no conditions). Detailed Site Plan DSP-84075/01 was withdrawn before it was approved.
12. ***Prince George's County Landscape Manual:*** The project is subject to Sections 4.2, 4.3, and 4.4 of the *Prince George's County Landscape Manual*. Staff has reviewed the submitted landscape plan and finds that it meets the requirements of the relevant sections of the Landscape Manual.
13. **Woodland Conservation and Tree Preservation Ordinance:** In a memorandum dated November 7, 2008, the Environmental Planning Section stated that the property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site has an approved Type I tree conservation plan. The Environmental Planning Section has reviewed the proposed Tree Conservation Plan, TCPII/211/90-01, against the requirements of the Woodland Conservation Ordinance and the relevant Type I tree conservation plan and recommended its approval, subject to a single condition that has been included in the recommendation section of this report. Should that condition be adopted as part of the approval of the subject project, it may be said that the project is in conformance with the Woodland Conservation Ordinance.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic Preservation**—In comments dated September 3, 2008, the Historic Preservation Section stated that the proposed revision to DSP-84075/04 will have no effect on historic resources.
 - b. **Archeology**—In a memorandum dated September 17, 2008, the Archeology Planner

Coordinator did not recommend a Phase I archeological survey because a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicated a low probability of archeological sites within the property and because aerial photographs and topographic data indicated that portions of the site had been previously graded. She stated, however, that the applicant should be aware that there is one historic site, the Ridgeway-Hagen House (76A-1), located within a one-mile radius of the subject property and that there is one previously identified prehistoric archeological site located within a one mile radius of the subject project.

- c. **Community Planning**—In a memorandum dated October 1, 2008, the Community Planning Southwest Section stated that the subject application is not inconsistent with the 2002 General Plan Development Pattern policies for Developed Tier Centers and that it is in general conformance with the Employment Land Use recommendation of the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)*.
- d. **Transportation**—In comments dated September 3, 2008, the Transportation Planning Section stated that the site plan is acceptable and that there are no master planned transportation facilities that would affect the subject site. Furthermore, they stated that the proposed 110,462 square feet of consolidated storage would generate 17 AM and 29 PM peak-hour trips, which is well within the cap established by Condition 5 of the relevant Preliminary Plan of Subdivision (4-96016).
- e. **Subdivision**—In comments dated September 22, 2008, the Subdivision Section stated that the property is known as Parcel S, recorded in land records in Final Plat VJ 181@76 in 1997, and that the proposed project is consistent with the record plat. Further, they noted that the project, together with a Parcel R, is subject to the requirements of Preliminary Plan of Subdivision 4-96016, being a re-subdivision of Parcel K. That approval was formalized in PGCPB Resolution No. 96-217, subject to five conditions. Please see Finding 9 for a detailed discussion of the relevant conditions of that approval.
- f. **Trails**—In a memorandum dated October 14, 2008, the Trails Coordinator stated that the relevant adopted and approved Heights master plan includes no master plan trails issues that impact the subject site. Further, he stated that the proposed extension of the Henson Creek Trail is located off the subject site on the adjacent Maryland-National Capital Park and Planning Commission (M-NCPPC) stream valley parkland. He said that he, together with representatives of the Department of Parks and Recreation, had evaluated the feasibility of a trail connection through the subject site from Beech Road to the planned stream valley trail and concluded that, while a connection in the vicinity of the subject site may be necessary for access and as a temporary at-grade crossing, that the most appropriate location for this connection is off the subject property. In closing, he offered support for the planned sidewalk indicated on the detailed site plan along the subject property's Beech Road frontage.

- g. **Parks**—In an email dated October 8, 2008, the Department of Parks and Recreation stated that they reviewed plans for the subject project and that they would have no substantial impact on the adjacent park property.
- h. **Permits**—In a memorandum dated September 16, 2008, the Permit Review Section offered a number of comments that have either been addressed by revisions to the plans or in the recommended conditions below.
- i. **Environmental Planning**—In a memorandum dated November 7, 2008, the Environmental Planning Section offered the following with respect to compliance with the requirements of the previously approved Type I tree conservation plan.

The following text addresses previously approved environmental conditions related to the subject preliminary plan of subdivision and Type I tree conservation plan. The applicable conditions were reviewed for conformance with the current application. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides comments on the plan's conformance with the applicable conditions.

- 2. **Prior to signature approval of the Type I Tree Conservation Plan, TCPI/33/96, the following revisions shall be made to the plan:**
 - a. **All references to the Forest Resources Unit (FRU) should be removed from the Notes. FRU ceased to exist in July 1995.**
 - b. **Credit can be given for afforestation within the floodplain, but not for preservation within the floodplain. For the purposes of the TCP, the floodplain is the areas within the recorded floodplain Easement. The calculations in the Worksheet will need to be adjusted to meet this requirement.**
 - c. **A note should be added to the Worksheet stating:
“Fee-in-lieu may be substituted for offsite conservation.”**

The above conditions have been addressed.

Further, the Environmental Planning Section offered the following review of the subject detailed site plan and Type II tree conservation plan:

- (1) The site has a forest stand delineation (FSD) that is dated December 5, 1995. Most of the on-site woodland is within the 100-year floodplain and is proposed for preservation with this application. Because the woodland within the developable area is limited on this site, and most of the on-site woodland will be preserved within the 100-year floodplain, an updated FSD is not needed.

Analysis: No revisions are required for conformance to the natural resources inventory

(NRI).

- (2) The property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site has an approved Type I tree conservation plan.

A Type II Tree Conservation Plan, TCPII/211/90-01, has been submitted. The woodland conservation threshold for the site is 0.38 acre. The TCPII shows a total woodland conservation requirement of 0.51 acre based on proposed clearing. The plan proposes to meet the requirement with 0.39 acre of on-site woodland preservation and 0.12 acre fee-in-lieu. The proposed woodland preservation areas are adjacent to the wooded 100-year floodplain.

Two technical revisions are required. The DSP and TCP need to be revised to eliminate the proposed tree line. The DSP needs to be revised to show the expanded buffer.

As Condition 1(c) requires, prior to certification of the detailed site plan, the DSP and TCPII shall be revised to remove the proposed tree line from the plans, and the DSP shall be revised to show the expanded buffer on the plan and in the legend.

- (3) A copy of the approved stormwater management concept letter and plan were submitted. The plan proposes two underground storage facilities. The approved concept is correctly reflected on the DSP and TCPII.

Analysis: No additional information is required with regard to stormwater management.

The condition suggested by the Environmental Planning Section has been included in the recommendation section of this report.

- j. **Fire Department**—In a letter dated September 26, 2008, the Prince George's County Fire/EMS Department offered information regarding required access for fire apparatus, private road design and the location and performance of fire hydrants.
- k. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated September 17, 2008, the Department of Public Works and Transportation (DPW&T) offered the following:
- Frontage improvements in accordance with DPW&T urban commercial and industrial road specifications and standards would be required for Beech Road;
 - Full-width, two-inch mill and overlay for all county roadway frontages would be required;
 - Compliance with DPW&T utility policy would be required. Further, they stated,

that based upon the plans submitted, proper temporary and final patching and the related mill and overlay in accordance with the established “DPW&T Policy and Specification for Utility Installation and Maintenance Permits” would be required;

- All storm drainage systems and facilities would be required to be designed in accordance with DPW&T specifications and standards;
- That conformance with DPW&T street tree and street lighting specifications and standards would be required;
- That sidewalks would be required along all roadways within the property limits in accordance with Sections 23-195 and 13-135 of the County Road Ordinance;
- That site development conceptual and technical plan approval would be required;
- That the submitted plan is consistent with the approved Stormwater Management Plan, No. 15-65-2008-00, dated May 27, 2008; and
- That a soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for public streets would be required.

Please note that DPW&T requirements are generally enforced through their separate permitting process.

- l. **Maryland State Highway Administration (SHA)**—In comments received September 5, 2008, the Maryland State Highway Administration (SHA) stated that they would have no comment on the subject project as its access is on a county owned and maintained road.
- m. **Washington Suburban Sanitary Commission (WSSC)**—In a revised memorandum received November 17, 2008, the Washington Suburban Sanitary Commission (WSSC) stated that an on-site plan review package should be submitted and that the applicant should contact their Permit Services Unit for additional information. Additionally, they stated that the existing eight-inch water line to be relocated is part of an on-site system. Additionally, they stated that the associated 20-foot right-of-way (Final Plat VJ 181@76) is a privately owned right-of-way for a water main. Therefore, they concluded that the owners of parcels “S” and “R” should enter into a “Shared Site Utility Agreement” which can be obtained from WSSC, Permit Services Unit.
- n. **Verizon**—In an e-mail dated September 18, 2008, Verizon noted a conflict between the ten-foot public utility and the 20-foot WSSC easement.
- o. **Potomac Electric Power Company (PEPCO)**—In an e-mail dated October 17, 2008, Potomac Electric Power Company (PEPCO) stated the following:

- The developer should submit a class of service application to Debbie Woodson (Service Coordinator) and Steve Park (Service Engineer) with a load letter and a PDR of the site plan showing the curb cuts, the location of existing poles, and the proposed transformer pad for determination of any relocation of poles required; and
- The cost of relocation for all utility lines, PEPCO, Verizon and cable will be the responsibility of the owner/developer.

15. As required by Section 27-285(b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

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 Type II Tree Conservation Plan (TCPII/211/90-01) and further APPROVED Detailed Site Plan DSP-84075/04 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Redesign the building so that the two roll-up doors on both side elevations are eliminated as per Applicant's Exhibits 1 and 2. Alternatively, a combination of a wall and landscaping shall entirely screen the roll-up doors. Such redesign shall be approved by Urban Design staff as designee of the Planning Board.
 - b. The board-on-board fence specified for the dumpster enclosure shall be replaced with a non-wood, non-white durable fence.
 - c. The detailed site plan and the TCPII shall be revised to remove the proposed tree line from the plans, and the detailed site plan shall be revised to show the expanded buffer on the plan and in the legend.
 - d. The entire first floor of the front façade of the proposed building shall be clad in brick.
2. Prior to issuance of a building permit, the applicant shall furnish proof that all concerns regarding easements for utilities on the site have been addressed to the satisfaction of the Washington Suburban Sanitary Commission (WSSC) and Verizon.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following 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 Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns, Cavitt and Parker voting in favor of the motion at its regular meeting held on Thursday, December 18, 2008, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8th day of January 2009.

Oscar S. Rodriguez
Executive Director

By Frances J. Guertin
Planning Board Administrator

OSR:FJ:GRG:bjs



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

August 2, 2019

MEMORANDUM

TO: Jonathan Bush, Senior Planner, Urban Design Section

VIA: Sherri Conner, Supervisor, Subdivision and Zoning Section *SC*

FROM: Amber Turnquest, AICP, Planner Coordinator, Subdivision and Zoning Section *AT*

SUBJECT: DSP-19032, DDS-655, and DPLS-470; Safstor Temple Hills

The subject property is located on Tax Map 88 in Grid C-4, is zoned Light Industrial (I-1), and is currently vacant. The site includes Lot 40 (2.68 acres) of Hidden Village recorded in Plat Book NLP 139-65.

The applicant has submitted this DSP for the development of a three-story, 100,500 square foot consolidated storage facility.

The site is the subject of preliminary plan of subdivision (PPS) 4-87224, approved on February 18, 1988, for the creation of two lots and one outlot, subject to 6 conditions. Of the 6 conditions (PGCPB Resolution No. 88-62) the following are applicable to this application.

5. Special consideration should be given to ensuring that there is adequate buffering between the future industrial development of the site and adjacent residential uses.

A 40-foot-wide, Type D, buffer is shown from the northern property line and a 30-foot-wide, Type C, buffer is shown from the eastern property line. Conformance with Condition 2 should be reviewed and determined by the Urban Design Section.

6. The development of this site should not significantly impact existing transportation facilities serving the development.

The proposed development should be reviewed by the Transportation Planning Section for conformance to Condition 6.

The plat, NLP 139-65, was recorded on June 30, 1988 and contains one plat note. The following plat note is applicable to this application:

1. Prior to issuance of building permits, a site plan shall be approved by the Planning Board to address buffering.

This application is being submitted to address this condition and therefore any development must conform to the approved plan.

Plan Comments

1. Existing recording references must be shown on the DSP.

Recommended Conditions

1. Prior to certificate of approval, the detailed site plan shall be revised as follows:
 - a. Revise to clearly delineate all bearings and distances.
 - b. Revise to provide accurate plat recording references for all areas included in the site.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision and record plat, subject to the recommended conditions. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

August 5, 2019

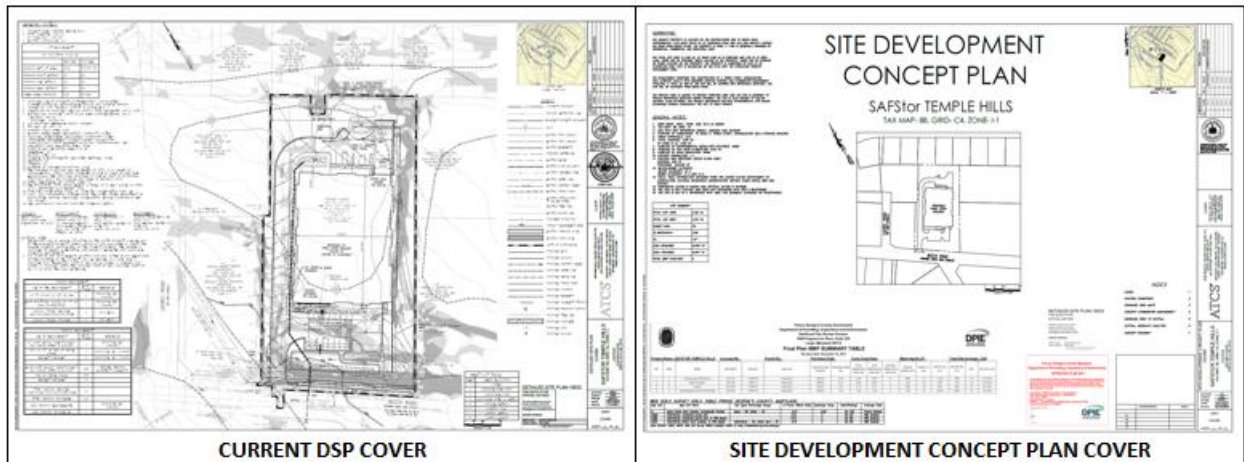
MEMORANDUM

TO: Jonathan Bush, Urban Design

FROM: Jason Bartlett, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for DSP-19032 DDS-655 DPLS-470; SAFStor Temple Hills

1. Applicant appears to be using the primary DSP Site Plan as the cover sheet. It is preferred that a traditional cover/Title sheet is provided, similar to the cover used with the Concept Plan (see comparison below). This will also allow the applicant to declutter the Site Plan by transferring general cover sheet data to the cover sheet.



2. Applicant has not provided an approval sheet.
3. Applicant shows 21 spaces required but the actual required parking is 22 spaces. Applicant must round up to the next whole space. See tabulation below:

USE	FORMULA	QTY	UNIT	SPACES REQUIRED
Consolidated Storage - 105,000 SF/GFA with 880 units having access from inside the bldg. only & 795 SF/GFA of office space	2/50 units having direct access only from within a building	880	Units	17.60
	4/1,000 SF GFA of Office Space*	795	SF/GFA	4.00
	2/Resident Manager	0	Res. Mgrs.	0.00

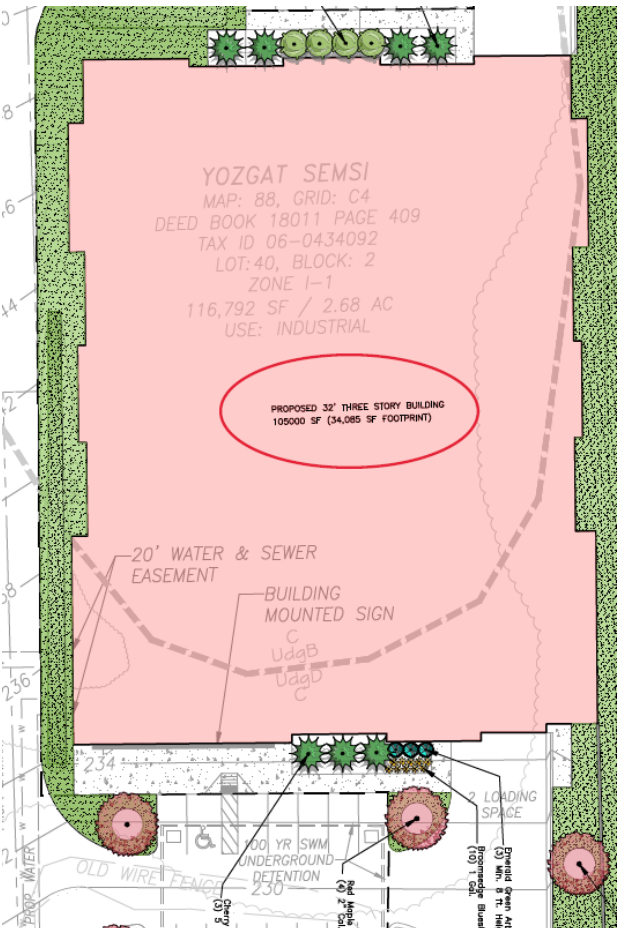
*Or fraction thereof

TOTAL: 21.60

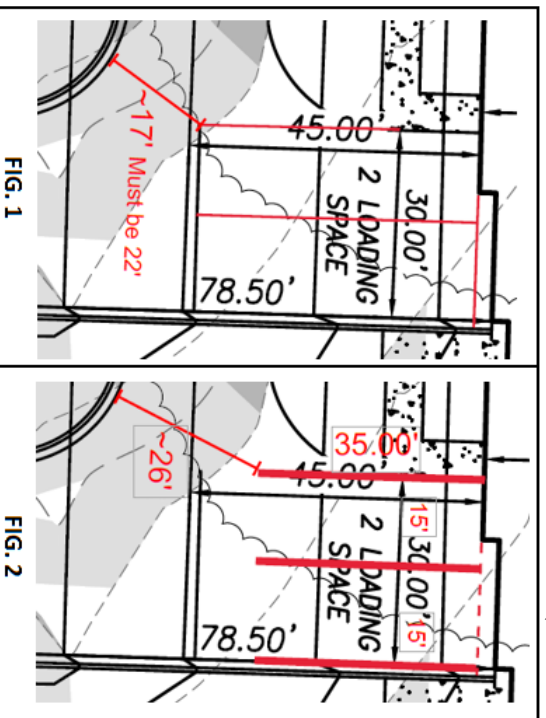
**Rounded to the next whole parking space

TOTAL REQUIRED: 22**

4. Rotate the text on Sheet 3 of 8 (circled in red in below image) 90 degrees clockwise:

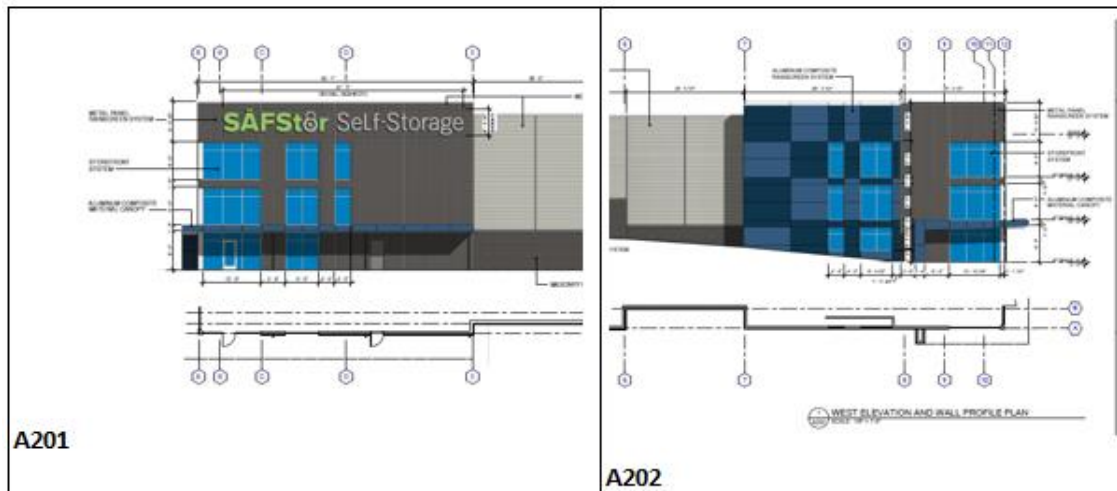


5. Applicant has requested a DDS to reduce the length of loading areas by 10 feet from the required 45' to 35', however, the DSP submitted does not reflect that request. It demonstrates loading spaces at 45' in length, per FIG. 1 below, which does not allow for a 22' drive isle. Applicant should revise plan to show the length requested in the DDS, per FIG. 2, below, which divides the block into two individual drive isles at 15' wide each, does not close the block, and which demonstrates the resultant drive isle (but not approximated).

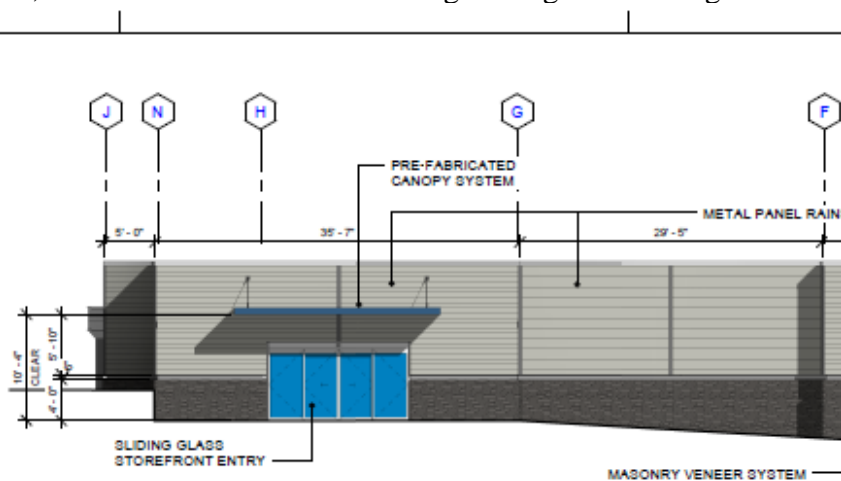


6. As seen from the below excerpt of Exterior Elevation Sheets A201 & A202, the glass storefront, shown in blue, exposes the entrances to the individual indoor storage units to the street. Per Sec. 27-475.04(a)(1)(A) & (B), this is not permitted:

- (A) No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).
- (B) Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.



7. On Elevation Sheet A202, per excerpt shown below, the entry should not be labeled “Storefront”, as this is the rear of the building. Change to “Sliding Glass Rear Entry”.



8. In the below excerpt of the Signage Detail Sheet, there are two points of note:



1. Applicant should remove all occurrences of the note regarding the tenant determining lettering. Architecture and wording of signs are determined at the time of the DSP. Per Sec. 27-591(a), The actual faces of the letters, figures, and designs on walls shall constitute the sign,
 2. Applicant should state which sign elevation is being used. In this case, the South Elevation.
9. Applicant has not provided either Fence or Dumpster Enclosure Details.
10. Prominently show and label the ultimate R/W line for Beech Road as “Ultimate R/W Line”
11. Make the existing street line for Beech Road more prominent on the Site Plan.
12. Make the symbol for the entry sign more prominent on the Site Plan and show the sign setback from the existing street line on the Site Plan.
13. Bearings and Distances do not match record plat 139@65.

14. Missing elements from Landscape Plan:

- a. **Schedule 4.2-1 Requirements for Landscape Strips Along Streets:** Per section 4.2(d) of the Prince George’s County Landscape Manual, the landscape plan shall include a schedule as provided in Schedule 4.2-1 (template applicant is expected to use is provided in Landscape Manual).
- b. **Schedule 4.3-1 (Perimeter) & 4.3-2 (Interior) Parking Lot Requirements:** Per section 4.3(d) of the Prince George’s County Landscape Manual, the landscape plan shall include a schedule as provided in Schedule 4.3-1 and 4.3-2, as applicable (template applicant is expected to use is provided in Landscape Manual).
- c. **Schedule 4.9-1 Sustainable Landscape Requirements:** Replace existing schedule provided by the applicant with the schedule from the Prince George’s County Landscape Manual, as required by the manual in section 4.9(d) (template applicant is expected to use is provided in Landscape Manual).
- d. **Buffer Schedule titles:** If applicant is going to use their own version of the required schedules for buffering incompatible uses, which is acceptable since they contain all the same data required by the 4.7-1 template in the Prince George’s County Landscape Manual, applicant should add the schedule number to the title of each schedule. I would recommend applicant simply add “4.7-1” to the beginning of each schedule title, as shown below:

4.7-1: NORTH BUFFERYARD – ALTERNATIVE COMPLIANCE REQUESTED		
1	GENERAL PLAN DESIGNATION	DEVELOPED TIER
2	USE OF PROPOSED DEVELOPMENT	CONSOLIDATED STORAGE
3	IMPACT OF PROPOSED DEVELOPMENT	HIGH
4	USE OF ADJOINING DEVELOPMENT	ONE-FAMILY DETACHED
5	IMPACT OF ADJOINING DEVELOPMENT	N/A
6	MINIMUM BUFFER WIDTH (FEET) (A, B, C, or D)	0

4.7-1: WEST BUFFERYARD – 200 LF. AUTO TOWING YARD FRONTAGE		
1	GENERAL PLAN DESIGNATION	DEVELOPED TIER
2	USE OF PROPOSED DEVELOPMENT	CONSOLIDATED STORAGE
3	IMPACT OF PROPOSED DEVELOPMENT	HIGH
4	USE OF ADJOINING DEVELOPMENT	AUTO TOWING YARD
5	IMPACT OF ADJOINING DEVELOPMENT	HIGH
6	MINIMUM BUFFER WIDTH (FEET) (A, B, C, or D)	MIN. BUFFER

4.7-1: WEST BUFFERYARD – 269 LF. PARKING LOT (COMMERCIAL) FRONTAGE		
1	GENERAL PLAN DESIGNATION	DEVELOPED TIER
2	USE OF PROPOSED DEVELOPMENT	CONSOLIDATED STORAGE
3	IMPACT OF PROPOSED DEVELOPMENT	HIGH
4	USE OF ADJOINING DEVELOPMENT	PARKING LOT (COMMERCIAL)
5	IMPACT OF ADJOINING DEVELOPMENT	MEDIUM
6	MINIMUM BUFFER WIDTH (FEET) (A, B, C, or D)	0

4.7-1: EAST BUFFERYARD – VACANT FRONTAGE – 50% OF TYPE B		
1	GENERAL PLAN DESIGNATION	DEVELOPED TIER
2	USE OF PROPOSED DEVELOPMENT	CONSOLIDATED STORAGE
3	IMPACT OF PROPOSED DEVELOPMENT	HIGH
4	USE OF ADJOINING DEVELOPMENT	VACANT LOT
5	IMPACT OF ADJOINING DEVELOPMENT	N/A
6	MINIMUM BUFFER WIDTH (FEET) (A, B, C, or D)	0

15. Recommend rereview of landscape plan after it has been updated by applicant, per comment 14, above.

July 26, 2019

MEMORANDUM

TO: Jonathan Bush, Urban Design Section, Development Review Division

VIA: Howard Berger, Supervisor, Historic Preservation Section, Countywide Planning Division *HB*

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division *JAS*
Tyler Smith, Historic Preservation Section, Countywide Planning Division *TAS*

SUBJECT: DSP-19032, DDS-655, DPLS-470: Safstor Temple Hills

The subject property comprises 2.68 acres at 4700 Beech Road located on the north side of Beech Road south of its intersection with Saint Barnabas Road. The subject applications propose a three-story, 100,500 square foot consolidated storage facility and parking. The subject property is Zoned I-1.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeological survey is not recommended on the subject property. There are no historic sites or resources on/or adjacent to the subject property. This proposal will not impact any historic sites or resources or significant archeological sites. Historic Preservation staff recommends approval of DSP-19032, DDS-655, DPLS-470: Safstor Temple Hills without conditions.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 www.mncppc.org/pgco

Countywide Planning Division
 Environmental Planning Section

301-952-3650

September 9, 2019

MEMORANDUM

TO: Jonathan Bush, Senior Planner, Urban Design Section, Development Review Division

VIA: Megan Reiser, Acting Planning Supervisor, Environmental Planning Section

FROM: Marc Juba, Senior Planner, Environmental Planning Section

SUBJECT: **SAFStor Temple, DSP-19032 and TCP2-025-2019
 DDS-655, DPLS-470**

KIF for MCKE
KIF for MNC

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan (DSP) and Type 2 Tree Conservation Plan received on July 24, 2019 and recommends approval subject to conditions listed at the end of this memorandum.

Background

The Environmental Planning Section has previously reviewed the following applications and associated plans for the site:

Development Review Case #	Associated TCP # or NRI#	Authority	Status	Action Date	Resolution Number
4-87224	N/A	Planning Board	Approved	10/1/1987	PGCPB No. 88-62
N/A	NRI-032-2019-01	Staff	Approved	8/28/2019	N/A
DSP-19032	TCP2-025-2019	Planning Board	Pending	Pending	Pending

Proposed Activity

This application proposes the development of a 2.68-acre site in the I-1 zone with a 100,500-square-foot consolidated storage facility and associated site development.

Grandfathering

The site is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012, as the site is for a new use and has no prior TCP approvals.

Conditions of Previous Approval

There are no previously approved environmental conditions directly related to the subject application.

ENVIRONMENTAL REVIEW

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

Natural Resources Inventory/Existing Conditions Plan

An approved Natural Resources Inventory, NRI-032-2019-01, was submitted with the application. There is a limited amount of Primary Management Area (PMA) comprised of a 100-year floodplain and steep slopes located on-site. The Forest Stand Delineation (FSD) indicates the presence of one forest stand totaling 0.86-acres with a low priority for preservation and restoration. No specimen trees are identified on the NRI.

Woodland Conservation

This site is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in area and proposes to clear more than 5,000 square feet of woodland. A Type 2 Tree Conservation Plan (TCP2-025-2019) was submitted concurrently with the DSP application, and a revised TCP2 plan submitted on April 28, 2019 was reviewed with this memorandum.

The site has an overall woodland conservation threshold of 15 percent or 0.40-acres. A total of 0.40 acres of woodlands are proposed to be cleared with this application, resulting in a woodland conservation requirement of 0.91 acres for this development.

The TCP2 proposed to meet the woodland conservation requirement for the site will be met through off-site woodland conservation credits. Per the existing note on the TCP2, all off-site woodland conservation credits required by the approved TCP2 must be acquired prior to the issuance of the first grading permit.

There are additional minor revisions to the TCP2 plan that must be addressed prior to the certification of the DSP that are listed in the conditions recommended at the end of this memorandum.

Preservation of Regulated Environmental Features (REF)/Primary Management Area (PMA)

Impacts to the REF of a site should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for Stormwater Management (SWM) facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at

the point of least impact to the REF. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfalls at points of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. Impacts to REF must first be avoided and then minimized. The statement of justification must address how each impact has been avoided and/or minimized to satisfy necessary findings for approval of a DSP.

Statement of Justification

A statement of justification and associated exhibit were submitted for one permanent impact, totaling 2,396 square feet.

Analysis of Impacts

The subject property contains a total of 0.10 acres of Primary Management Area (PMA) in the southwestern portion of the site. The PMA appears to result from steep slopes created by a man-made berm during a previous development activity. The PMA is comprised of brushy scrub vegetation, small trees, existing curb and gutter, and an existing curb inlet. There are no streams or wetlands on-site.

Under 27-285(b)(4) the Planning Board may approve a DSP if it finds that the REF has 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).

The applicant is requesting the impact to grade the site for construction of a site entrance and a bioretention facility along the frontage of Beech Road. Although the present application will permanently impact the 0.10 acres of PMA, the disturbance cannot be avoided because the impacts are necessary to provide safe access for the practical use and development of the site. The steep grade and natural site hydrology mandate the placement of SWM facilities. Moreover, the on-site environmental features restrict the viable access points from Beech Road so that the only ingress and egress area is within the PMA.

Summary

After evaluation, staff concludes that this impact is required by Prince George's County for the development of this site, is necessary and unavoidable, and has been minimized to the extent possible. Staff supports one permanent impact, totaling 2,396 square feet of PMA.

Stormwater Management (SWM)

The site has an approved Stormwater Management Concept Letter #13903-2019-0 and associated plan that is in conformance with the current code and valid until July 1, 2022. The plan shows the use of four environmental site design facilities types (landscape infiltration, a rain garden, a swale, and a submerged gravel wetland) to treat the majority of stormwater before it leaves the site. An additional fee of \$7,467.00 in lieu of providing on-site attenuation/quality control measures is also required by the Department of Permitting, Inspections and Enforcement (DPIE). The approved concept plan is consistent with the DSP.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Issue-Urban land complex occasionally flooded, Udorthent reclaimed gravel pits, and Udorthents-Urban land complex.

According to available information, no Marlboro clay or soils containing Christiana complexes are mapped on this property; however, this site was previously mined. DPIE was consulted regarding the presence of unsafe soils onsite. All development applications of former mining sites require a soils report that clearly defines the limits of past excavation and indicate areas where fill has been placed, and include borings, test pits, and logs of the material found. Borings and test pits in fill areas shall be deep enough to reach undisturbed ground. DPIE has stated that it would like a condition that a soils report with acceptable fill materials be submitted when applying for conceptual and technical review because the Soils Conservation District (SCD) may place restrictions on SWM ponds depending on the fill material properties. This information is provided for the applicant's benefit. No further action is needed as it relates to this application.

Summary of Recommended Conditions

The Environmental Planning Section recommends approval of DSP-19032 and TCP2-025-2019 subject to the following findings and conditions:

Recommended Findings:

1. The Planning Board may approve a DSP if it finds that the REF has 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). Staff recommends the approval of one permanent impact totaling 2,396 square feet of PMA as necessary and unavoidable to provide safe access to the site.

Recommended Conditions

1. Prior to certification of the DSP, the TCP shall be revised as follows:
 - a. Revise the woodland conservation worksheet to indicate that the site is subject to the 2010 Ordinance; the site is in the PFA (Priority Funding Area); and is not subject to the 1991 Ordinance.
 - b. Add all appropriate standard TCP2 notes consistent with revisions made to the plan.
 - c. Have the revised plans signed and dated by the Qualified Professional who approved it.

If you have any questions concerning this review, please contact me at marc.juba@ppd.mncppc.org or at 301-883-3239.

August 29, 2019

MEMORANDUM

TO: Jonathan Bush, Urban Design Review Section, Development Review Division
FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division
SUBJECT: **DSP-19032, DPLS-470 and DDS-665: SAFSTOR Temple Hills**

Proposal

The applicant is proposing to develop a consolidated storage facility. The applicant is also proposing a departure from the number of required loading spaces, and a second departure to obtain relief to allow loading spaces that are shorter in length.

Background

There are no transportation-related findings related to traffic or adequacy associated with a detailed site plan. The site is on an existing lot platted pursuant to Preliminary Plan of Subdivision (PPS) 4-87224; this is explained further below as a part of the transportation staff's review.

The site plan is required as a condition of the PPS for the purpose of ensuring adequate buffering between any uses on this and the adjacent residential development. There are no transportation-related requirements.

Review Comments

The applicant proposes a 105,000 square foot consolidated storage facility containing 880 storage units. The plans have been reviewed, and access and circulation are acceptable.

The site was originally subdivided as PPS 4-87224 and was subsequently platted. Neither the case file, nor the resolution provide any indication of the development that was sought for Lot 40. A letter from the Prince George's County Department of Environmental Resources indicates that the proposed subdivision was only for selling purposes and did not include a development plan. The lot has never been developed. However, in the staff report for 4-87224, transportation staff recommended disapproval citing inadequate transportation facilities. The Planning Board approved 4-87224 with a requirement for a detailed site plan. As part of the review for 4-87224, the applicant submitted a traffic study and transportation staff provided a referral for both the development and traffic study.

However, water damage to the case file has left an incomplete record of the transportation issues, including the expected trip generation of the site. The transportation staff recommends deriving a trip cap for the proposed lot, because of the limited available information.

use?
A derived trip cap would be based on the amount of developable land and the likely use of that land at the time of the preliminary plan approval. Given the location of the site, transportation staff believes that the site in 1987 would have been considered for warehouse or light industrial space. At a floor area ratio of 0.3 (per the "Transportation Review Guidelines") the site could yield 35,000 square feet of space. This quantity as a warehouse would generate 14 trips in either peak hour; as a **light service industrial** would generate 30 trips in either peak hour. Therefore, transportation staff believes a trip cap of 30 AM and 30 PM peak-hour trips should be presumed for Lot 40. Should any development for this site exceed 30 AM or 30 PM peak-hour trips, a new preliminary plan of subdivision will be required.

The proposal of 880 units of consolidated storage would generate 12 AM and 18 PM peak-hour trips and Transportation Planning Section (TPS) would be able to determine that the proposed use is consistent with the derived trip cap.

The site is not within or adjacent to any master planned transportation facilities.

Departure from Parking and Loading Standards

From the standpoint of transportation, the substantive portion of this review involves review of the departure from parking and loading standards. The existing building is 3,443 square feet, contains 55 seats and is served by 60 parking spaces. The proposal is to increase the size of the building to 4,816 square feet with 60 seats and reduce the parking to 42 parking spaces.

The proposal would require five loading spaces. The applicant proposes to provide four loading spaces, and the resulting departure request is for one loading space. The site provides all required parking spaces. Pursuant to Section 27-588 of the Zoning Ordinance, the applicant has submitted a statement of justification (SOJ) to address the required findings for a departure from the number of Parking and Loading Space (DPLS), indicated in Section 27-588:

(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;

Comment: The applicant asserts that the four proposed loading spaces will be sufficient to serve the needs of the use. The SOJ indicates that the placement of the loading spaces in pairs helps loading and unloading to occur more efficiently and without conflict with passenger vehicles. The applicant also states that the impact of the loss of a loading space would have no impact on adjacent residential areas; it is not possible to access the use from these residential areas. The transportation staff believes that the applicant's arguments are supportable.

- ii. The departure is the minimum necessary, given the specific circumstances of the request;

Comment: Staff notes that the applicant has not provided any concepts of how the departure could be reduced through the provision of the additional loading space. Nevertheless, this is a small site with some environmental features and the need for a wide buffer next to the residential lots.

The applicant does state that provision of the fifth loading space could result in a loss of parking spaces, thereby creating the need for another departure and possibly resulting in customers parking along Beech Road. Therefore, staff believes that this finding is met.

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

Comment: The applicant cites the steep decline from the rear to the front of the site. This is an elevation change of 34 feet over the length of a small site. The topography limits the placement of parking on the site and limits how the site may be accessed. The SOJ does not state that the use requires a wide buffer at the rear of the site next to the adjacent residential community, and this buffer further limits what may be done within the property.

The case of "specialness" is a difficult standard to prove. Given the topography and the limitations of the site, it is believed that the applicant has made the case that circumstances are special.

- iv. All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical;

Comment: The applicant believes that all methods have been attempted and found to be impractical, and the transportation planning staff agrees with this assertion.

- v. Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

Comment: There is an adjacent residential community. The applicant states that the use is inaccessible from this community through the use of sight-tight fencing along the rear of the property and the use of a wide buffer, and the staff agrees with this determination.

In summary, the Transportation Planning Section staff concur with the findings addressed by the applicant and recommend approval of the Departure from Parking and Loading Standards to permit a total of four loading spaces (a reduction of one space).

Departure from Design Standards

Section 27-578(a) requires loading spaces for storage uses to be a minimum of 45 feet-long by 12 feet-wide. The applicant requests a departure from Section 27-578(a) to provide loading spaces that are 35 feet-long by 12 feet-wide.

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;

Comment: As stated in the SOJ, the applicant believes the largest vehicle that will need to be served is a 26-foot box truck. The largest storage units would be 300 square feet; this type of unit would never be used by the larger trucks that the standard would seek to accommodate. The shorter loading spaces would ensure improved safety and maneuverability by the other types of vehicles using the site. Finally, the smaller loading spaces would reduce impervious surface on the site. Transportation staff believes that the applicant's arguments are supportable.

- ii. The departure is the minimum necessary, given the specific circumstances of the request;

Comment: Staff notes that this is a small site with some environmental features and the need for a wide buffer next to the residential lots. Even with the departure, the loading spaces provided would have a length that exceeds the length of a 26-foot box truck by nine feet. Staff believes that this finding is met.

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

Comment: As noted earlier the topography limits the placement of parking on the site and limits how the site may be accessed. With flatter, more typical topography there would be much more flexibility on how parking and loading spaces are situated on the site.

The case of "specialness" is a difficult standard to prove. Given the topography and the limitations of the site, coupled with the assertion that 26-foot box trucks are the largest vehicles that would be using 300 square-foot storage units, it is believed that the applicant has made the case that circumstances are special for this use in this location.

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

Comment: The site is inaccessible from the nearby community through the use of sight-tight fencing along the rear of the property and the use of a wide buffer. As noted earlier, the smaller loading spaces would reduce impervious surface on the site. Staff agrees with both of these items in supporting this finding.


In summary, the Transportation Planning Section staff concur with the findings addressed by the applicant and recommend approval of the Departure from Design Standards to permit the four loading spaces to be sized at 35 feet by 12 feet (a reduction of 10 feet in length).

Conclusion

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

MEMORANDUM

TO: Jonathan Bush, Development Review Division

FROM:  Fred Shaffer, Trails Coordinator, Transportation Planning Section

SUBJECT: **Detailed Site Plan Review for Master Plan Trail Compliance**

The following detailed site plan (DSP) was reviewed for conformance with the Countywide Trails Plan and/or the appropriate area master plan in order to provide the master plan trails.

Detailed Site Plan Number: DSP-19032

Name: Safstor Temple Hills

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> </u>	M-NCPPC – Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

BACKGROUND:

The subject application is located along the north side of Beech Road east of MD 414. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity* (area master plan). The submitted detailed site plan proposes a 100,500 square foot consolidated storage facility.

Review Comments (Master Plan Compliance and Prior Approvals):

There are no master plan trails issues identified in either the MPOT or the area master plan that impacts the subject site. However, the Complete Streets Section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Comment: The submitted site plan includes a standard sidewalk along the frontage of the subject property consistent with policies of the MPOT. Due to the nature of the proposed use (storage facility), no additional bicycle or pedestrian facilities are recommended on-site.

RECOMMENDATION:

There are no master plan trail recommendations for the subject site. The sidewalk shown on the submitted site plan will accommodate pedestrians along the site's frontage of Beech Road and connect to the existing sidewalk on the property to the east.



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

September 4, 2019

TO: Jonathan Bush, Urban Design
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE

RE: Safstor Temple Hills
Detailed Site Plan No. DSP-19032
Departure from Parking and Loading Standards No. DPLS-470
Departure from Design Standards No. 655

CR: Saint Barnabas Road (MD 414)

CR: Beech Road

*no
9-5-19*

In response to Detailed Site Plan No. DSP-19032, the Departure from Parking and Loading Standards No. DPLS-470 and Departure from Design Standards No.655 referrals, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The subject site is located at 4700 Beech Road in Temple Hills, approximately 0.4 mile south of its intersection with Saint Barnabas Road (MD 414).
- Detailed Site Plan No. 19032 is to construct 100,500 square foot consolidated storage facility. A Departure from Parking and Loading Standards is being requested to one loading space, decrease of 10 feet from the minimum length of loading spaces and alternative compliance. DPIE has no objection provided there is no adverse effects in the surrounding areas.
- MD 414 is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is necessary.

- Beech Road is a County-maintained roadway with ultimate right-of-way of 70 feet. Full frontage improvements in accordance with the Department of Public Works and Transportation's (DPW&T) specifications are required.
- Sidewalks and ADA ramps are required within the property limits in accordance to Sections 23-105 and 23-135 of the County road ordinances, in accordance with current DPW&T standards and specifications.
- All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act.
- The approved DPIE Stormwater Management Concept Plan No. 13903-2019 dated July 1, 2019 and valid through July 1, 2022 is consistent with the proposed DSP 19032.
- The applicant needs to provide adequate sight distance in accordance with AASHTO standards for all proposed egress locations within the site.
- DPIE has no objection to proposed Departure from Design Standards No. 655 and Departure from Parking and Loading Standards No. DPLS-470
- All storm drainage systems and facilities are to be in accordance with DPW&T's Specifications and Standards.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility Companies is required.
- Conformance with street tree, street lighting standards and parking lot lighting is required.
- A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation for the proposed buildings, is required.
- DPIE has no objection to DSP No. 19032.

Jonathan Bush
September 4, 2019
Page 3

- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.
 - b) Exact acreage of impervious areas has not been provided.
 - c) Proposed grading is shown on plans.
 - d) Delineated drainage areas at all points of discharge from the site have not been provided.
 - e) Stormwater volume computations have not been provided.
 - f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
 - g) A narrative in accordance with the code has not been provided.
 - h) Applicant shall provide items (a-g) at the time of filing of the site development fine grading permits.

If you have any questions or need additional information, please contact Mr. Nanji Formukong, District Engineer for the area, at 301.636.2060.

MCG:MA:dar

cc: Nanji Formukong, Engineer, S/RPRD, DPIE
Michael Mitiku, Engineer, S/RPRD, DPIE
Yonas Tesfai, Engineer, S/RPRD, DPIE
Safstor Land LLC, 2470 Daniels Bridge Road Bld100, Suite
161 Athens, GA 30606
O'Malley, Miles, Nylan & Gilmore, 7850 Walker Drive, Suite
310 Greenbelt, MD 20770

GENERAL NOTES:

- PROJECT NAME: SAFSTOR TEMPLE HILLS
- TOTAL ACERAGE: 2.68 AC
BY ZONE (I-1): 2.68 AC
- EXISTING ZONING/USE: I-1

LOT REQUIREMENTS		
I-1 INDUSTRIAL (2.68 AC)		
	REQUIRED	PROVIDED
MINIMUM NET LOT AREA	N/A	116,792 SF
MINIMUM FRONT SETBACK	25'	25'
MINIMUM SIDE SETBACK	30'	30'
MINIMUM REAR SETBACK	20'	20'
GREEN AREA (MINIMUM)	10%	46.89%

- PROPOSED USE OF PROPERTY: A THREE-STORY, CONSOLIDATED, CLIMATE-CONTROLLED SELF-STORAGE FACILITY AND SURFACE PARKING
- NUMBER OF LOTS, PARCELS, OUTLOTS & OUTPARCELS: 1
- BREAKDOWN OF PROPOSED DWELLING UNIT BY TYPE (RESIDENTIAL ONLY): N/A
- EXISTING AND PROPOSED GROSS FLOOR AREA (NON-RESIDENTIAL ONLY):
EXISTING: 489 SF
PROPOSED: 105,000 SF
- 200 FOOT MAP REFERENCE (WSSC): 206SE04
- TAX MAP: 88, GRID: C4
- AVIATION POLICY AREA: N/A
- EXISTING WATER/SEWER DESIGNATION: COMMUNITY SYSTEM
- PROPOSED WATER/SEWER DESIGNATION: COMMUNITY SYSTEM
- STORMWATER MANAGEMENT CONCEPT NUMBER: 13903-2019-0
- 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY: YES
- MANDATORY PARK DEDICATION AREA: NONE
- RIGHT OF WAY DEDICATION AREA: 1,115 SF
- CEMETERIES: NO
- HISTORIC SITES: NO
- ACREAGE OF ENVIRONMENTAL REGULATED FEATURES: NONE
- WETLANDS: NO
- STREAMS: NO
- ACREAGE OF 100-YEAR FLOODPLAIN: 0.024
- THE 100-YEAR FLOODPLAIN WAS DELINEATED BY ATCS, P.L.C. BASED ON CROSS-SECTION STUDY POINTS SUGGESTED BY DPIC AS PART OF DPIC CASE #563-2019-0. THE STUDY WAS APPROVED BY DPIC AS PART OF FLOODPLAIN STUDY FPS 201917 AND ISSUANCE WAS MADE ON MARCH 6, 2019.
- WITHIN CHESAPEAKE BAY CRITICAL AREA: NO
- THE TOPOGRAPHY DATA SHOWN HEREON IS BASED ON A FIELD SURVEY BY ATCS, P.L.C., PERFORMED IN NOVEMBER, 2018.
- TYPE ONE CONSERVATION PLAN: NO; TYPE TWO CONSERVATION PLAN: YES
- SOILS: SOILS INFORMATION OBTAINED FROM THE UNITED STATES DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONSERVATION SERVICE (USDA-NRCS) WEB SOIL SURVEY.
- SEE LANDSCAPING PLAN FOR DUMPSTER SCREENING DETAILS.

OWNER: SEMSI YOZGAT
6900 BIRCH LANE
ALEXANDRIA, VA 22312

APPLICANT: CONTRACT PURCHASER
SAFSTOR LAND CO, LLC
c/o W&A ENGINEERING
2470 DANIELS BRIDGE RD, SUITE 370
BLDG 100, SUITE 761
ATHENS, GA 30606

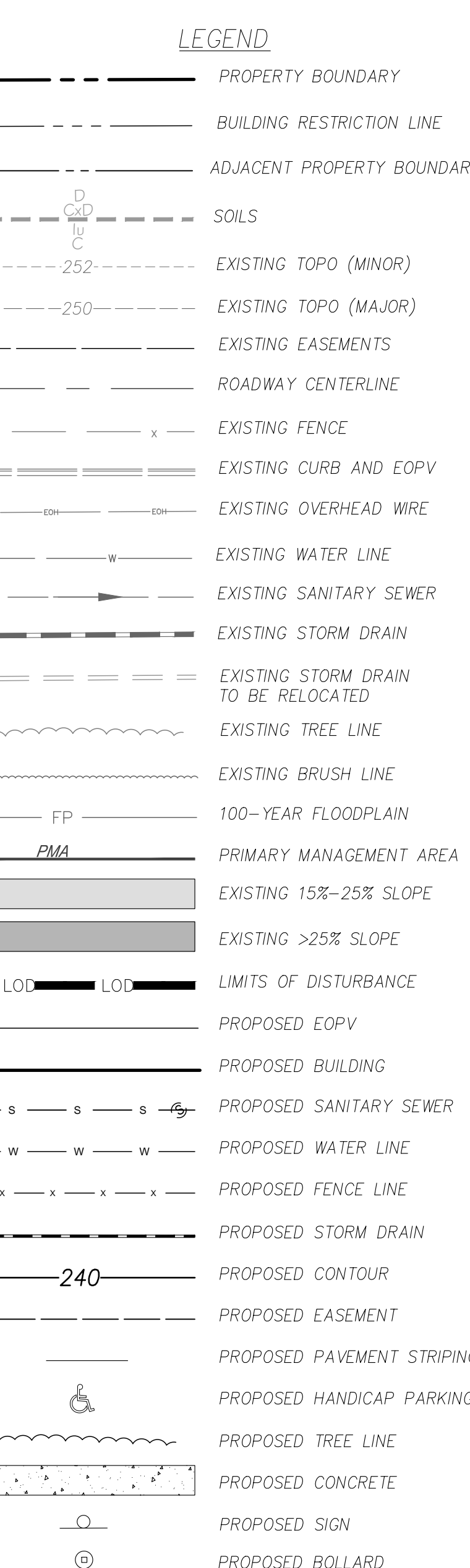
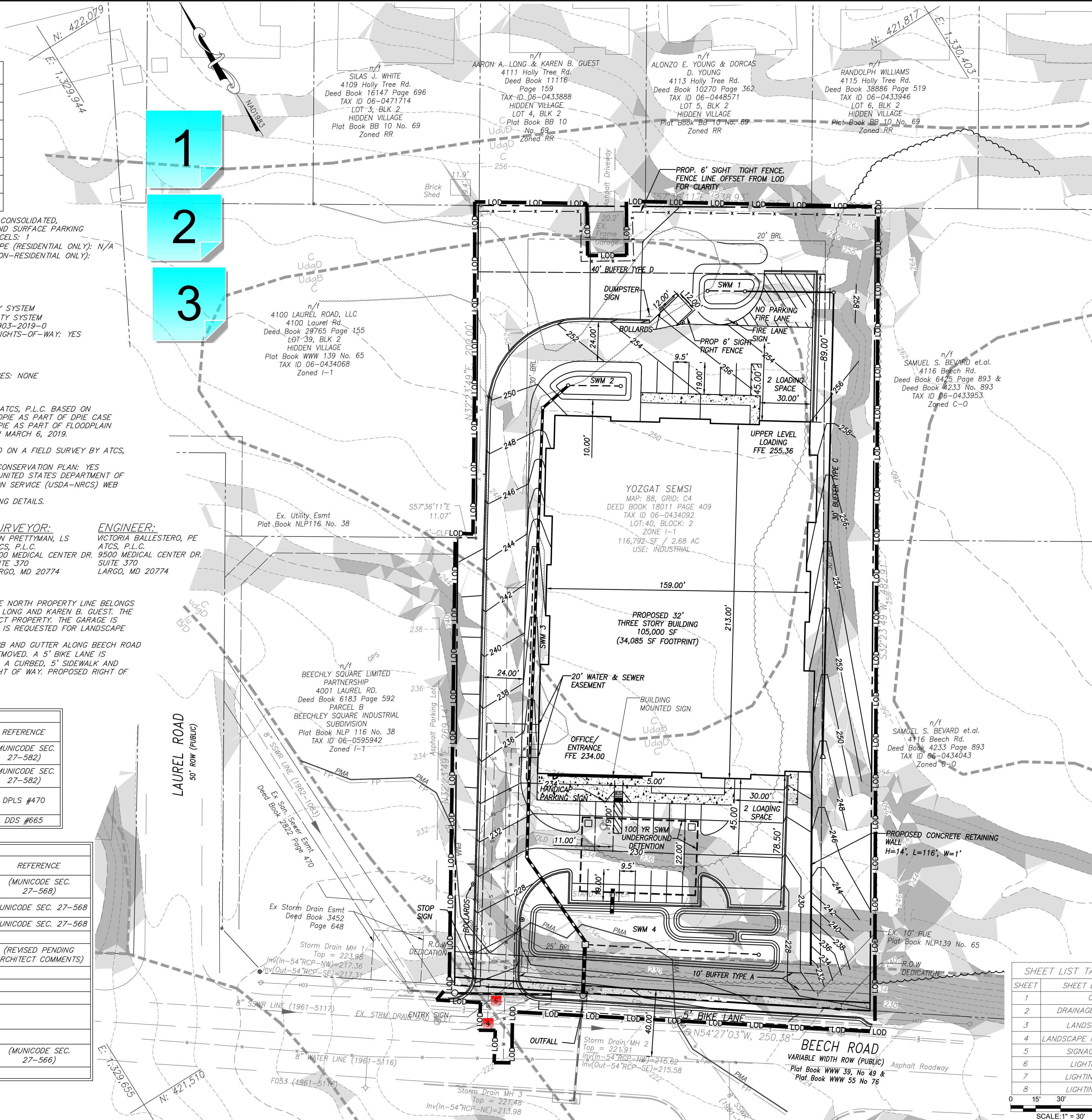
SURVEYOR: RON PRETTYMAN, LS
ATCS, P.L.C.
9500 MEDICAL CENTER DR.
SUITE 370
LARGO, MD 20774

ENGINEER: VICTORIA BALLESTERO, PE
ATCS, P.L.C.
9500 MEDICAL CENTER DR.
SUITE 370
LARGO, MD 20774

- ADDITIONAL NOTES:**
- THE EXISTING 489 SF GARAGE STRUCTURE ON THE NORTH PROPERTY LINE BELONGS TO THE ADJACENT PROPERTY OWNERS, AARON A. LONG AND KAREN B. GUEST. THE GARAGE CURRENTLY ENCROACHES ON THE SUBJECT PROPERTY. THE GARAGE IS PROPOSED TO REMAIN. ALTERNATIVE COMPLIANCE IS REQUESTED FOR LANDSCAPE BUFFERING REQUIREMENTS.
 - FOR RIGHT OF WAY IMPROVEMENTS, EXISTING CURB AND CUTTER ALONG BEECH ROAD AT THE FRONTAGE OF THE PROPERTY WILL BE REMOVED. A 5' BIKE LANE IS PROPOSED FOR THE EXISTING RIGHT OF WAY AND A CURBED, 5' SIDEWALK AND BUFFER IS PROPOSED WITHIN THE PROPOSED RIGHT OF WAY. PROPOSED RIGHT OF WAY IS 40' FROM THE ROAD CENTERLINE.

LOADING REQUIREMENTS		
USE OF THE MEASUREMENT	# OF SPACES	REFERENCE
UP TO 10,000 SQ. FT. OF GFA	2	(MUNICODE SEC. 27-582)
EACH ADDITIONAL 40,000 SQ. FT. OF GFA (OR FRACTION)	1	(MUNICODE SEC. 27-582)
LOADING SPACES REQUIRED $2 + [(105,000 - 10,000) / 40,000] =$	5	DPLS #470
LOADING SPACES PROVIDED	4	DDS #665

PARKING REQUIREMENTS		
USE OF MEASUREMENT	# OF SPACES	REFERENCE
50 UNITS HAVING DIRECT ACCESS ONLY FROM WITHIN A BUILDING	1	(MUNICODE SEC. 27-568)
1000 SQ. FT. OF GFA OF OFFICE SPACE	4	(MUNICODE SEC. 27-568)
RESIDENT MANAGER	2	(MUNICODE SEC. 27-568)
# OF UNITS HAVING DIRECT ACCESS ONLY FROM WITHIN A BUILDING	880	(REVISED PENDING ARCHITECT COMMENTS)
GFA OF OFFICE SPACE	795	
RESIDENT MANAGER	0	
TOTAL PARKING REQUIRED $[880/50] + [(795/1000)*4] + [0*2] =$	21	
TOTAL PARKING PROVIDED =	22	
ADA PARKING REQUIREMENT =	1	(MUNICODE SEC. 27-566)
ADA PARKING PROVIDED =	1	



SHEET LIST TABLE

SHEET	SHEET DESCRIPTION
1	COVER
2	DRAINAGE AREA MAPS
3	LANDSCAPE PLAN
4	LANDSCAPE NOTES & DETAILS
5	SIGNAGE DETAILS
6	LIGHTING PLAN
7	LIGHTING DETAILS
8	LIGHTING EXHIBIT

SCALE: 1" = 30'

DETAILED SITE PLAN-19032

THIS BLOCK IS FOR OFFICIAL USE ONLY

QR label certifies that this plan meets conditions of the final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: SAFSTOR TEMPLE HILLS
PROJECT NUMBER: DSP-19032

REVISION

NO.	DATE	DESCRIPTION

SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT

SAFSTOR Land Co., LLC
c/o W&A Engineering
2470 Daniels Bridge Rd.
BlDG 100, SUITE 761
Athens, Georgia 30606

ATCS®

9500 MEDICAL CENTER DRIVE, SUITE 370
LARGO, MARYLAND 20774
(301) 970-4630 FAX (301) 843-1822

HERNDON - BALTIMORE - BLACKSBURG
LARGO - NEWPORT NEWS - RALEIGH
RICHMOND - WASHINGTON, DC
WWW.ATCS.PLC.COM

DETAILED SITE PLAN

COVER

SAFSTOR TEMPLE HILLS
TAX MAP: 88, GRID: C4, ZONE: I-1

LOCATION:
4700 BEECH ROAD
TEMPLE HILLS, MD. 20748

AUTHOR: MEW
CHECK: VMB
PROJ#: 002701
DATE: 05/17/2019
SCALE: 1" = 30'

SHEET

COVER

SHEET: 1 OF 8

1 - WSSC Plan Review Comments

Created by: Damilola Ibikunle
On: 08/01/2019 09:09 AM

DSP-19032 - SAFStor Temple Hills

----- 0 Replies -----

2 - WSSC Plan Review Fee

Created by: Damilola Ibikunle
On: 08/01/2019 09:11 AM

The Required WSSC Plan review fee of \$1583.00 has been paid

----- 0 Replies -----

3 - WSSC Standard Comments for all Plans

Created by: Damilola Ibikunle
On: 08/01/2019 09:11 AM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

----- 0 Replies -----

4 - Broad Creek.

Created by: Garrett Watkins
On: 08/08/2019 03:57 PM

Based on the Sewer Modeling analysis for this basin, projected flows during a 2 year design storm exceed the capacity of downstream sewers. In accordance with WSSC Code of Regulation, Chapter 11.165, sewer system improvements will be required and your project will be dependent upon sewer system improvements that eliminate the risk of potential overflow and Project No. S 43.02, Broad Creek Wastewater Pumping Station Augmentation in the adopted FY13 Capital Improvements Program. WSSC cannot guarantee the completion date of this project. Please contact the WSSC Facility Design & Construction Division at 301-206-8328 for information on the current project status.

The applicant may also choose to conduct a sewer system rehabilitation to remove excess inflow/infiltration (Clearwater) from the sewer system in lieu of downstream relief improvements as defined by WSSC Code of Regulations, Chapter 11.165. This work shall be completed as a Developer Relocation Project (DRP) as described in the Development Services Code (DSC). The Applicant shall contact Development Services Division (DSD) for more information with regards to this Clearwater option. Clearwater work shall be completed in accordance with Sewer System Rehabilitation Flow Credits described in Chapter 4, Section 404 of the DSC.

----- 0 Replies -----

5 - Site Utility.

Created by: Garrett Watkins
On: 08/08/2019 04:07 PM

Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.


----- 0 Replies -----

301-952-3972

August 22, 2019

MEMORANDUM

TO: Jonathan Bush, Senior Planner, Urban Design Section, Development Review Division

VIA: Scott Rowe, AICP, CNU-A, Supervisor, Long-Range Planning Section, Community Planning Division **AD**
David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Thomas Lester, Senior Planner, Long-Range Planning Section, Community Planning Division **TEL**

SUBJECT: DSP-19032, DPLS-470, DDS-655 SAFStor Temple Hills

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 3; Section 27-588(b)(7)(A); and Part 27-239.01(b)(7) of the Zoning Ordinance, Master Plan conformance is not required for this application.

Pursuant to Section 27-588(b)(7)(B)(ii) of the Zoning Ordinance, the Planning Board "shall give consideration to the recommendations of an Area Master Plan;" however, there are no master plan recommendations addressing parking or loading on or in the vicinity of the subject property.

BACKGROUND

Application Type: Detailed Site Plan for property outside of an overlay zone. Departure from the number of parking and loading spaces required. Departure from Design Standards.

Location: 4700 Beech Road, Temple, MD 20748

Size: 2.86 acres

Existing Uses: Vacant, wooded

Proposal: Construct 100,500 square feet of consolidated storage facility, which includes the departure of one loading space, decrease of 10 feet for the minimum length of loading spaces and alternative compliance.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Established Communities policy area. The vision for Established Communities is context-sensitive infill and low- to medium-density development. The general plan recommends employment/industrial land uses on the subject property.

Master Plan: The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* recommends Industrial land uses on the subject property. The subject property is located in the Beech Road Focus Area.

In addition, the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* also makes the following recommendations that affect the subject property:

- Investigate the opportunity to lessen the adverse impact of commercial and industrial uses on adjacent residential communities through screening and buffering requirements for existing development (Beech Road Focus Area, Development Program, p. 67).

Planning Area: 76A

Community: The Heights

Aviation/MIOZ: This application is not located within an Aviation Policy Area (APA) or the Military Installation Overlay Zone (MIOZ)

SMA/Zoning: The 2000 *Approved Sectional Map Amendment for the Heights and Vicinity* retained the subject property in the I-1 (Light Industrial) Zone.

c: Long-range Agenda Notebook

Additional Back-up

For

DSP-19032, DDS-655 & DPLS-470
Safstor Temple Hills

October 2, 2019

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JH*
Jill Kosack, Supervisor, Urban Design Section, Development Review Division *JK*

FROM: Jonathan Bush, Senior Planner, Urban Design Section *JB*
Development Review Division

SUBJECT: Detailed Site Plan DSP-19032, Departure from Design Standards DDS-655,
Departure from Parking and Loading Standards DPLS-470
SAFStor Temple Hills
Planning Board Agenda, October 3, 2019 – Additional Condition

After further consideration of the existing accessory structure on the subject property, staff recommends that, in addition to the condition requiring the plan to indicate its removal, another condition should be added, requiring the structure to be razed prior to building permit approval.

Additional Condition, page 22

2. Prior to approval of a building permit, the existing structure on the subject property shall be razed. The building permit package shall include a copy of the raze permit.

EXHIBIT'S LIST

Regular Planning Board Meeting

OCTOBER 3, 2019

Exhibits Transmitted to Development Review Division

**AGENDA ITEM #5-7 – DETAILED SITE PLAN; DEPARTURE FROM DESIGN
STANDARDS; DEPARTURE FROM PARKING AND LOADING SPACE**

DSP-19032 – SAFSTOR TEMPLE HILLS

DDS-655– SAFSTOR TEMPLE HILLS

DPLS-470– SAFSTOR TEMPLE HILLS

The following exhibits were accepted and entered into the record:

Staff Exhibit No. 1

Additional Back-up/Conditions

2 pages

MARIE PROCTOR 10/3/2019

Sign and Date

Staff Exhibit 1

EC'D BY PGCPB ON 10-3-2019
ITEM # 5-6-7 CASE #
AGENDA ITEM # Staff Exhibit #1
XHIBIT # AGENDA DATE: 10/3/19
DSP-19032; DDS-655; DPLS-470

Additional Back-up

For

**DSP-19032, DDS-655 & DPLS-470
Safstor Temple Hills**



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

October 2, 2019

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JH*
Jill Kosack, Supervisor, Urban Design Section, Development Review Division *JK*

FROM: Jonathan Bush, Senior Planner, Urban Design Section *JB*
Development Review Division

SUBJECT: Detailed Site Plan DSP-19032, Departure from Design Standards DDS-655,
Departure from Parking and Loading Standards DPLS-470
SAFStor Temple Hills
Planning Board Agenda, October 3, 2019 - Additional Condition

After further consideration of the existing accessory structure on the subject property, staff recommends that, in addition to the condition requiring the plan to indicate its removal, another condition should be added, requiring the structure to be razed prior to building permit approval.

Additional Condition, page 22

2. Prior to approval of a building permit, the existing structure on the subject property shall be razed. The building permit package shall include a copy of the raze permit.