



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

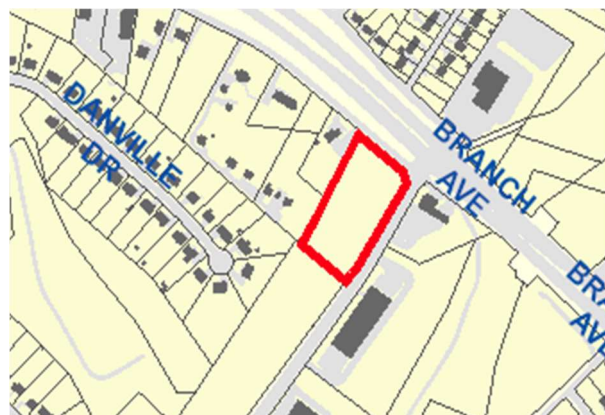
Note: Staff reports can be accessed at <https://www.mncppc.org/883/Watch-Meetings>

Detailed Site Plan Temple Hills Storage

DET-2023-002

REQUEST	STAFF RECOMMENDATION
Development of a 119,000-square-foot, four-story with cellar consolidated storage facility, that includes an approximately 1,500-square-foot office/meeting space for the community.	With the conditions recommended herein: <ul style="list-style-type: none"> • Approval of Detailed Site Plan DET-2023-002 • Approval of Type 2 Tree Conservation Plan TCP2-051-2023

Location: Located at the intersection of Beech Road and Old Branch Avenue	
Gross Acreage:	2.76
Zone:	CGO
Gross Floor Area:	119,000 sf
Planning Area:	76A
Council District:	07
Municipality:	N/A
Applicant/Address: Temple Hills Storage, LLC 3323 NE 163rd Street, Suite 506 North Miami Beach, FL 33160	
Staff Reviewer: Hyojung Garland Phone Number: 301-952-4151 Email: Hyojung.Garland@ppd.mncppc.org	



Planning Board Date:	02/29/2024
Planning Board Action Limit:	03/12/2024
Staff Report Date:	02/15/2024
Date Accepted:	12/18/2023
Informational Mailing:	09/06/2023
Acceptance Mailing:	01/03/2024
Sign Posting Deadline:	01/30/2024

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.

Please call 301-952-3530 for additional information.

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THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DET-2023-002
Type 2 Tree Conservation Plan TCP2-051-2023
Temple Hills Storage

The Urban Design staff have reviewed the subject application and present the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

I. EVALUATION CRITERIA

- A. Prince George's County Zoning Ordinance.** Detailed site plans (DETs) are reviewed and decided by the Prince George's County Planning Board. Pursuant to Section 27-3605(e) of the Prince George's County Zoning Ordinance, a DET may only be approved upon a finding that all of the following standards are met (See III. A.):
- (1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**
 - (2) The proposed development complies with all conditions of approval in any development approvals and permits to which the detailed site plan is subject;**
 - (3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24 4303(D)(5) of Subtitle 24: Subdivision Regulations;**
 - (4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;**
 - (5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;**
 - (6) The development in the detailed site plan (minor and major) shall be consistent with the General Plan and shall conform to the relevant goals, policies, and strategies of the Area Master Plan or Sector Plan, applicable Functional Master Plans, and the Growth Policy Map as it**

relates to centers in the 2014 General Plan, Plan Prince George's 2035, for the subject property and its surrounding area (unless the subject property has been rezoned pursuant to a Zoning Map Amendment subsequent to the adoption of the relevant Area Master Plan, Sector Plan, or Functional Master Plan);

- (7) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge; and
- (8) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:
 - (A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;
 - (B) When possible, there should be no parking or loading spaces located in the front yard; and
 - (C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.

- B. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.** Pursuant to Section 25-119(a)(2)(B) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, applications for a detailed site plan (DET) shall include a Type 2 tree conservation plan (TCP2) or a standard letter of exemption. If a site requires approval of a TCP2, with an associated DET application, the TCP2 is reviewed simultaneously with the associated plan (See IV).
- C. **Prince George's County Tree Canopy Coverage Ordinance.** The site is subject to the requirements of the Prince George's County Tree Canopy Coverage Ordinance (See V).

II. BACKGROUND

- A. **Request:** The subject detailed site plan (DET) proposes the construction of a 119,000-square-foot building consisting of a 117,500 consolidated storage facility, and a 1,500-square-foot community office/meeting space.
- B. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	CGO	CGO
Use	Vacant	Consolidated Storage with community office/meeting space
Total Gross Acreage	2.76	2.76

	EXISTING	EVALUATED
Floodplain	0.00	0.00
Total Net Acreage	2.76	2.76
Gross Floor Area (GFA)	0	119,000 sq. ft.

- C. Location:** The subject property is located on the vacant southwest corner of the intersection of Branch Avenue (MD 5) and Beech Road, in Planning Area 76A and Council District 7. The subject property is bounded to the north by the public right of-way of MD 5; to the east by the public right-of-way of Beech Road with a Commercial, General and Office (CGO)-zoned property, developing as a gas station beyond; to the west by a single family detached home in the Residential, Single Family-Attached (RSF-A) Zone; and to the south by an undeveloped property in the CGO Zone.
- D. Proposed Uses:** The subject DET proposes a consolidated storage use. A consolidated storage use is not permitted in the CGO Zone, pursuant to County Council Bill CB-11-2023. However, CB-11-2023 provided a transition period to allow a DET to be approved for a consolidated storage use in a non-industrial zone inside the Capital Beltway, which has: 1) completed a Pre-Application Conference pursuant to Section 27-3401 before April 1, 2023; 2) provides Community Nonprofit Space; and 3) is adjacent to an existing consolidated storage use. The subject application meets these requirements as: 1) it is located inside the Capital Beltway; 2) its Pre-Application Conference was held March 10, 2023; 3) it provides a community non-profit space on the first floor; and 4) it is adjacent to an existing consolidated storage facility located at 5335 Beech Road.

In addition, Use Specific Standards for consolidated storage uses are contained in Section 27-5102(f)(4)(A). To issue a use and occupancy permit for a consolidated storage use, the Department of Permitting, Inspections, and Enforcement (DPIE) will be required to find the following:

1. Use Specific Standards for Consolidated Storage as a Permitted Principal Use

The DET is in conformance with the use specific standards for consolidated storage in Section 27-5102(f)(4)(A) of the Zoning Ordinance. The following discussion is offered:

- (i) The subject property shall front on and have direct vehicular access to an existing street with sufficient capacity to accommodate the type and amount of traffic expected to be generated by the use.**

The proposed use fronts on and will have its sole access to/from Beech Road, a 70-foot-wide industrial roadway with adequate capacity to handle the vehicular trips generated by the proposed uses.

- (ii) **The exterior and architectural façade of the building shall be compatible with the prevailing architecture and appearance of other development in the surrounding neighborhood.**

The exterior and architectural façade of the proposed building is compatible with another consolidated storage facility architecture on the south side, across Beech Road, with various color and material changes, and the residentially zoned property to the west of the subject property.

- (iii) **No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Rural and Agricultural or Residential base zone, Transit-Oriented/Activity Center base or PD zone, or the CN, CS, or CGO zones, or from land approved for a residential or commercial use.**

The proposed building does not contain any entrances to individual storage units that are visible from a street or from adjoining land. All storage units are located inside the storage building and will be internally accessed.

- (iv) **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 the individual consolidated storage units are located inside the building and completely screened from view using architectural panels and fake windows.

- (v) **For consolidated storage units having direct access to areas outside the building, there shall be provided driveways and areas between buildings for vehicular access, loading, and unloading. Sufficient width shall be provided to permit a moving vehicle to safely and efficiently pass a vehicle parked adjacent to an individual consolidated storage unit. In no case shall a width of more than 25 feet be required.**

The proposed consolidated storage facility does not contain any entrances with direct access to areas outside the building.

- (vi) **In the IE Zone, the expansion of an existing consolidated storage use within a building shall be limited to a maximum of 50 additional individual units and shall not be located within one-half mile of another consolidated storage use in the IE Zone. However, this Subsection shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan of subdivision, final plat, and detailed site plan, where the consolidated storage use is buffered from view from any public right-of-way. 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.

The property is zoned CGO; therefore, this standard does not apply.

(vii) In the CGO Zone, the property owner shall set aside of minimum of 1,500 square feet of gross floor area of commercial/retail/office space at ground level or above ground level at zero base rent to be leased as a business incubator or Community Non-Profit Space, as defined in Section 27-2500 of this Code, subject to the following:

(aa) If the Community Non-Profit Space is located above ground level, the property owner shall ensure that space is handicapped accessible, and shall provide adequate signage so that the public can locate the space.

(bb) Occupancy and use of the Community Non-Profit Space shall be subject to a Community Benefit Agreement executed by the property owner and Community Non-Profit Organization, as approved by the District Council. Said Community Benefit Agreement shall be binding on all successors, heirs, and assigns of the property.

The proposed building contains 1,500 square feet of community nonprofit space on the first floor in the front of the building. The space includes signage so the public can identify the location of the space. The space has a separate entrance with storefront glass. The interior of the space includes its own restroom facilities as well as a kitchen space. The applicant understands that an agreement will be entered into with a Community Nonprofit organization prior to issuance of a Use and Occupancy Permit.

(viii) Property in the IE Zone that was rezoned from the I-3 Zone, and that is adjacent to land in the RE Zone, shall not develop with Consolidated Storage uses.

(aa) The property owner shall ensure that the Community Non-Profit tenant access to at least one (1) large storage unit on the property.

The property is zoned CGO; therefore, this standard does not apply.

E. Previous Approvals: The property is subject to Preliminary Plan of Subdivision (PPS) 4-73173, approved in 1973 for property zoned prior Commercial Office (C-O). The resolution of approval and other documents from the approval of PPS 4-73173 are no longer available. The final plat of subdivision does not have any conditions of approval attached to it. The development proposal would not represent a substantial revision to the mix of uses that affect Subtitle 24 adequacy findings. The development remains commercial and does not result in any change to the adequacy analysis required for a commercial development, which would have been conducted at the time of subdivision approval. A new PPS is, therefore, not required at this time. The site has an automatic certificate of adequacy (ADQ) associated with 4-73173, pursuant to Section 24-4503(a)(1) of the Prince George's County Subdivision Regulations, effective April 1, 2022. The ADQ is valid until April 1, 2034, unless it expires in accordance with the provisions of Section 24-4503(c).

F. Design Features:



Figure 1: Perspective from the Southeast

- 1. Architecture.** The building will include high-quality materials to create variations in façades to break up the overall building mass. Proposed materials include exterior masonry walls and an energy-efficient, textured metal-insulated sandwich panel system. To facilitate façade variations and create visual interest, contrasting colors have been utilized in both the masonry and the metal panels. The roofline also has height, material, and color variations to continue the visual effect of breaking up the building's massing. Storefront glazed windows are provided at various locations along various façades.

2. **Signage.** The proposed gateway sign will be appropriately landscaped at the base of the sign. Said sign also conforms to the above location, number, area, height, and materials requirements/standards as follows:

Location – Southeast portion of the site.

Sign Area – 45.3 SF

Height – 7'-0" to the top of the sign.

Materials – Aluminum, vinyl, low maintenance and durable.

In addition, six building wall signs are proposed (2: Extra Space Storage, 1: Office, 2: Loading, and 1: Community Space), which follow sign regulations.

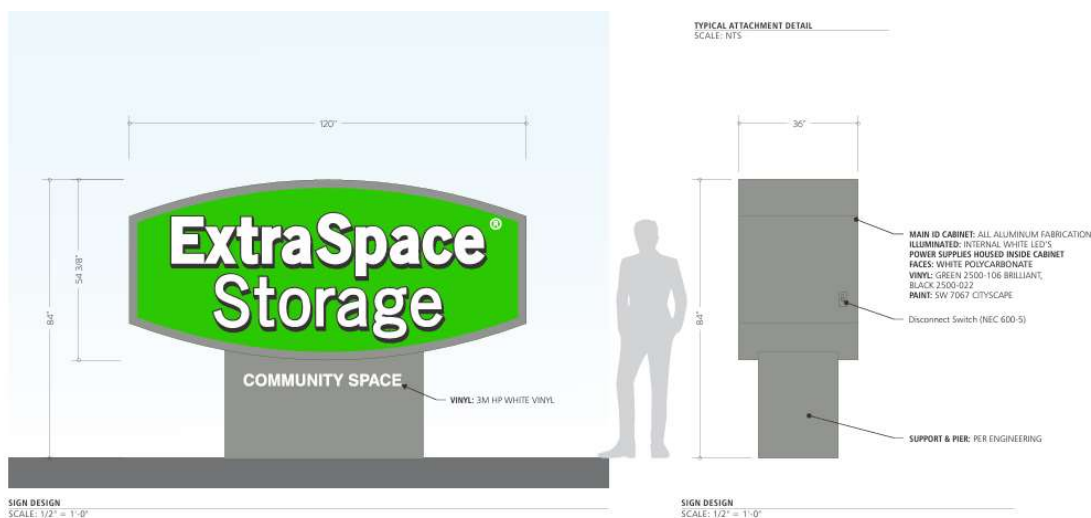


Figure 2: Entrance Sign

3. **Lighting.** Photometric plans and lighting details have been provided for the site. Freestanding light poles are provided along the entrance drive and within the parking lot, and wall-mounted lights are provided on all sides of the building.

III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

A. Detailed Site Plan Decision Standards (Section 27-3605(e))

- (1) **The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

The applicable standards of this subtitle consist of standards applicable in the Commercial General and Office (CGO) Zone, Intensity and Dimensional Standards, Section 27-4203(d)(2) and applicable Development Standards (Part 27-6).

1. **Standards Applicable in Commercial, General, and Office Zone Intensity and Dimensional Standards**

The DET is in conformance with the applicable CGO Zone intensity and dimensional standards of the Zoning Ordinance. The subject application proposes an industrial use that falls within the “Other Uses” category of the CGO Zone. Therefore, there are either no intensity and dimensional standards or the requirement is zero. There is no requirement for maximum density, net lot area, lot width, maximum lot coverage, and maximum building height. There is a requirement of zero for the minimum front, side, and rear yard depths.

2. **Applicable Development Standards**

The DET is consistent with the applicable standards in Part 27-6 of the Zoning Ordinance. The following discussion is offered:

a. **Section 27-6200 — Roadway Access, Mobility, and Circulation**

The DET is in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance. The DET demonstrates sufficient vehicular, pedestrian, and bicycle access and circulation.

However, the applicant has submitted a waiver requesting relief from sections 27-6206(e)(2)(C), 27-6207(b)(2) and 27-6208(b)(3) of the Zoning Ordinance, which contains requirements for vehicular cross-access, pedestrian cross-access, and bicycle cross-access (respectively). Staff has examined providing cross-access to neighboring developments and does not support the implementation of this requirement for the subject site. The property to the south of the subject site (Maryland Tax I.D. 0550616), where cross-access would conceivably be placed, is an unimproved parcel of land. There are no internal roadways, sidewalks, or bicycle facilities in place to tie into. In addition, the property to the west of the subject site (Maryland Tax I.D. 0569012) is an existing single-family dwelling. The subject property has been evaluated for site access, circulation, and parking, and has been found to operate adequately with a single vehicle access point along Beech Road. An additional point of vehicle entry through cross-access could negatively impact vehicular and pedestrian safety. In addition, if cross-access is provided, the likelihood of cut through traffic from the neighboring development to the south could impact site circulation and vehicle stacking, which was analyzed using only one point of access. As such, staff does not support providing cross-access to adjacent sites.

As such, staff recommends that vehicular cross-access to adjoining sites be waived per Section 27-6206(e)(2)(C), pedestrian cross-access to adjoining sites be waived per Section 27-6207(b)(2), and bicycle cross-access to adjoining sites be waived per Section 27-6208(b)(3) due to safety factors.

b. **Section 27-6300 — Off-Street Parking and Loading**

The DET is in conformance with the applicable standards in Section 27-6300 of the Zoning Ordinance, including parking and bicycle parking requirements and standards.

Per Section 27-6305(c), Mixed-Use Developments and Shared Parking, developments consisting of a mix of uses, such as this one, shall provide parking based on their potential to share parking between uses, and thus reduce the overall parking footprint that would result from each individual use meeting minimum standards. The applicant must use the methodology outlined in this section to determine the minimum parking requirement.

	Required Number of Spaces	Provided Number of Spaces
Consolidated Storage	1.0 spaces per 4,000 sq. ft. of 84,000 total sq. ft. of rentable storage space	16
Community Space	4.0 spaces per 1,000 sq. ft. of community space	6
Total	21*	22
Bicycle Parking	2.0 spaces/10 parking spaces + 1.0 space/additional 10 pkg spaces = 4 spaces (or 2 rack)	4

Note: *Based on the community space provided, per Section 27-6305(c) (1) of the Zoning Ordinance, mixed-use parking is applicable. Detailed analysis is provided herein.

Pursuant to Section 27-6305(c)(2)(d)(i), “[f]or any shared parking that includes an industrial use, the highest sum shall be greater than or equal to the minimum parking requirement for the use with the largest gross floor area. If the highest sum is less than the minimum parking requirement for the largest use, then the minimum parking requirement of the use with the largest gross floor area shall be required.” Accordingly, the shared parking calculation would require a minimum of 21 spaces which is the minimum parking required for the consolidated storage use. The applicant proposes 22 spaces. Staff find the applicant’s submission to be suitable and in conformance with shared parking requirements as set forth in Section 27-6305(c).

Loading spaces are not required for consolidated storage uses. Pursuant to Section 27-5101 of the Zoning Ordinance, a consolidated storage use is categorized within the warehouse and freight movement uses, principal use category. In Table 27-6310(a), under Warehouse and Freight Movement Uses, consolidated storage is listed as an exemption, which indicates there is no loading space requirement. However, the applicant has provided three loading bays internal to the building that are 12 feet wide by 45 feet long.

c. **Section 27-6400 — Open Space Set-Asides**

These regulations have been met as 5 percent of the site is being preserved as a tree protection area. This meets the 5 percent open space set aside area required for industrial uses, such as consolidated storage, in Nonresidential Base Zones.

d. **Section 27-6500 — Landscaping**

The DET is in conformance with the applicable standards in the Landscape Manual, including Section 4.2, Requirements for Landscape Strips along Streets (required 18 shade trees and 89 shrubs, and the same number of shade trees and shrubs are provided); Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses (Buffer B area provided a 6-foot opaque fence and comply using reduced set back as 25 feet from 50 feet); Section 4.8, Building Frontage Landscape Requirements; Section 4.9, Sustainable Landscaping Requirements (no invasive species are proposed and no planting on slope greater than 3:1); and Section 4.11, Requirements for Nonresidential and Mixed-Use Development (6 shade trees are required and the same number of shade trees are provided).

e. **Section 27-6600 — Fences and Walls**

The proposed development contains fencing and retaining walls that conform to these requirements. No fences are within a utility easement. The maximum height of the proposed retaining walls is 4 feet high, and the proposed fence is 4 feet high.

f. **Section 27-6700 — Exterior Lighting**

The DET, which includes a photometric plan, is in conformance with the applicable standards in Section

27-6700, including maximum illumination measured in foot-candles, at ground-level, at the lot lines. The proposed consolidated storage use will be accessible 24 hours per day. Notwithstanding, only the necessary exterior lighting will remain illuminated after the hours of 11 p.m. No exterior lighting will be directed towards any adjacent residentially-zoned land. All proposed lighting will use the required full cut-off optics.

g. **Section 27-6800 — Environmental Protection and Noise Controls**

The approved Natural Resources Inventory, NRI-049-2023, was submitted with the application per Section 27-6802. The site contains no primary management areas (PMA); only a nontidal wetland buffer from an off-site isolated wetland system. No floodplain exists on the property. The NRI indicates the presence of two forest stands, labeled as Stand A and Stand B, with ten specimen trees identified on site. The Type 2 tree conservation plan (TCP2) and the DET show all required information correctly in conformance with the NRI.

In accordance with Section 27-6903, this DET conforms to Subtitle 25 of the County Code. See Section IV below.

Section 27-6805 requires an approved grading, erosion, and sediment control plan. Subtitle 32, Division 2, of the Prince George's County Code also requires the approval of an erosion and sediment control plan. The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. Prior to certification of the TCP2, a copy of the erosion and sediment control technical plan must be submitted so that the ultimate LOD for the project can be verified and shown on the TCP2.

In accordance with Section 27-6806, approved Concept Plan 15849-2023 was submitted with this DET, showing the use of three micro-bioretenment facilities and existing stormdrain systems.

Section 27-6808 incorporates the standards of Section 24-4300 of the Subdivision Regulations for regulated environmental features. Section 24-4303(D)(5) states: "Where land is located outside the Chesapeake Bay Critical Area Overlay (CBCAO) zones, the preliminary plan of subdivision (minor or major) and all plans associated with the application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural

state, to the fullest extent possible, consistent with the Environmental Technical Manual established in accordance with Subtitle 25: Trees and Vegetation, of the County Code. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required in accordance with Subtitle 27: Zoning Ordinance, of the County Code, for the reasonable development of the lot outside the regulated feature.” This site does not contain REFs; however, the buffer to an off-site nontidal wetland is required to be preserved and/or restored to the fullest extent possible under Section 27-6808 of the Zoning Ordinance. This proposal fully preserves the buffer to the off-site nontidal wetland.

Section 27-6809 requires all applications to conform to the requirements pertaining to unsafe land in Subtitle 24, Section 24-4300, of the Prince George’s County Code Subdivision Regulations. According to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, soils present include Croom-Marr complex and Croom-Marr-Urban land complex. Marlboro and Christiana clays are not found to occur on this property.

Sections 27-6804, 27-6807 and 27-6810 do not apply to this application.

h. **Section 27-61100 — Industrial Form and Design Standards**

The DET is in conformance with the applicable standards in Section 27-61100 of the Zoning Ordinance for the consolidated storage building, including the building orientation, entrances, location of off-street parking and loading areas, building façade materials, and articulation as shown on the consolidated storage architectural elevations.

i. **Section 27-61200 — Neighborhood Compatibility Standards**

Per Section 27-61203(a)(1), “[s]etbacks of buildings shall be consistent with other buildings on the block face to maintain a consistent plane or edge of buildings along public frontages.” The proposed development will be the only building (upon construction) on the block face along the west side of Beech Road and will be constructed in such a way to maintain the setback requirements if any future buildings are constructed adjacent to the development.

The proposed development meets the height restrictions contained in 27-61203(a)(2). Due to significant topographical conditions on the property, the proposed

building has a 2.5-story height (25 feet, 10 inches) for the portion within the 50-foot–150-foot transitional area, adjacent to the single-family home to the east. Beyond this area, the falling topography of the property allows the building height to climb to 4 stories (47 feet), once beyond the 200-foot transitional area.

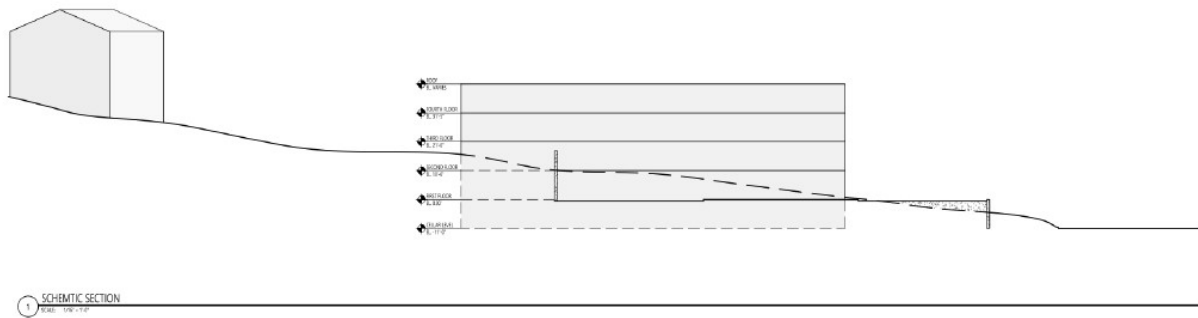


Figure 3: Schematic Section illustrating Neighborhood Compatibility

In accordance with 27-61203(b), the proposed building is oriented toward Beech Drive, the street from which the proposed building derives its street address. Beech Drive is also the public road with the greatest frontage along the property and the street from which vehicular access is provided.

The proposed building meets the design standards contained in 27-61203(c), as shown on the architectural elevations. The western elevation has a residential design with the following: Mansard and Gabled asphalt roofs, hardi-plank siding, colors that are compatible with adjacent single-family detached units, and faux windows with shutters designed to mimic residential windows and shutters.

Per Section 27-61203(d), “Building façades facing single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, shall comply with the standards in Table 27-61203(d)(1), Transparency Standards.” Due to the site configuration and building embedment into the grade, the third and fourth floors of the proposed building will face the abutting single-family homes. The table in Section-27-61203(d) indicates that 20 percent transparency is required for the third floor or higher. Accordingly, the applicant proposes a cumulative window area that is 21 percent of the eastern façade wall area (adjacent to the residential zone). This complies with the requirements of Section 27-61203(d).

The proposed off-street parking will be in the form of a surface lot along the property's Beech Road frontage and adjacent to the nonresidential development along said roadway. As such, the proposed surface parking is located away from the adjoining residentially zoned land and is also effectively screened from adjoining residentially zoned land by the proposed building. The proposed off-street parking area is beyond 200 feet from the adjacent single-family detached dwelling. Thus, the proposed development is in accordance with Section 27-61203(f).

Section 27-61203(g) provides compatibility standards for: 1) loading, service, recycling collection, and refuse collection areas; 2) signage; 3) lighting; and 4) open space. Therefore, the proposed development is in accordance with 27-61203(g) as follows:

- The loading, service, recycling collection, and refuse collection areas are located at least 50 feet from the abutting residential development. The loading area is located to the sides of buildings, away from the adjacent single-family detached building.
- All signage is away from the single-family detached buildings.
- The proposed lighting will meet the requirements of Section 27-61203(g)(3) as shown on the Photometric Plan included with this DET.
- The required open space, which is provided in the form of a woodland conservation area, is located such that it buffers the single-family zoned properties to the east and south from the proposed storage building.

j. **Section 27-61300 — Agricultural Compatibility Standards**

The subject application is exempt from this section because it is not adjacent to an ongoing agricultural use or activity in the Reserved Open Space, Agriculture and Preservation, or Agricultural-Residential base zones.

k. **Section 27-61400 — Urban Agriculture Compatibility Standards**

The subject application is exempt from this section because it is not adjacent to on-going urban agriculture use.

l. Section 27-61500 — Signage

The proposed building signage meets all the distance requirements in these regulations/standards. No signage is proposed facing the residential uses west of the property. No signage is within 100 feet of lot lines shared by a single family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

The proposed development will not have any external light source directed toward any sign and will not cast direct light or create glare upon adjacent lands or streets, nor will it use animated sign illumination.

The proposed signs also will be reviewed in detail for compliance with 27-61500, at the time of sign permit.

m. Section 27-61600 — Green Building Standards

The proposed development meets the minimum Green Building score requirement of 4.0 points for new nonresidential development, as follows:

Table 27-61603(b): Green Building Point System	Point Earned
The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code	1.0
Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff	1.0
Retain at least 20% of existing pre-development natural vegetation	0.75
Provide a minimum of 5% of required automobile parking spaces that are signed and reserved for carpool/vanpool/hybrid/electric/low-energy vehicles in preferred locations near the primary building entrance	0.25
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI	0.50
All toilets are 1.28 GPF or less	0.50
Total	4.0

Based on the analysis herein, in addition to the evidence filed in conjunction with this application, staff finds that DET-2023-002 represents a reasonable alternative for satisfying the applicable standards of this Subtitle without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

- (2) The proposed development complies with all conditions of approval in any development approvals and permits to which the detailed site plan is subject;**

This DET is not subject to any prior conditions of approval in any development approval or permit.

- (3) **The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;**

This site does not contain any regulated environmental features. However, the on-site buffer to an off-site nontidal wetland is required to be preserved and/or restored to the fullest extent possible under Section 27-6808 of the Zoning Ordinance. This proposal fully preserves the buffer to the off-site nontidal wetland.

- (4) **Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;**

The proposed development is not located in a planned development zone; therefore, this criterion is inapplicable.

- (5) **The proposed development conforms to an approved Tree Conservation Plan, if applicable;**

The DET has a companion TCP2-051-2023, which staff recommends be approved with conditions as included herein.

- (6) **The development in the detailed site plan (minor and major) shall be consistent with the General Plan and shall conform to the relevant goals, policies, and strategies of the Area Master Plan or Sector Plan, applicable Functional Master Plans, and the Growth Policy Map as it relates to centers in the 2014 General Plan, Plan Prince George's 2035, for the subject property and its surrounding area (unless the subject property has been rezoned pursuant to a Zoning Map Amendment subsequent to the adoption of the relevant Area Master Plan, Sector Plan, or Functional Master Plan);**

This DET conforms to the relevant goals, policies, and strategies of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (sector plan) and is consistent with the General Plan.

General Plan: This application is located in the Established Communities Growth Policy Area of the *Plan Prince George's 2035 Approved General Plan* (Plan 2035). "Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as

libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met”. (page 20). “Established Communities make up the County’s heart.” (page 106) Plan 2035 includes policies and strategies for Established Communities. The following policies and strategies most relevant to this application focus on forest and tree canopy, noise mitigation and urban design, including:

Natural Environment

Forests and Tree Canopy

Policy 5 - Preserve and enhance existing forest and tree canopy coverage levels. (page 176)

Noise

Policy 7 - Provide adequate protection and screening from noise to ensure that the State of Maryland noise standards are met through the provision of earthen berms, plant materials, fencing, and the establishment of a building restriction line. (page 177)

Urban Design

“Urban design is equally relevant to the planning and design of urban and suburban Established Communities as it is to rural areas. Problems such as encroaching sprawl, lack of architectural quality, loss of natural and rural landscapes, crime-prone areas, and unsafe pedestrian and bicycle conditions can be mitigated, or even solved, through forward thinking and context-sensitive urban design” (page 196).

Policy 9 - Use urban design to guide development, promote community health, protect our natural, historic, and cultural resources and quality of life, and enhance mobility. (page 214)

Strategies:

HD9.7- Identify and prioritize areas for street tree installation. (page 215)

HD 9.9 Implement urban design solutions to ensure appropriate transitions between higher intensity and density development and surrounding lower-density residential neighborhoods. (page 215)

Analysis: The subject property is a vacant lot located near the intersection of MD 5 (Branch Avenue) and Beech Road. To the west of the property is a two-story single-family home in the RSF-A Zone. To the east is a property in the CGO Zone developing as a gas station. This property and all properties along the northwest side of Beech Road right of way are zoned C-G-O and all properties along the southeast side of the Beech Road right of way are zoned I-E.

Diagonally across Beech Road from the subject property is a consolidated storage facility.

The proposed DET application is consistent with Plan 2035 policies and strategies because:

- The proposed consolidated storage facility is a context-sensitive infill, low-density development with negligible impact on existing public services and facilities.
- The inclusion of a 1,500 square-foot office/meeting space for the community that includes restrooms, and a kitchen area is a neighborhood serving amenity that enhances adjacent neighborhoods.
- The location of the proposed building leverages the change in grade to create an earthen noise buffer and supports the creation of a façade that is in scale with the adjacent residential properties.
- The existing tree canopy on 0.8 acre of the site is preserved.
- Using masonry walls and textured metal-insulated panels, contrasting colors, varying roof heights and colors, and other techniques, the building façade provides visual interest and harmony with the residential neighborhood to the northwest of the site as well as the commercial uses along Beech Road
- The application includes plantings along streets, parking lot perimeters, and within the parking lot as well as a 5-foot-wide sidewalk separated from the roadway by a 6-foot-wide green panel. These features contribute to pedestrian safety and comfort while supporting County efforts to preserve and enhance its tree canopy.

Master Plan: The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* recommends Commercial - Office land uses on the subject property (See Map 17, St. Barnabas Land Use Plan, page 66).

In addition, the sector plan identifies six focus areas. The property is located within the Beech Road Focus Area, specifically the St. Barnabas Road commercial corridor. The sector plan “proposes that the Beech Road industrial area be retained as a center for employment focusing on small professional and commercial services, such as production, storage, and repair businesses” (page65).

Analysis: This DSP application conforms with the relevant goals, policies, and strategies of the *sector plan* because the sector plan recommends Commercial-Office future land use for the subject site. Commercial future land use is described as “a broad category that includes a wide array of

commercial uses including retail, services, repair, and office uses” (page 64). The sector plan specifies storage as one of several uses to be retained in the Beech Road industrial area (page 65). The proposed use conforms with the recommended land use.

The sector plan recommends the following goal to help advance the intent and purpose of the plan:

Reduce the visual clutter through screening of unsightly conditions with improved streetscapes including tree plantings, low walls or hedges or other landscape treatments, the greening of utility strips along the curb line, and pedestrian lighting. (page 67)

Analysis: Through the use of design and materials, the proposed development applies the recommendations set forth in the sector plan, reduces the visual clutter through screening of unsightly conditions, and meets site design recommendations (page 114) by:

- Locating the proposed building to leverage the change in grade to create an earthen screen of a portion of the building adjacent to residential properties. (See Schematic Sections provided by applicant).
- Preserving existing tree canopy on 0.8 acre of the site, providing screening to the south of the loading zone and docks.
- Locating the loading zone and docks in the interior of the site, minimizing views of the loading zone and docks from adjacent residential properties and roadways (see Detailed Site Plan and Side Elevation – South provided by applicant).
- Planting canopy trees and shrubs on the slope in front of retaining walls along perimeter of the parking area adjacent to Beech Road, between the building and sidewalk adjacent to Old Branch Avenue, and in front of the west side of the building adjacent to a single-family residence.
- Planting canopy trees in the green strip between the sidewalk and curb adjacent to Beech Road and Old Branch Avenue.

The sector plan includes recommendations for designing for safety (page 113), site design (page 114), building design (page 116), connectivity and circulation (page 118), and open space (page 119) that apply to the proposed development.

Design for Safety

- **Natural Access Control – Guide people to and from the proper entrances using walkways, proper lighting, signage, and fences to direct the flow of people while decreasing the opportunity for crime. Ensure clear sightlines along sidewalks and provide low-level lighting along sidewalks, pathways, service entrances/areas, parking lots, and alleys. Install traffic-calming techniques that limit streets as fast getaway routes and reduce on-street criminal activity. (pages 113–114).**
- **Territorial Reinforcement – to allow property owners to protect their territory and respect the territory of others. Encourage low walls, fences, visually permeable screening methods, elevated ground floors of residential dwellings to establish a clear delineation between public and private space and to foster a sense of ownership and territoriality. (page 114)**

Analysis: The proposed development conforms with recommendations for designing for safety (page 113) by using low retaining walls topped with fencing to establish a clear delineation between public and private space, and provides natural access control to the building, which increases safety in the plan area.

Site Design

- **Provide low screen walls, hedges, or both at those places where surface parking can be viewed from the street. (page 115)**
- **Use landscaping to beautify the street and public spaces, to buffer incompatible uses, and to screen unsightly views. Locate loading areas away from public views. Where this is not feasible, these areas should be properly screened. (page 115)**

Analysis: Through the use of design and materials, the proposed development reduces the visual clutter through screening of unsightly conditions, and meets site design recommendations (page 114) by:

- Locating the proposed building to leverage the change in grade to create an earthen screen of a portion of the building adjacent to residential properties. (See Schematic Sections provided by applicant).
- Preserving existing tree canopy on .8 acres of the site providing screening to the South of the loading zone and docks.

- Locating the loading zone and docks in the interior of the site minimizing views of the loading zone and docks from adjacent residential properties and roadways (see Detailed Site Plan and Side Elevation – South provided by applicant).
- Planting canopy trees and shrubs on the slope in front of retaining walls along perimeter of the parking area adjacent to Beech Road, between the building and sidewalk adjacent to Old Branch Avenue, and in front of the west side of the building adjacent to a single-family residence.
- Planting canopy trees in the green strip between the sidewalk and curb adjacent to Beech Road and Old Branch Avenue.

Building Design

- **Design all buildings with high-quality materials and treatments. Exterior building walls should be constructed with brick, stone, precast concrete, and other high-quality materials compatible materials. Reflective and tinted glass should not be used on the ground floor of any building, and ribbons or bands of glass should not be used for windows. (page 116)**
- **Provide architectural elements and proportion that relate to a pedestrian scale in building facades. Large expanses of identical building walls should be avoided. Façades that provide a regular and frequent pattern of architectural variety through modulation of wall plane, detailing, color, texture, material, and the incorporation of art and ornament are encouraged. (page 116)**

Analysis: The proposed development conforms with recommendations for building design (page 116), by using masonry walls and textured metal-insulated panels, contrasting colors, varying roof heights and colors, and other techniques to create a building façade that provides visual interest and compatibility with the residential neighborhood to the northwest of the site, as well as the commercial uses along Beech Road.

Connectivity and Circulation and Open Space

- **Limit direct vehicular access off major roadways, including highways and principal arterial streets. (page 118)**
- **Provide sidewalks throughout the sector plan area. Use special paving in high pedestrian areas to provide a visible connecting element that reinforces the pedestrian system. Seek opportunities to connect sidewalks to the trail network. (page 118)**

- **Create pedestrian comfort by incorporating street and site amenities in plazas, storefront walkways, wide sidewalks, parks, and open spaces.** (page 119)

Analysis: The proposed development conforms with recommendations for connectivity and circulation (page 118) by limiting vehicular access to the building to one access point on Beech Road, a 70-foot-wide industrial roadway. The inclusion of a 5-foot-wide sidewalk adjacent to Old Branch Avenue and Beech Road promotes connectivity to adjacent properties and contributes to pedestrian safety and comfort.

- (7) **The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge; and**

The proposed development is not an infrastructure plan. Therefore, this criterion is inapplicable.

- (8) **Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:**

- (a) **The minimum setback for all buildings shall be twenty- five (25) feet from each lot line;**
- (b) **When possible, there should be no parking or loading spaces located in the front yard; and**
- (c) **The maximum allowable lot coverage for the zone in which the use is proposed shall not be.**

The proposed development does not include a place of worship. Therefore, this criterion is inapplicable.

IV. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2010 PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual because the application is for a new DET. TCP2-051-2023 was submitted with this application and requires minor revisions to be found in conformance with the WCO.

The woodland conservation threshold (WCT) for this 2.76-acre property is 15 percent of the net tract area or 0.41 acre. The total woodland conservation requirement, based on the amount of clearing proposed, is 0.80 acre. The woodland conservation requirement is proposed to be satisfied with 0.80 acre of on-site woodland preservation. Prior to the

certification of the TCP2 for this site, documents for the required woodland and wildlife habitat conservation easements shall be prepared and submitted to the Environmental Planning Section of the Prince George's County Planning Department for review by the Office of Law and recorded in the Land Records office.

Technical revisions to the TCP2 are required and included in the conditions listed at the end of this staff report.

Review of Subtitle 25 Variance Request

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the [Environmental] Technical Manual." The code, however, is not inflexible.

The authorizing legislation of Prince George's County's WCO is the Maryland Forest Conservation Act, which is codified under Title 5, Subtitle 16 of the Natural Resources Article of the Maryland Code. Section 5-1611 of the Natural Resources Article requires the local jurisdiction to provide procedures for granting variances to the local forest conservation program. The variance criteria in Prince George's County's WCO are set forth in Section 25-119(d). Section 25-119(d)(4) clarifies that variances granted under Subtitle 25 are not considered zoning variances.

A Subtitle 25 Variance application and a statement of justification (SOJ) dated October 18, 2023, was submitted in support of the variance request. Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The SOJ submitted seeks to address the required findings for the removal of the four specimen trees, and details specific to individual trees have been provided in the following chart. The site contains a total of 10 on-site specimen trees.

SPECIMEN TREE SCHEDULE SUMMARY - REMOVED

ST #	COMMON NAME	Diameter at Breast Height - DBH (In inches)	CONDITION	Retain/Remove
ST-37	Tulip poplar	31	Fair	Remove
ST-38	Red maple	35	Poor	Remove
ST-39	Tulip poplar	34	Good	Remove
ST-44	Sweet gum	35	Poor	Remove

A variance from Section 25-122(b)(1)(G) is requested for the removal of the four on-site specimen trees. The text below in bold, labeled A-F, are the six criteria listed in Section 25-119(d)(1). The plain text provides responses to the criteria:

A. Special conditions peculiar to the property have caused the unwarranted hardship;

In relation to other properties in the area, special conditions peculiar to the property would cause an unwarranted hardship if the applicant were required to retain the four specimen trees identified as Specimen Trees ST-37, ST-38, ST-39, and ST-44. The property is partially wooded with open areas fronting Old Branch Avenue, and there are no existing structures. To develop the site, woodland clearing and grading are required. The 10 on-site specimen trees are scattered throughout the site. While the applicant proposes to remove four specimen trees, six specimen trees will remain. Those six specimen trees are located within the proposed woodland preservation area in the southwest section of the property. The four specimen trees requested for removal are in the central and southeastern portion of the property on which grading for stormwater management and construction of the proposed building and site access will occur.

The site slopes to the north and on-site grading is required to provide adequate slope to direct the stormwater. The four specimen trees proposed for removal are located in the area of the site where this grading must occur. Specifically, the proposed grading will impact the trees' critical root zones such that they cannot be saved and would be a hazard if they were allowed to remain.

In addition, three of the four specimen trees to be removed are located in the area of the site where the access drive will be constructed. The site is bounded to the north by Old Branch Avenue, included as part of the master-planned arterial, which limits direct access pursuant to Section 27-6206(d) of the Zoning Ordinance. Accordingly, the applicant proposes to access the property via Beech Road. All three trees will have their critical root zones impacted by grading to an extent that they would die if left in place.

The fourth specimen tree to be removed is located along Old Branch Ave within the building area, well within its critical root zone. This tree cannot be saved because it would be a hazard if left to remain.

In sum, the proposed consolidated storage use is a significant and reasonable use for the subject site, and it cannot be accomplished elsewhere on the site, without additional variances. The specimen trees proposed for removal need to be removed because if left they would be a hazard due to impacts to their critical root zones attributable to grading for stormwater management and the location of the building and site access. Therefore, requiring the applicant to retain these four specimen trees on the site would limit the area of the site available for development and would cause the applicant an unwarranted hardship.

B. Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their critical root zone (CRZ), would deprive the applicant of rights commonly enjoyed by others in similar areas. All variance applications for the removal of specimen trees are evaluated in accordance with the requirements of

Subtitle 25 and the ETM for site-specific conditions. Specimen trees grow to such a large size because they were left undisturbed on a site for sufficient time to grow; however, the species, size, construction tolerance, and location on a site are unique for each site. The four trees are requested for removal to provide an acceptable area for a commercial design, site access, and on-site grading required to provide adequate slope to drain the stormwater. Based on the location and species of the specimen trees proposed for removal, retaining the trees and avoiding disturbance to the CRZ would have a considerable impact on the development potential of the property. If similar trees were encountered on other sites, they would be evaluated under the same criteria.

C. Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

Not granting the variance would prevent the project from being developed in a functional and efficient manner. This is not a special privilege that would be denied to other applicants. If other similar commercial developments contained specimen trees in locations required for access and grading for stormwater management, it would be given the same considerations during the review of the required variance application.

D. The request is not based on conditions or circumstances which are the result of actions by the applicant.

The applicant has taken no actions leading to the conditions or circumstances that are the subject of the variance request. The request to remove the four trees is solely based on the trees' locations on the site and their condition. These trees are requested for removal to achieve optimal conditions for commercial development, to provide site access, and to provide adequate slope to drain the stormwater.

E. The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

There are no existing conditions, existing land, or building uses on the site, or on neighboring properties that have any impact on the location or size of the four specimen trees. The trees identified as Specimen Trees ST-37, ST-38, ST-39, and ST 44 have grown to specimen tree size based on natural conditions and have not been impacted by any neighboring land or building uses.

F. Granting of the variance will not adversely affect water quality.

The removal of four specimen trees will not adversely affect water quality. Requirements regarding stormwater management (SWM) will be reviewed and approved by DPIE. Erosion and sediment control requirements are reviewed and approved by the Soil Conservation District (SCD). Both SWM and sediment and erosion control requirements are to be met, in conformance with state and local laws, to ensure that the quality of water leaving the site meets the state's standards. State standards are set to ensure that no degradation occurs.

The required findings of Section 25-119(d) have been adequately addressed for the removal of four specimen trees ST-37, ST-38, ST-39, and ST-44. Staff find that the required findings of Section 25-119(d) were adequately addressed for the removal of the four specimen trees and recommend that the Planning Board approve the variance request. No additional specimen trees are proposed for removal with DET-2023-002.

V. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE PRINCE GEORGE'S COUNTY TREE CANOPY COVERAGE ORDINANCE

The Prince George's County Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage (TCC) on developed and developing sites for the benefit of County residents and future generations. Properties that are zoned CGO are required to provide a minimum of 10 percent of the gross tract area in TCC. As provided on the DET, the TCC schedule indicates that 0.95 acre (or 33 percent of the site area) is being provided in on-site woodland conservation. However, this does not match the acreage shown on the TCP2, which is 0.80 acre. Therefore, a condition is included herein requiring the applicant to revise the TCC schedule to reflect the correct acreage of on-site woodland conservation. Once this is done, the DET will still meet the 10 percent requirement.

VI. REFERRAL COMMENTS

The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized, as follows:

- A. **Community Planning**—In a memorandum dated February 13, 2024 (Ramirez-Blust to Garland), the Community Planning Division indicated that the proposed DET application is consistent with Plan 2035 policies and in conformance with the sector plan.
- B. **Subdivision**—In a memorandum dated January 29, 2024 (Diaz-Campbell to Garland), the Subdivision Section provided a review of conditions attached to prior approvals and noted a new final plat application will not be required following approval of the DET.
- C. **Transportation Planning**—In a memorandum dated January 24, 2024 (Ryan to Garland), the Transportation Planning staff stated that the application is acceptable and supports three waivers.
- D. **Prince George's County Department of Parks and Recreation**—At the time of the writing of this technical staff report, DPR did not offer comments on the subject application.
- E. **Environmental Planning**—In a memorandum dated February 1, 2024 (Schneider to Garland), the Environmental Planning Section included a discussion of relevant conditions of approval, which have been incorporated into the findings and demonstrated conformance with the sector plan and applicable sections of the

Zoning Ordinance. Staff recommends approval of the DET and TCP2, subject to conditions that have been included herein.

- F. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on the subject application.
- G. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.
- H. **Historic Preservation**—In a memorandum dated January 9, 2024 (Smith, Chisholm and Stabler to Garland), the Historic Preservation Section indicated that the subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.
- I. **Permit Review**—In a memorandum dated January 22, 2024 (Jacobs to Garland), the Permit Section provided no comments.
- J. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated January 26, 2024 (Giles to Garland), DPIE offered numerous comments that were provided to the applicant and will be addressed in their separate permitting process. In addition, they stated that DET-2023-002 meets the intent of the Site Development Concept Plan Number 15849 2023-0, which has been approved by DPIE, with an expiration date of October 20, 2026.
- K. **Washington Suburban Sanitary Commission**—At the time of the writing of this technical staff report, WSSC did not offer comments on the subject application.
- L. **Community Feedback**—At the time of the writing of this technical staff report, the Prince George's County Planning Department has not received any written correspondence from the community regarding the subject application.

VIII. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DET 2023-002, and Type 2 Tree Conservation Plan TCP2-051-2023, including a Variance from Section 25-119(d), subject to the following conditions:

1. Prior to certification of the detailed site plan (DET), the applicant, and the applicant's heirs, successors, and/or assignees shall:
 - a. Revise General Note 1 to state that the existing property is Lot 2 instead of Lot 21.
 - b. Add Type 2 tree conservation plan, TCP2-051-2023, to the Environmental Planning Section approval block.

- c. Revise the Tree Canopy Coverage schedule to reflect the correct acreage of on-site woodland conservation (from 0.95 to 0.80).
- 2. Prior to the certification of the Type 2 tree conservation plan for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Prince George's County Planning Department, Environmental Planning Section, for review by the Office of Law, and submission to the Prince George's County Land Records office for recordation. The following note shall be added to the standard Type 2 tree conservation plan notes on the plan, as follows:

"Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber ____ Folio____. Revisions to this TCP2 may require a revision to the recorded easement."

TEMPLE HILLS SELF-STORAGE

Detailed Site Plan

TCP2-051-2023

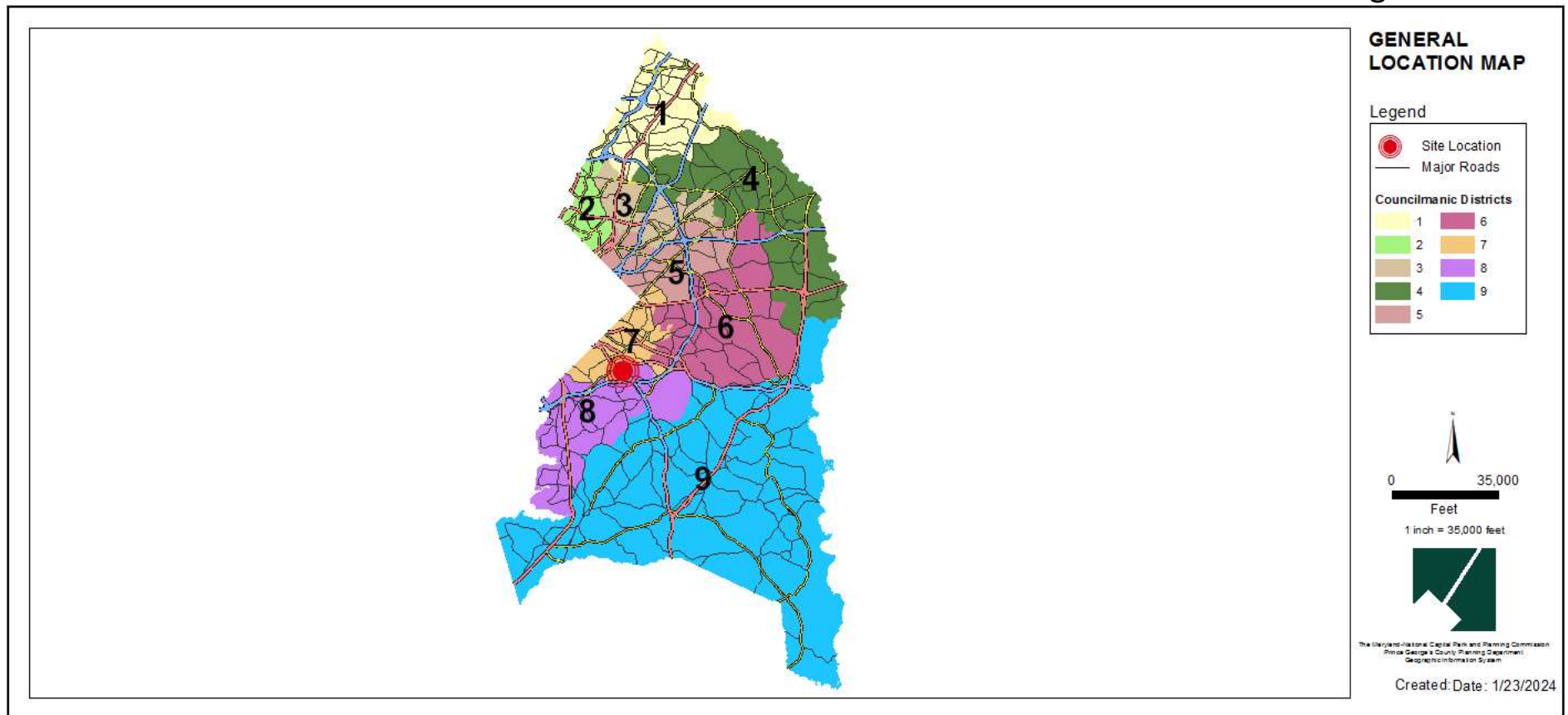
Staff Recommendation: APPROVAL with conditions



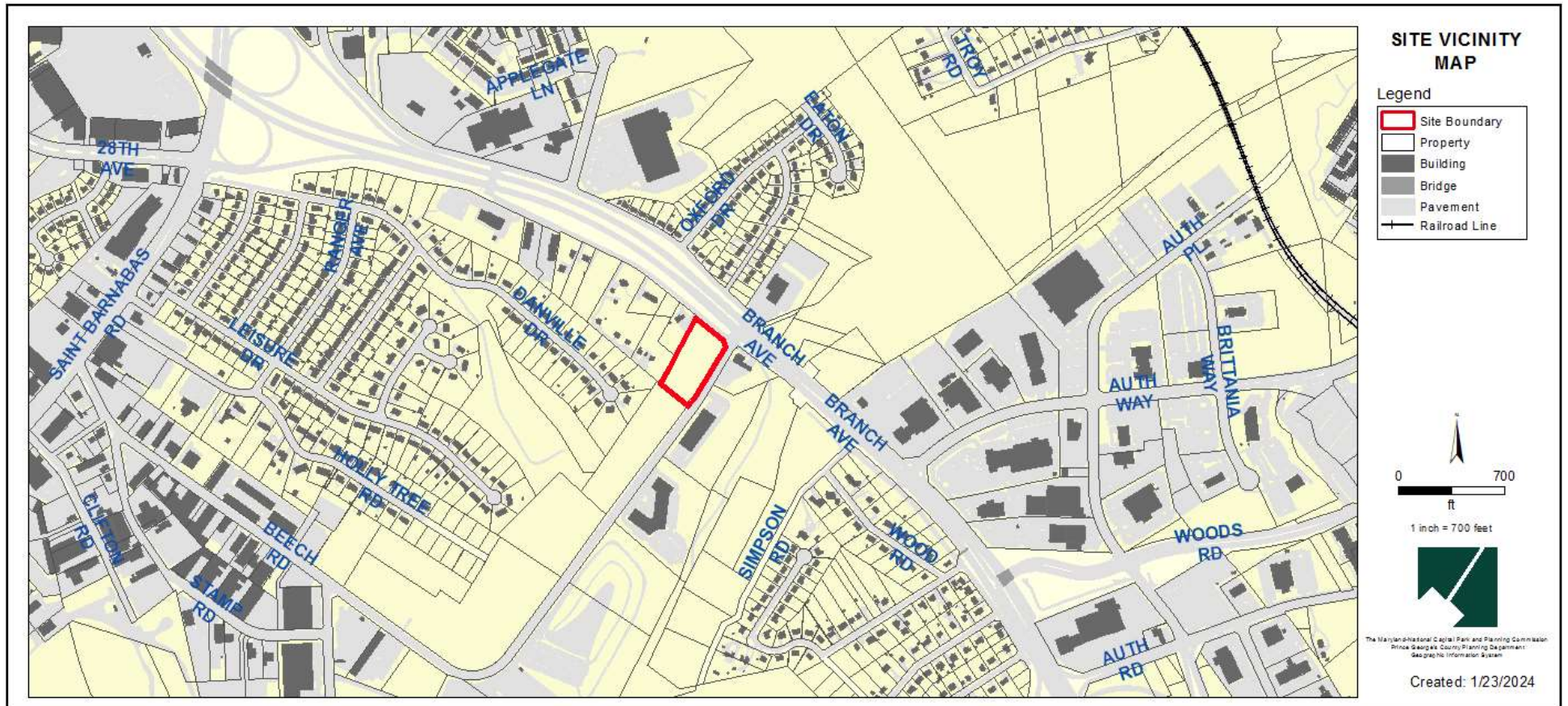
GENERAL LOCATION MAP

Council District: 07

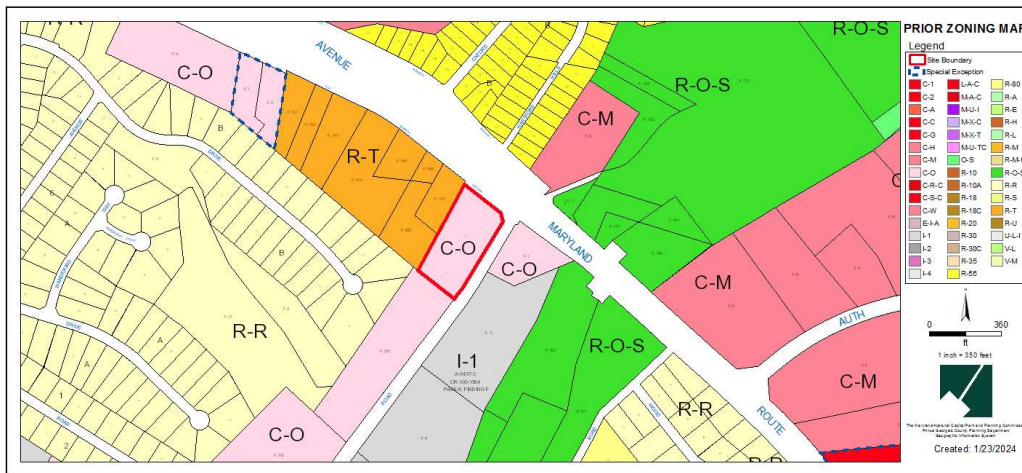
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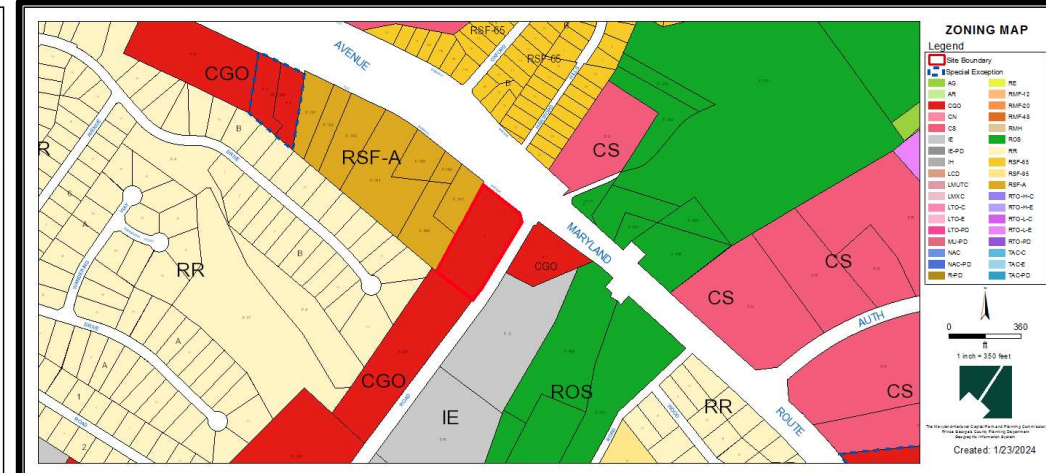
SITE VICINITY MAP



ZONING MAP (PRIOR AND CURRENT)

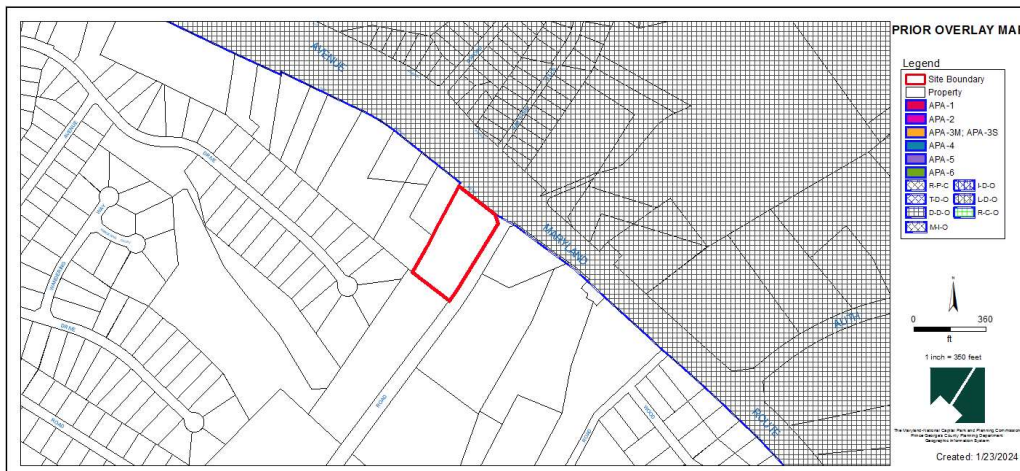


Property Zone: C-O

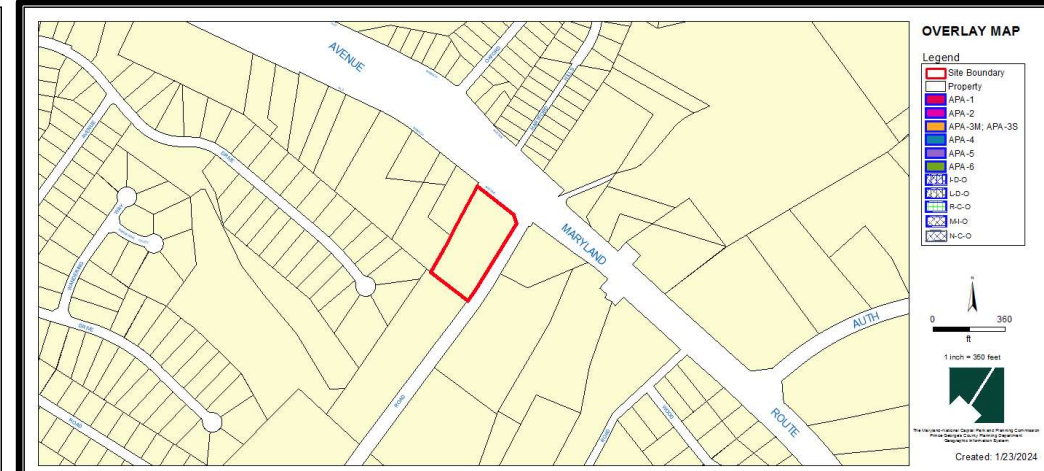


Current Zone: CGO

OVERLAY MAP (PRIOR AND CURRENT)



Property Zone: None

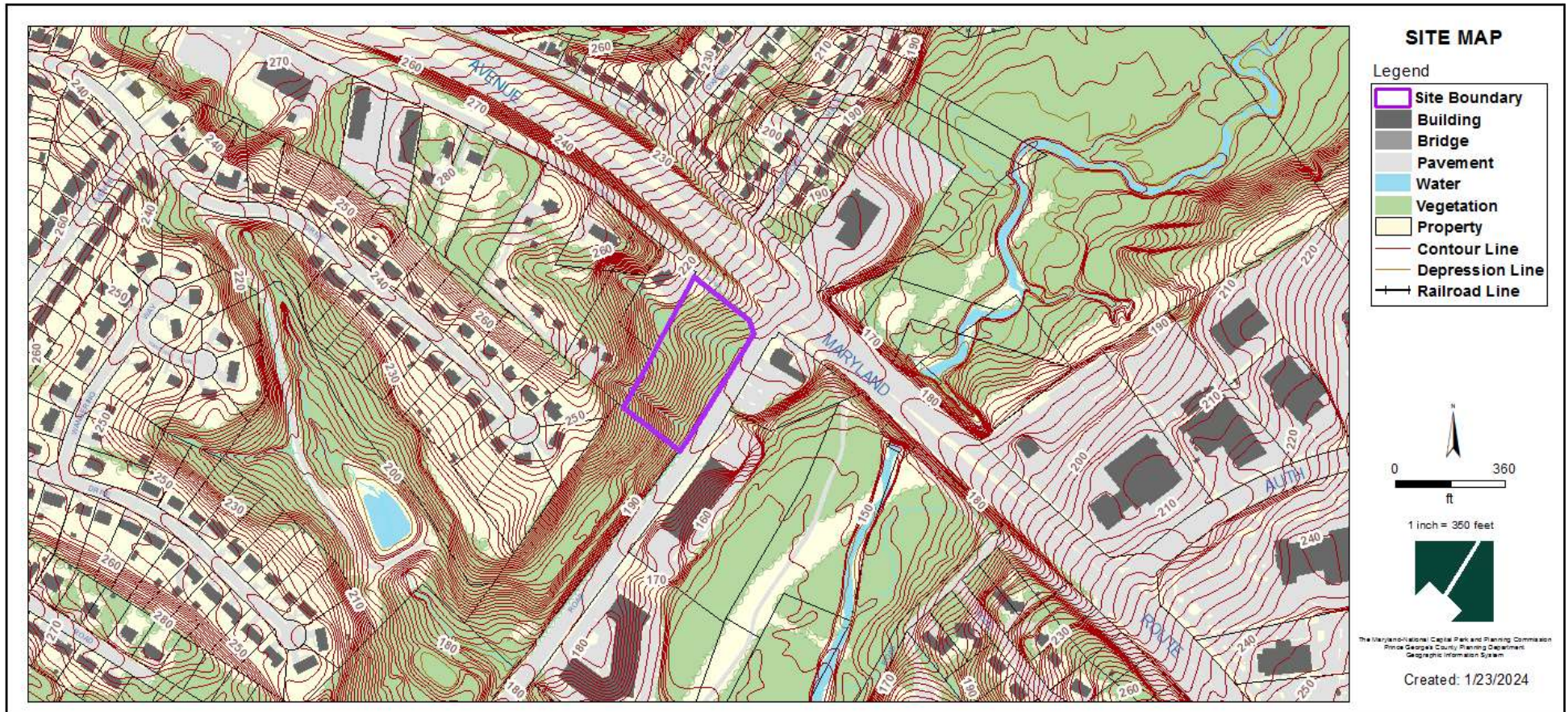


Current Zone: None

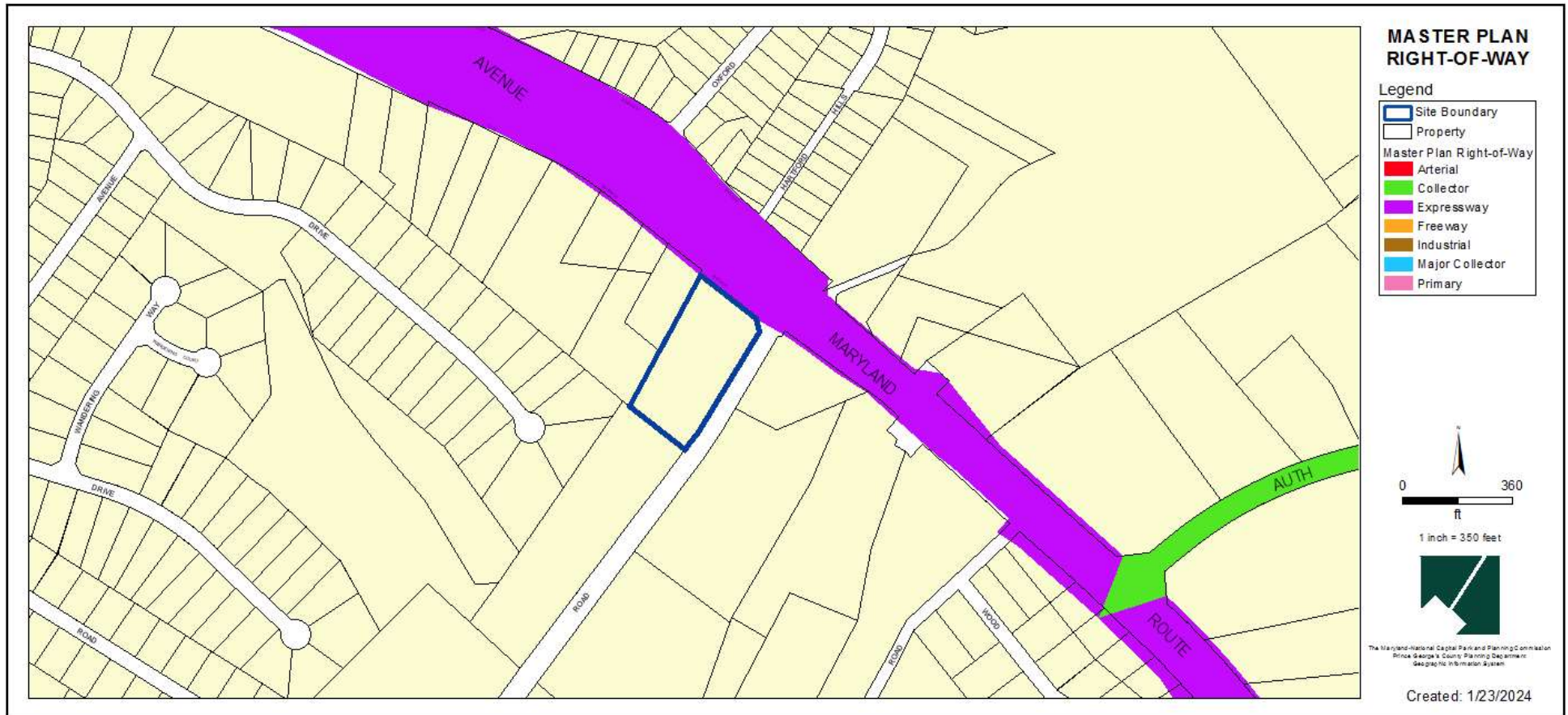
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



VIEW FROM THE SOUTHEAST



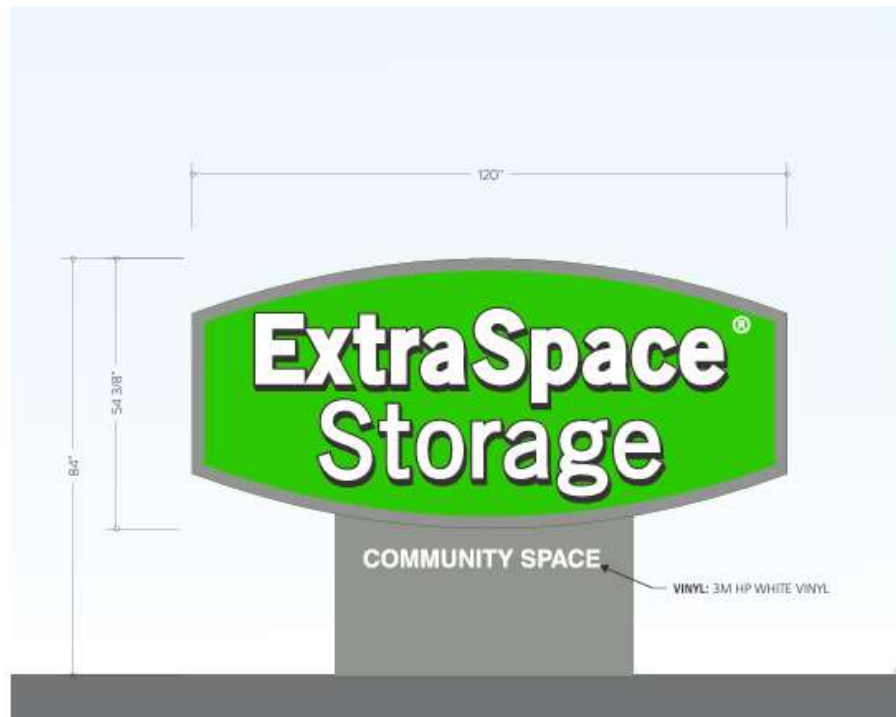
VIEW FROM THE NORTHEAST



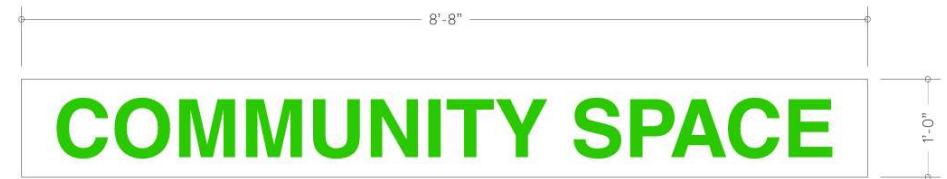
VIEW FROM THE WEST



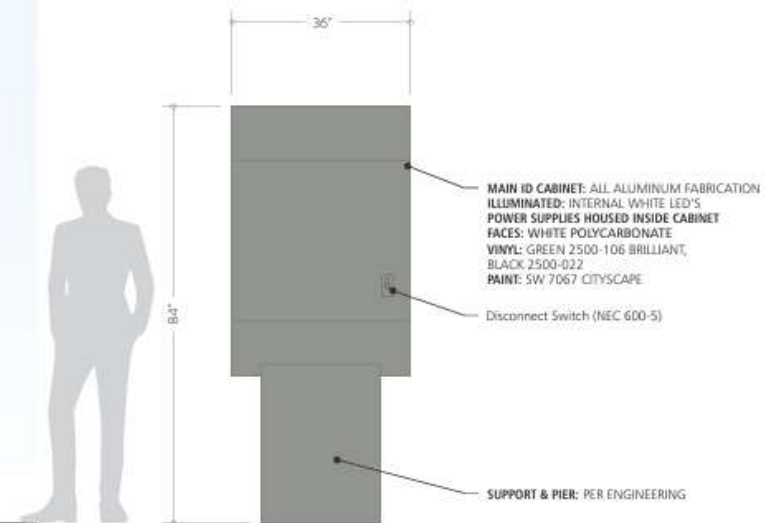
SIGNAGE



SIGN DESIGN
SCALE: 1/2" = 1'-0"

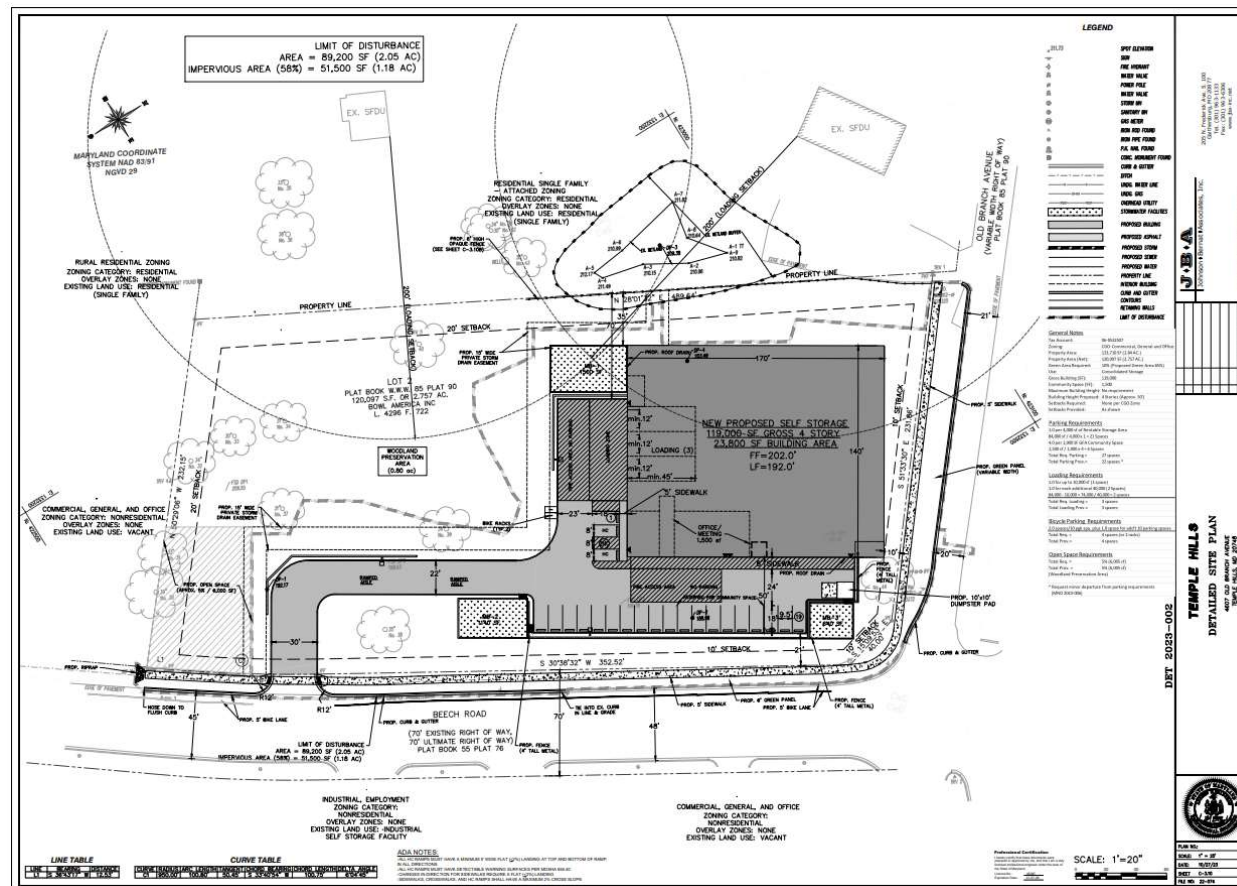


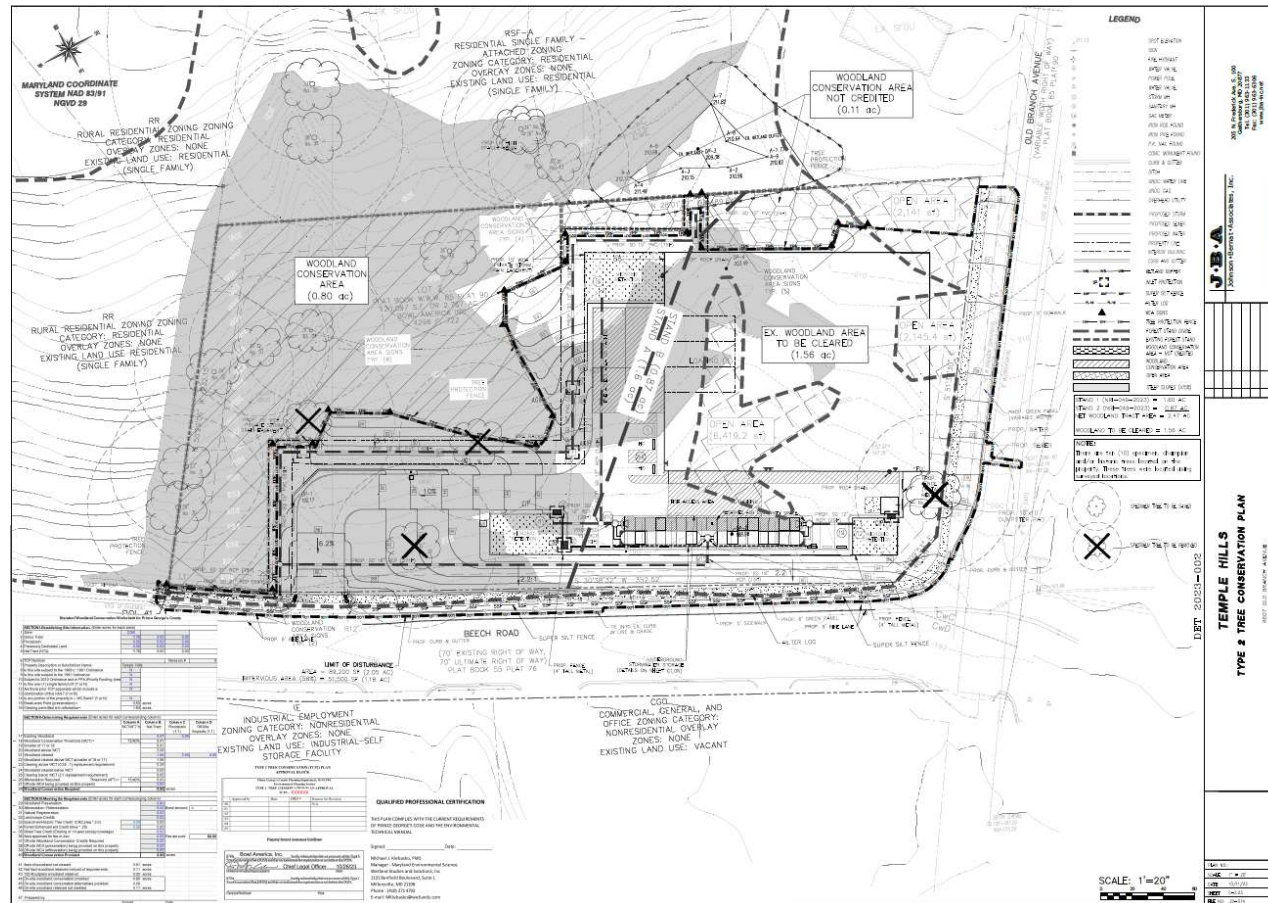
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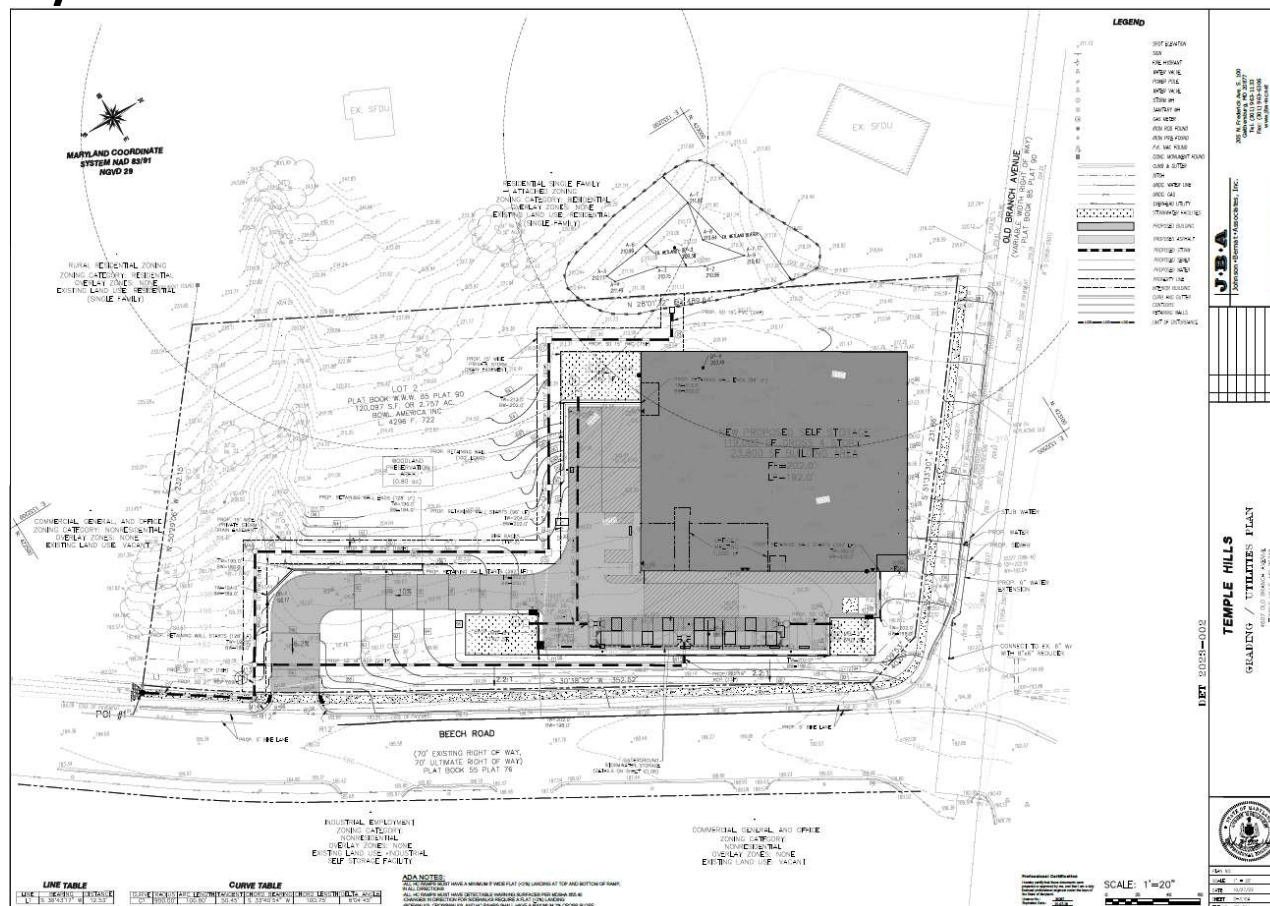
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DETAILED SITE PLAN

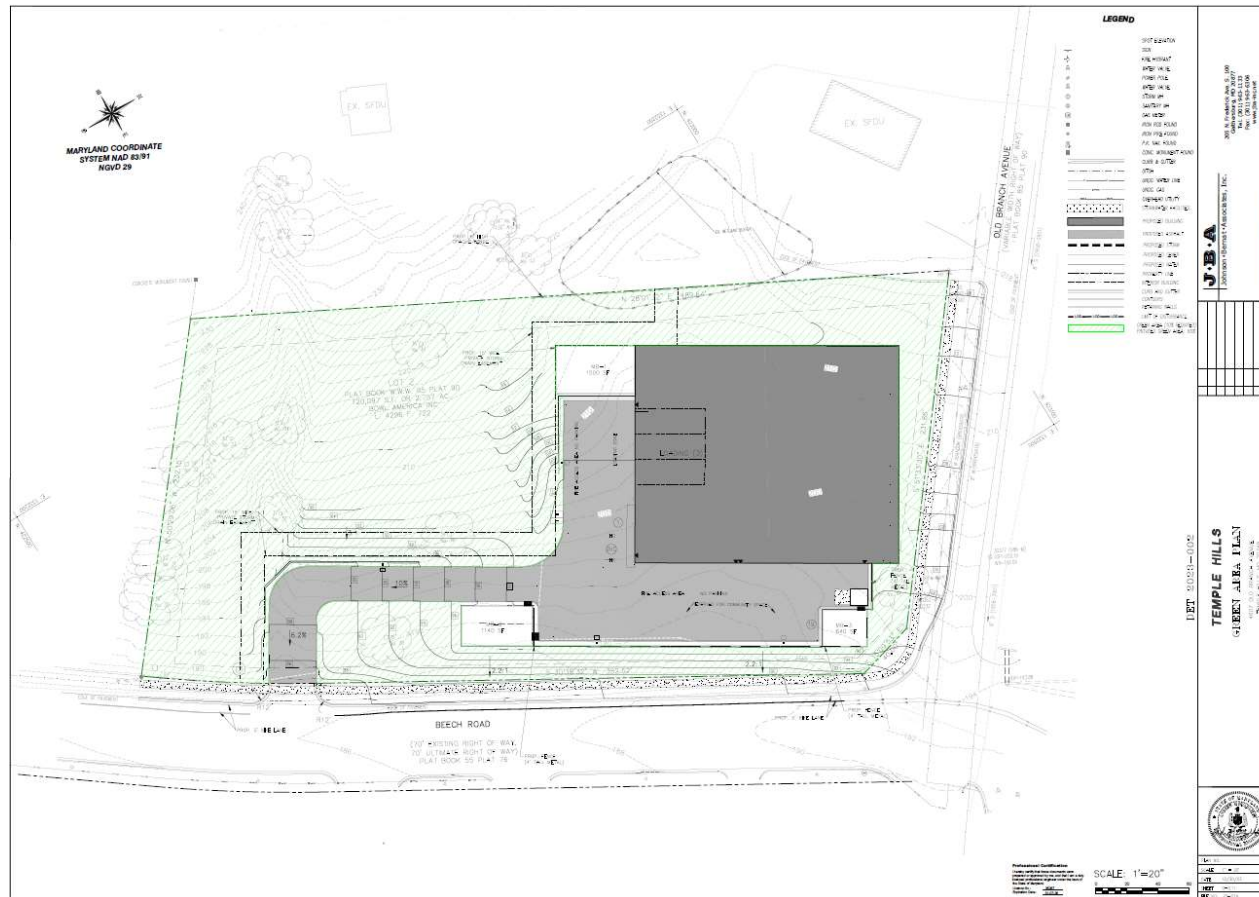




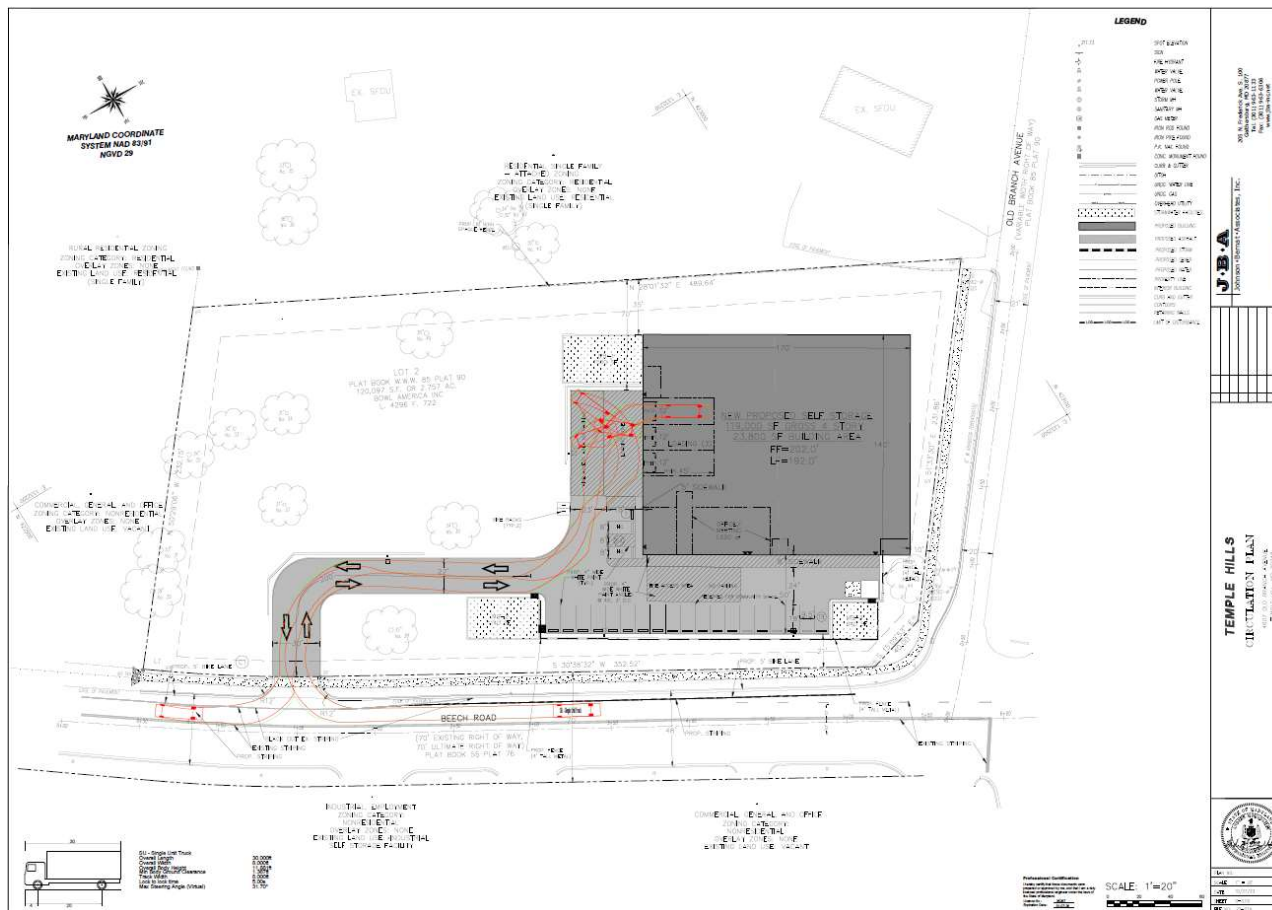
GRADING/UTILITY PLAN



GREEN AREA PLAN



CIRCULATION PLAN



EXISTING CONDITION PLAN



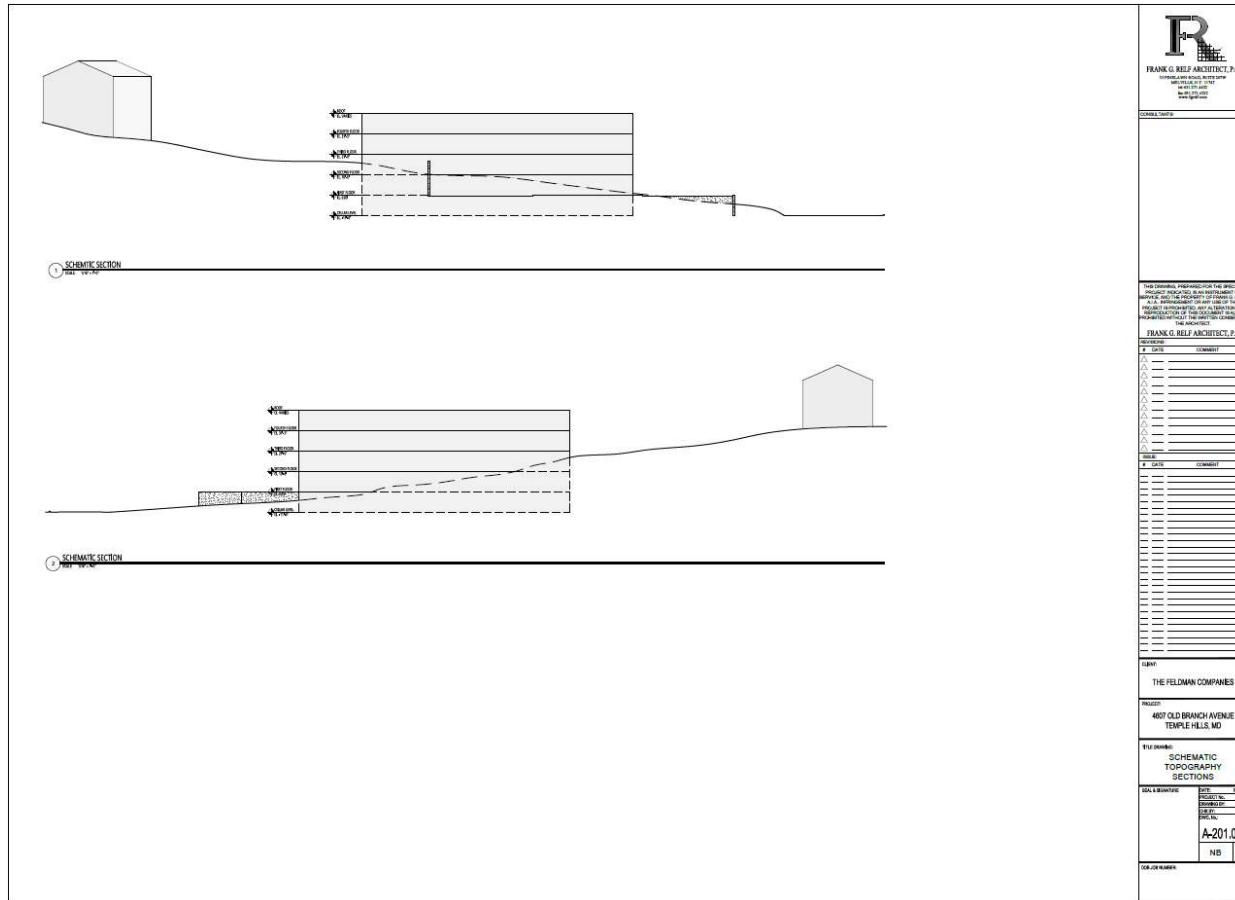
EXISTING AND POST DEVELOPMENT DRAINAGE MAP



ELEVATIONS



SCHEMATIC TOPOGRAPHY



STAFF RECOMMENDATION

APPROVAL with conditions

- Several information update per consistency
- TCP note to be added

Major/Minor Issues: None

Applicant Required Mailings:

- Information Mailing: 9/6/2023
- Acceptance Mailing: 1/3/2024

LAW OFFICES
SHIPLEY & HORNE, P.A.

Russell W. Shipley
Arthur J. Horne, Jr.*
Dennis Whitley, III*
Robert J. Antonetti, Jr.

1101 Mercantile Lane, Suite 240
Largo, Maryland 20774
Telephone: (301) 925-1800
Facsimile: (301) 925-1803
www.shpa.com

Bradley S. Farrar
L. Paul Jackson, II*

* Also admitted in the District of Columbia

January 24, 2024

VIA ELECTRONIC DELIVERY

Ms. Hyojung Garland, Supervisor
Urban Design Section
Maryland-National Capital Park
& Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

**RE: (REVISED) Statement of Justification
Detailed Site Plan & ~~Departure from Parking & Loading Spaces~~
Request
4607 Old Branch Avenue, (Tax Account No. 0532507)
DET-2023-002
~~MND-2023-006~~**

Dear Ms. Garland:

This firm represents Temple Hills Storage, LLC (the “Applicant”) regarding its proposed Detailed Site Plan (“DET”) for the development of 4607 Old Branch Avenue (the “Property”). As of April 1, 2022, the Property has been placed in the CGO (Commercial, General Office) Zone. The Applicant is proposing the development of a four-story, consolidated storage facility that will consist of 119,000 square feet on the Property. The ground floor will include a sales office for the consolidated storage facility, as well an approximately 1,500 square-foot office/meeting space for the community that includes restrooms and a kitchen area. 22 parking spaces and 5 loading spaces are proposed to serve this use. ~~This Detailed Site Plan (“DET”) application also includes a companion Minor Departure (MND-2023-006) from the Required Number of Parking & Loading Spaces requesting a waiver of 20% of the off-street parking spaces required per the Zoning Ordinance (hereinafter referred to as the “MND”).~~

CB-11-2023

On March 28, 2023, the District Council enacted CB-11-2023 which altered the tables of uses applicable to the CGO Zone and removed consolidated storage as a permitted use in the zone. Nonetheless, said legislation included an exception for certain “non-industrial” zoned properties (such as the CGO Zone) to proceed with a detailed site plan for a consolidated storage use provided the proposed development:

- Completed a Pre-Application Conference pursuant to Section 27-3401 **before** April 1, 2023
- Provides Community Non-Profit Space; and
- Is adjacent to an existing consolidated storage use.

The Property and proposed consolidated storage use in this DET qualifies for the above exception in CB-11-203 as the Applicant completed a Pre-Application Conference for this DET on March 10, 2023. Further, the DET includes 1,500 square feet of Community Non-Profit Space and the proposed use is adjacent to an existing consolidated storage facility located on the opposite of Beech Road just east of the Property (see below).



Based on the above, the Property is eligible to pursue approval of a DET for consolidated storage pursuant to the exception/criteria set forth in CB-11-2023.

I. DESCRIPTION OF PROPERTY

1. Address – 4607 Old Branch Avenue, Temple Hills, MD 20748.
2. Existing Lot – Lot 2.
3. Total Gross Acreage – 2.84 Acres.
4. Total Net Acreage – 2.76 Acres.

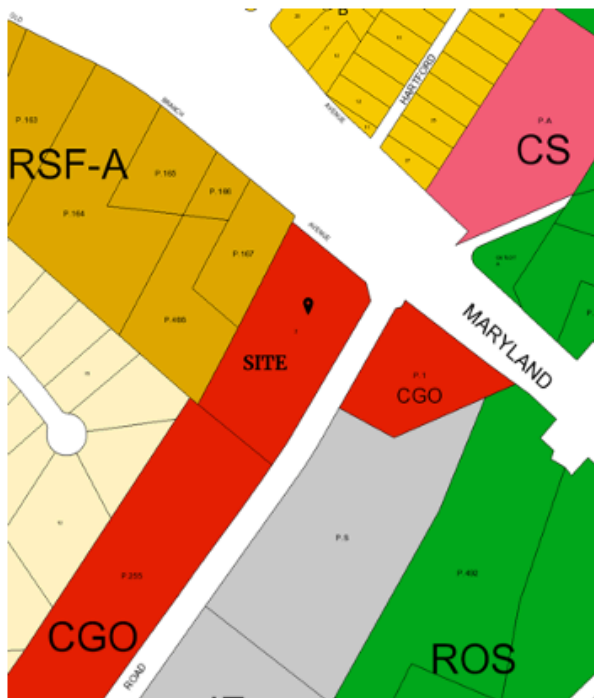
- The subject Property is on a vacant corner lot located on the south side of Branch Avenue (MD Route 5) and the northwest side of Beech Road (See Vicinity Map below). The Property is known as Lot 2 in the O.D. Hutton Property Subdivision and consists of approximately 2.84 acres in the CGO (Commercial, General and Office) Zone. The O.D. Hutton Subdivision was recorded in Land Records on October 29, 1973, as Plat Book WWW 85, Plat 90.



To the west of the Property is a 2-story single-family home in the RSF-A Zone (believed to be used as a tax/accountant office); to the east is the Beech Road right-of way and a property in the CGO Zone (developing as a gas station) and a property in the IE Zone (developed with an

existing consolidated storage use); to the south is an undeveloped parcel in the CGO Zone; and, to the north is the Old Branch Avenue and Branch Avenue (arterial) rights-of-way. All surrounding properties will be zoned IE (per the CMA) as of April 1, 2022. A zoning map and aerial map showing the subject Property is below:

Current Zoning Map



Current Aerial Map



III. APPLICANT'S PROPOSAL

The Applicant is proposing the development of a five-story, consolidated storage facility that will consist of approximately 119,000 square feet on the Property. The ground floor will include a sales office for the consolidated storage facility, as well an approximately 1,500 square-foot office/meeting space for the community that includes restrooms and a kitchen area. 22 parking spaces and 5 loading spaces are proposed to serve this use. Finally, the applicant is requesting the following Planning Director waivers from development standards:

- Pedestrian Cross Access (per Section 27-6207(b))(2))
- Bicycle Cross Access (per Section 27-6208(b)(3))

The above waiver requests are more thoroughly described later in this statement of justification.

Development Chart:

	Existing	Proposed
Zone	CGO	CGO
Use(s)	Vacant	Consolidated storage
Acreage	2.84	2.84
Lots	1	1
Parcels	0	0
Dwelling Units	N/A	N/A

Parking Chart:

Parking Required	1.0 spaces per 4,000 sf of rentable storage space - and 4.0 spaces per 1,000 sf of community space	Total
	84,000 sf/4,000 x 1 = 21 spaces 1,500 sf/1,000x4 = 6 spaces	21* Spaces. Per Section 27-6305(c)(1)

Parking Proposed	Total Spaces
On-lot Parking	22 spaces*
Perpendicular Parking	N/A
Total Parking	22 spaces

~~*A request for a minor departure from minimum off-street parking requirements for 5 spaces (MND-2023-006) has been requested by the Applicant. It should be noted that the Applicant is also awaiting obtained confirmation from the Planning Staff~~

~~that as to whether the mixed-use parking allowances set forth in Section 27-6305(c)(1) are directly applicable to the proposed development in this DET and as such the proposed uses require 21 off-street parking spaces (See Applicant's **Exhibit B** – attached). If such mixed-use parking allowances are allowed as part of this DET application, the requested minor departure may no longer necessary as demonstrated by Applicant's **Exhibit B (attached)**.~~

DESIGN FEATURES:

The architectural elevations submitted with the subject application demonstrate that the materials and building signage proposed for the 5-story building will include high-quality materials to create variations in facades to break up the overall building massing. Proposed materials include exterior masonry walls and an energy-efficient, textured metal-insulated sandwich panel system. To facilitate facade variations and create visual interest, contrasting colors have been utilized in both the masonry and the metal panels. The roofline also has height, material, and color variations to continue the visual effect of breaking up the building's massing. Storefront glazing windows are provided at various locations along various facades. Building signage is proposed along facades with main street frontages (beech Road- East Facade and the Old Branch Avenue- North Facade) and is within allowable sizes in accordance with Part 12 of the Zoning Ordinance based on proposed linear width of the building.

The proposed building is approximately 50' in height and will contain 947 individual storage units (all interior accessed units). The west elevation of the proposed building is only 25'-10" in height above the existing grade. (note the existing site has a significant grade change from east to west. The building is to be constructed with materials ranging from brick to hardi-plank siding and will contain architectural features such as faux windows with shutters, an asphalt shingle roof, and gable roof elements to increase compatibility with the adjacent single-family home pursuant to the neighborhood compatibility standards set forth in Section 27-61200. This Application also proposes landscaping in conformance with the County's Landscape Manual and provides plantings along streets, parking lot perimeter(s), and interior planting areas within the parking lot.

The proposed building and parking lot meets all required setbacks for the main building and parking lot in the CGO Zone. Specifically, the main building is at least 10 feet from the public rights-of-way and 35 feet from adjoining property. Similarly, the parking lot is located 21 feet from the public right-of-way.

The proposed elevations are further depicted below:



Architectural renderings of the proposed development are also shown below:







IV. GENERAL PLAN AND MASTER PLAN CONFORMANCE

General Plan

The approved General Plan places the Property within an Established Communities Growth Area, and further recommends a commercial generalized future land use for the subject Property. The Property is further identified as being within a Priority Funding (MDP) and Revitalization Tax Credit Area.

Master Plan/Zoning

The Property is located within the limits of the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan (the “2013 Master Plan”), Planning Area 76A, and is further located in Councilmanic District 7 within the Temple Hills Community. The 2013 Master Plan includes the subject property as part of the Beech Road Focus Area which recommends (in part) the following:

FOCUS AREA STRATEGIES

Beech Road Focus Area

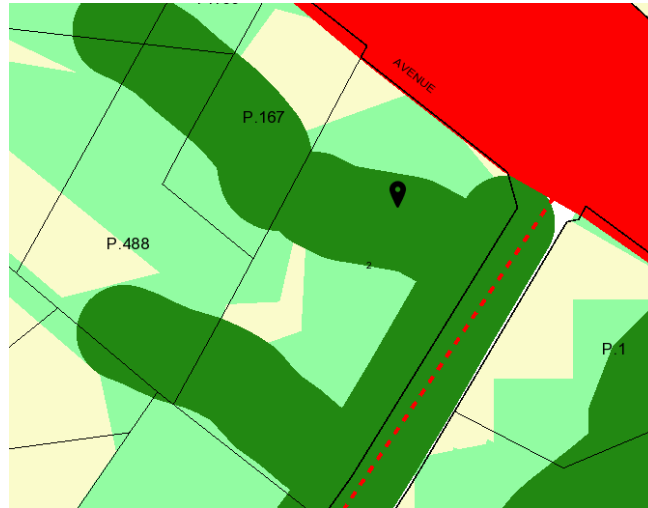
The plan proposes that the Beech Road industrial area be retained as a center for employment focusing on small professional and commercial services, such as production, storage, and repair businesses. It also recommends that the St. Barnabas Road commercial corridor transition into a commercial center focused on neighborhood oriented services supporting surrounding neighborhoods.

(See 2013 Master Plan, p. 65, emphasis added).

The proposed consolidated storage use is in alignment with the future development recommendation in the 2013 Master Plan (which includes commercial services such as “storage”), and will provide an attractive facelift for the predominately industrial character of this portion of Beech Road. The proposed consolidated storage facility will also provide a transitional buffer between the commercial/industrial uses along this portion of Beech Road and the residential areas to the west.

2017 Green Infrastructure Plan (Functional Master Plan)

The 2017 Green Infrastructure Plan places part of the property in the “Regulated Area” (dark green) and the “Evaluation Area” (light green) as shown in the image below:



“Regulated Areas” (as defined by the Master Plan) target areas on a given property that might contain environmentally sensitive features, such as streams, wetlands, 100-year floodplains, severe slopes and their associated buffers, that are regulated (i.e., protected) during the land development process. “Evaluation Areas” (as defined by the Master Plan) potentially contain environmentally sensitive features, such as interior forests, colonial waterbird nesting sites, and unique habitats, that are not regulated (i.e., not protected) during the land development process. Notwithstanding, these designations, the Property does not contain any environmentally sensitive features per the approved NRI. Nonetheless, the Applicant has proposed a development which is designed to respond to the variable topography of the site without requiring excessive and unnecessary grading. This significantly reduces potential disturbance to woodland areas in the southern portion of the site, thus preserving habitat area(s) for wildlife.

2009 Master Plan of Transportation (Functional Master Plan)

The 2009 Master Plan of Transportation (“MPOT”) recommends that Beech Road have a bike lane. The Applicant is proposing a bike lane as part of its frontage improvements to Beech Road (subject to approval by the applicable operating agency). Beech Road is not identified as a master-planned roadway, however, Branch Avenue (A-69) is designated as an arterial (it appears that Old Branch Avenue is also included within the Branch Avenue ultimate right-of-way). Nonetheless, the ultimate right-of-way for Branch Avenue/A-69 appears to be fully provided outside of the limits of the Property. Therefore, no additional right of way is required from the Property for any master-planned roadways per the MPOT.

V. GENERAL CRITERIA FOR DET APPROVAL

Pursuant to County Council Bill CB-13-2018, the Prince George’s County Council adopted a new Zoning Ordinance (Subtitle 27 of the County Code), which was to become effective upon the approval of the Countywide Sectional Map Amendment (CMA). Pursuant to Council Resolution CR-136-2021, the new Zoning Ordinance became effective on April 1, 2022. As a result, the subject property was rezoned from the C-O Zone to the CGO Zone. Pursuant to Section 27-3605(a)(2)(O) of the new Zoning Ordinance construction of nonresidential development

consisting of more than a total of twenty-five thousand (25,000) square feet of gross floor area requires approval of a detailed site plan. Since the proposed consolidated storage use in this Application is for 119,000 square feet a detailed site plan is required.

The “Decision Standards” for a detailed site plan are as follows:

Section 27-3605. Detailed Site Plan.

(e) Detailed Site Plan Decision Standards.

A detailed site plan may only be approved upon a finding that all of the following standards are met:

- (1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application the applicant contends that DET-2023-002 represents the most reasonable alternative for satisfying the applicable standards of this Subtitle without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

- (2) The proposed development complies with all conditions of approval in any development approvals and permits to which the detailed site plan is subject;**

COMMENT: The final plat of subdivision was recorded in Land Records on October 29, 1973, as Plat Book WWW 85, Plat 90. There are no prior conditions of approval that apply to the Property.

- (3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;**

COMMENT: The site has forested areas that are subject to the regulations of Subtitle 25 and are subject to the Woodland Conservation Ordinance. These areas include Forest Stands (specifically Forest Stand A and Forest Stand B) and ten (10) specimen trees. An approved NRI (NRI-049-2023) is included in the DET-2023-0002 review package. The woodland conservation threshold for this Property is 15 percent of the net tract area or 0.41 acres. The total woodland conservation requirement based on the amount of clearing proposed is .79 acres. The woodland conservation requirement is proposed to be satisfied with .79 acres of on-site woodland conservation, consisting of .79 acres of woodland preservation. A total of 0.0 acres of off-site credits are proposed to meet the remainder of the requirements. Finally, the Applicant, pursuant to Section 25-119(d)(1) of the WCO, is concurrently requesting a variance approval for the removal of 2 specimen trees.

- (4) **Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;**

COMMENT: Not applicable. The subject property is located in the CGO Zone and not within a Planned Development (PD) Zone.

- (5) **The proposed development conforms to an approved Tree Conservation Plan, if applicable;**

COMMENT: The proposed development conforms to the proposed tree conservation plan (TCP2) filed in conjunction with this application.

- (6) **The development in the detailed site plan (minor and major) shall be consistent with the General Plan and shall conform to the relevant goals, policies, and strategies of the Area Master Plan or Sector Plan, applicable Functional Master Plans, and the Growth Policy Map as it relates to centers in the 2014 General Plan, Plan Prince George's 2035, for the subject property and its surrounding area (unless the subject property has been rezoned pursuant to a Zoning Map Amendment subsequent to the adoption of the relevant Area Master Plan, Sector Plan, or Functional Master Plan). (CB-003-2023).**

COMMENT: As detailed in Section IV herein, the proposed development conforms to the General Plan and 2013 Master Plan. Consolidated storage is permitted on the Property pursuant to the exceptions listed in CB-11-2023, and said use furthers the land use recommendations and relevant goals/policies/strategies of the 2013 Master Plan and General Plan.

- (7) **The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge; and**

COMMENT: Not applicable. This application is not a detailed site plan for infrastructure.

- (8) **Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:**
- (A) **The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;**
 - (B) **When possible, there should be no parking or loading spaces located in the front yard; and**
 - (C) **The maximum allowable lot coverage for the zone in which the use**

is proposed shall not be increased.

COMMENT: Not applicable. This application does not propose the development of a place of worship on a lot between one (1) and two (2) acres in size.

VI. CONFORMANCE WITH THE PURPOSES OF THE BASE ZONES AND CGO ZONE

This DET conforms to the applicable purposes of the nonresidential base zones and the CGO Zone as follows:

27-4203. Nonresidential Base Zones

(a) General Purposes of Nonresidential Base Zones

The Nonresidential base zones are established for the general purpose of ensuring there are lands in the County that provide a wide range of retail, office, service, employment, light industrial, heavy industrial, and related uses to meet the needs of County residents and the region, and more specifically to:

- (1)** Provide appropriately located lands for the full range of business uses needed by the County's residents, businesses, and workers, consistent with the goals and policies of the General Plan and the applicable Area Master Plan or Sector Plan to support quality economic growth;
- (2)** Strengthen the County's economic base, and provide employment opportunities close to home for County residents;
- (3)** Create suitable environments for various types of businesses, and protect them from the adverse effects of incompatible development;
- (4)** Create suitable environments for various types of mixed-use development, where business, office, retail, and residential development is designed and integrated in compatible ways;
- (5)** Accommodate new infill development and redevelopment that is consistent with the context and the character of the nonresidential zone in which it is located;
- (6)** Ensure nonresidential development is located and designed to protect and preserve the character of existing single-family zones and neighborhoods; and
- (7)** Promote sustainable development that conserves energy and is energy-efficient, reduces the emission of greenhouse gases, provides physical and economic access to nutritious foods, employs sustainably-sourced and recycled materials, and meets similar sustainability goals.

COMMENT: As provided herein, DET-2023-002 advances the general purposes of the Nonresidential Base Zones. The proposed development is consistent with applicable planning policies and goals provided in General Plan and the 2013 Master Plan. The proposed intensity of uses is within the permitted FAR range of the CGO Zone. The proposed consolidated storage facility will increase the commercial tax base of the County while providing a valuable and

convenient storage use for existing and future residents of the surrounding neighborhoods. The Property has been placed in a commercial zoning classification for decades, and has yet to develop like the other commercial and industrial properties along Beech Road. The proposed non-residential development is in a predominantly industrial and commercial area along Beech Road. As such, the proposed development represents infill development that is consistent with the industrial/commercial character of existing uses located along the Beech Road corridor. Further, the proposed consolidated storage building is designed in a way to respond to the topographical conditions on the site such that the rear elevation of the building has a lower ground to roof height that will be highly compatible with the adjacent residential properties to the west. This design mitigates any visual impacts the proposed development may have on adjacent residential properties. Additionally, the proposed non-profit community space within the proposed building will allow for appropriate meeting/work space for community-based organizations. Both the consolidated storage use and the non-profit community space will create employment opportunities for local residents. The proposed development satisfies required “green building” development standards in the Zoning Ordinance (discussed herein) promoting appropriate environmental sustainability goals for the project.

(d) Commercial, General and Office (CGO) Zone



(1) Purposes

The purposes of the Commercial, General and Office (CGO) Zone are:

- (A) To provide lands for a diverse range of business, civic, and mixed-use development, typically at or near major intersections where visibility and good access are important, in a form that supports connections and a balance between automobile access and pedestrian-friendliness;
- (B) To incorporate development with multiple uses, shared parking, and coordinated signage and landscaping; and
- (C) To accommodate higher-density residential uses as part of vertically or horizontally mixed-use development.



COMMENT: DET-2022-09 advances the purposes of the CGO Zone. As mentioned herein, the proposed development respects the natural features of the land and proposes a building which is designed to work with the unique and steep topography on the site. This allows for the proposed consolidated storage facility to be compatible with adjacent residentially zoned property by having a rear building elevation that is significantly lower than the front and side elevations. The proposed

development is also designed outside of the PMA, and away from any sensitive environmental features. The proposed consolidated storage use is at the intersection of Beech Road and Branch Ave and will enjoy excellent visibility from adjacent roadways. The development of the Property will lead to the installation of required frontage improvements along Beach Road and will include the installation of pedestrian sidewalks and street trees. Further, the proposed development will also include a mix of uses in the form of 1,500 square feet of community space that will be utilized by a future community organization or not-for-profit user. Proposed parking for this development will be shared by both the consolidated storage use and the community space use.

(2) Intensity and Dimensional Standards			
Standard (1)	Townhouse Dwelling	Multifamily Dwelling, Artists' Residential Studio, Live-Work Dwelling (2)	Other Uses
Density, max. (du/ac of net lot area)	20.00	48.00	No requirement
Net lot area, min. (sf)	No requirement	7,500	No requirement
① Lot width, min. (ft)	20	50	No requirement
Lot coverage, max. (% of net lot area)	65 (3)	70	No requirement
② Front yard depth, min. (ft)	10	10	0
③ Side yard depth, min. (ft)	8 (4)	8	0
④ Rear yard depth, min. (ft)	15	15	0
⑤ Principal structure height, max. (ft) (5) (6)	50	86	No requirement

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

(1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.

(2) The standards in this column apply to multifamily dwellings, artists' residential studios, and live-work dwellings as stand-alone development. Dwelling units above ground-level nonresidential development shall be subject to the maximum density standard in this column, but otherwise to the standards for Other Uses.

(3) Applicable to the lot coverage of the development lot as a whole rather than individual lots under townhouse units.

(4) Applicable to buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.

(5) Provided those portions of the structure greater than 50 ft high are set back from the minimum front, side, and rear yard depths an additional 0.5 ft for each 1 ft (or major fraction thereof) the height of the portion exceeds 50 ft.

(6) 110 ft for office buildings or mixed-use development consisting primarily of office uses.

COMMENT: These requirements are met, as depicted on the DET submitted herewith.

VII. PRINCIPAL USE STANDARDS

The following use-specific standards apply to consolidated storage:

27-5102. Requirements for Permitted Principal Uses

(4) Warehouse and Freight Movement Uses

(A) Consolidated Storage

- (i) The subject property shall front on and have direct vehicular access to an existing street with sufficient capacity to accommodate the type and amount of traffic expected to be generated by the use.

COMMENT: The proposed use fronts on and will have its sole access to/from Beech Road, a 70-foot-wide industrial roadway with adequate capacity to handle the vehicular trips generated by the proposed uses. The traffic memo dated July 12, 2023 from Lenhart Traffic Consulting, Inc. indicates that the proposed use would only have 11 AM and 18 PM peak hour trips (See Attached **Exhibit A**).

- (ii) The exterior and architectural façade of the building shall be compatible with the prevailing architecture and appearance of other development in the surrounding neighborhood.

COMMENT: The exterior and architectural facade of the proposed building is compatible with the industrial and commercial architecture on the south side of Beech Road and the residentially zoned property to the east of the subject Property

- (iii) No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Rural and Agricultural or Residential base zone, Transit-Oriented/Activity Center base or PD zone, or the CN, CS, or CGO zones, or from land approved for a residential or commercial use.

COMMENT: The proposed building does not contain any entrances to individual storage units that are visible from a street or from adjoining land. All storage units are located inside the storage building and will be internally accessed.

- (iv) 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.

COMMENT: The only entrances to the individual consolidated storage units shall be located inside the storage building. All storage units will be internally accessed from the main building.

- (v) For consolidated storage units having direct access to areas outside the building, there shall be provided driveways and areas between buildings for vehicular access, loading, and unloading. Sufficient width shall be provided to permit a moving vehicle to safely and efficiently pass a vehicle parked adjacent to an individual consolidated storage unit. In no case shall a width of more than 25 feet be required.

COMMENT: The proposed consolidated storage facility does not contain any entrances with direct access to areas outside the building.

- (vi) In the IE Zone, the expansion of an existing consolidated storage use within a building shall be limited to a maximum of 50 additional individual units and shall not be located within one-half mile of another consolidated storage use in the IE Zone. However, this Subsection shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan of subdivision, final plat, and detailed site plan, where the consolidated storage use is buffered from view from any public right-of-way. 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.

COMMENT: The Property is zoned CGO. This standard does not apply.

- (vii) In the CGO Zone, the property owner shall set aside a minimum of 1,500 square feet of gross floor area of commercial/retail/office space at ground level or above ground level at zero base rent to be leased as a business incubator or Community Non-Profit Space, as defined in Section 27-2500 of this Code, subject to the following:
 - (aa) If the Community Non-Profit Space is located above ground level, the property owner shall ensure that space is handicapped accessible, and shall provide adequate signage so that the public can locate the space.
 - (bb) Occupancy and use of the Community Non-Profit Space shall be subject to a Community Benefit Agreement executed by the property owner and Community Non-Profit Organization, as approved by the District Council. Said Community Benefit Agreement shall be binding on all successors, heirs, and assigns of the property.

COMMENT: The proposed building contains 1,500 square feet of Community Non-Profit Space on the first floor in the front of the building. The space includes signage so the public can identify the location of the space. The space has a separate entrance adorned with store-front glass. The interior of the space includes its own restroom facilities as well as a kitchen space. The Applicant understands that an agreement will be entered into with a Community Non-Profit organization prior to issuance of a Use and Occupancy Permit.

- (viii) Property in the IE Zone that was rezoned from the I-3 Zone, and that is adjacent to land in the RE Zone, shall not develop with Consolidated Storage uses.
 - (aa) The property owner shall ensure that the Community Non-Profit tenant access to at least one (1) large storage unit on the property.

COMMENT: The Property is zoned CGO. This standard does not apply.

VIII. PART 27-6: DEVELOPMENT STANDARDS

The following contains responses to the voluminous development standards imposed on most new projects per the requirements of the Zoning Ordinance:

Sec. 27-6200 Roadway Access, Mobility, and Circulation

27-6204. Circulation Plan or Site Plan Required

Development applications shall include a circulation plan (unless a site plan meeting the requirements of this Section is submitted) that demonstrates how the development follows the requirements of Sections 27-6205 through 27-6208. A circulation plan may be combined with the parking plan required in Section 27-6303, Parking Plan or Site Plan Required.

COMMENT: A circulation plan is included with the DET package.

27-6206. Vehicular Access and Circulation

(a) Definition of Street Functional Classification

All public streets will be classified by the County according to the system of functional classification defined in the Prince George's County Specifications and Standards for Roadways and Bridges, authorized in Subtitle 23: Roads and Sidewalks as the County's official standards for street design and construction. Within the Transit-Oriented/Activity Center base and Planned Development (PD) zones, the Prince George's County Urban Street Design Standards shall apply.

(b) Vehicular Accessway Classifications

As a basis for application of many of the vehicular access and circulation standards in this Section, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

(1) Driveways

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones and are not considered streets.

(2) Alleys

(A) Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street.

(B) Within the CN, NAC, LTO, RTO-L, RTO-H, LTO-PD, and RTO-PD zones, alleys shall comply with standards established in the Prince George's County Urban Street Design Standards. In all other areas of the County, alleys shall comply with the standards established in Subtitle 23: Roads and Sidewalks, and [Subtitle 24: Subdivision Regulations](#), of the County Code, and the Prince George's County Specifications and Standards for Roadways and Bridges.

(3) Connectivity

The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

COMMENT: The proposed driveway will connect to Beech Drive, an existing public street.

(c) Required Vehicular Access and Circulation

A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as any required fire lanes, parking lot drive aisles, and any circulation associated with parking, loading, or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23: Roads and Sidewalks.

COMMENT: The proposed development is served by a system of vehicular accessways that will accommodate appropriate vehicle turning movements including, but not limited to, firefighting and other emergency vehicles, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development.

(d) Vehicular Access Management

(1) Limitation on Direct Access Along Arterial and Collector Streets

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial or collector street only if:

(A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;

(B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and

(C) The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street.

COMMENT: The proposed development's direct driveway access to its principal origin or destination points will have access from Beech Road, which is **not** classified as an arterial or a collector roadway. Thus, this standard does not apply.

(2) Limitation on Direct Driveway Access along Other Streets

The following standards shall apply to vehicular access along a street other than an arterial street.

(A) For single-family detached dwellings, two-family dwellings, and three-family dwellings, one direct driveway access point is allowed if only the frontage of the lot abuts the street's right-of-way. If the street is on a corner lot of two non-arterial or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).

COMMENT: This application is for a DET for consolidated storage, not for any dwellings. This standard does **not** apply.

(B) For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and efficiency of travel on the street and any associated bikeways and sidewalks.

COMMENT: This application is for a DET for consolidated storage, not for any townhouse or multifamily dwellings. This standard does **not** apply.

(C) Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.

COMMENT: The Property is accessed from Beech Road, which is a lower-classified fronting street than the adjacent Branch Avenue right-of-way (arterial roadway).

(3) Shared Driveways

(A) Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.

COMMENT: This standard does **not** apply as there is no adjoining commercial/industrial development to share driveway access with. Further, it is impractical and serves no purpose to construct driveway access to a vacant lot with no development or vehicular traffic.

(B) Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property

owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.

COMMENT: This standard does **not** apply as there are no proposed shared driveways.

(e) Cross-Access

(1) Purpose

The purpose of the following vehicular connectivity standards is to enhance safe and convenient mobility within and between neighborhoods and developments that helps integrate and connect neighborhoods, allow residents to conveniently visit neighbors and nearby activity centers without compromising the capacity of the County's streets to accommodate through-traffic, improve opportunities for comprehensive and convenient transit service, enhance efficient provision of public services, and improve the speed and effectiveness with which emergency services and police and fire protection can be provided to County residents and lands.

(2) Cross-Access Between Adjoining Developments

To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

(A) The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone (see Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Developments).

(B) Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.

(C) The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.

(D) Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development.

COMMENT: This standard should not apply as the proposed consolidated storage use is an "industrial" use exempt from these standards.

(a) Connectivity Standards for Single-Family (Attached and Detached) Residential Development

(1) Minimum Connectivity Index Score Required

New single-family residential subdivisions processed with a preliminary plan of major subdivision shall achieve an internal street connectivity index score in accordance with Table 27-6206(f)(1): Minimum Street Connectivity Index.

Table 27-6206(f)(1): Minimum Street Connectivity Index	
Zone Where Development is Proposed	Minimum Connectivity Index Score
Located in Residential and Planned Development Zones	1.50
Located in Nonresidential and Transit-Oriented/Activity Center Zones	1.4

COMMENT: This standard does not apply as the consolidated storage use is an “industrial” use and is exempt from this requirement. The proposed use is unrelated to a new single-family residential subdivision.

(2) Connectivity Index Score Calculation

The connectivity index for a development is calculated by dividing its links by its nodes. Figure 27-6206(f)(2): Street Connectivity Index, provides an example of how to calculate the connectivity index.

Nodes exist at street intersections, including any intersections to access streets immediately adjacent to the development but outside of its site property, such as intersections that provide access to the development through an entry street or driveway; traffic circles/roundabouts; street intersections with alleys that serve as the only vehicular access to residential dwellings; trail intersections where two or more trails intersect; and cul-de-sac heads within the development.

Links are stretches of road that connect nodes, stub streets, and pedestrian connections pursuant to Section 27-6206(g) below. Any alley that serves as the only vehicular access to residential dwellings shall also count as a link. Other alleys do not count as links. For purposes of this Subsection, stub streets shall stub at the property line to count a link. Any stub street fully internal to the development and which does not touch the property line (and therefore will not constitute a future street connection) does not count as a link. Links external to the development that connect to nodes associated with the development shall be included in the index calculation, as shall all links attached to nodes providing access to the development.

In the diagram, there are 33 links and 18 nodes; therefore the connectivity index is 1.83 ($33/18 = 1.83$).

Figure 27-6206(f)(2): Street Connectivity Index



(3) Reduction in Minimum Index Score

The minimum connectivity index score may be reduced by the Planning Director if the landowner/applicant demonstrates it is infeasible to achieve due to natural features, existing road configurations, or adjacent existing development patterns. In these instances, internal street design shall achieve as high a connectivity index score as reasonably practical, especially by providing stub-outs and other potential connections that may be made in the future, including through public infrastructure improvements.

COMMENT: This standard does not apply as the consolidated storage use is an “industrial” use and is exempt from this requirement.

(g) Pedestrian Connections

(1) A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:

(A) Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and

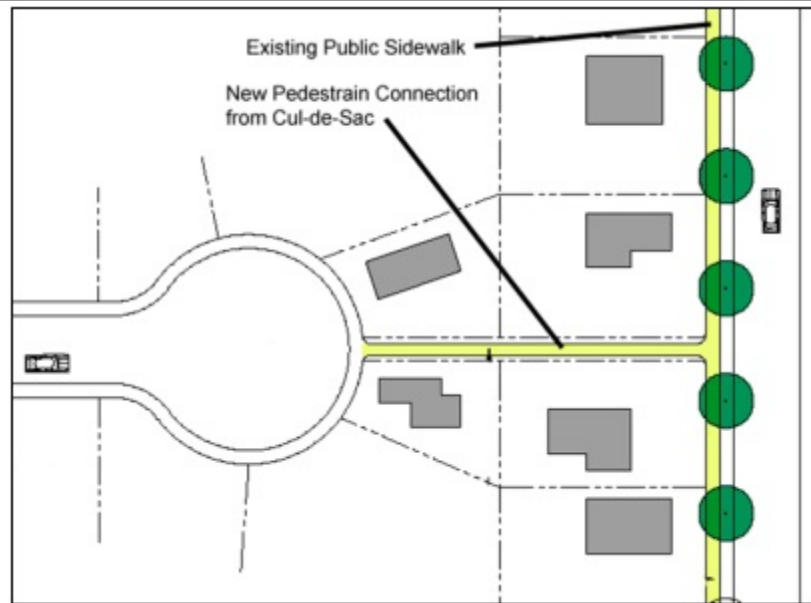
(B) Can be connected to an existing or proposed sidewalk, trail, greenway or other type of pedestrian connection.

(2) Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.

(3) These pedestrian connections shall count as links for the purpose of calculating the connectivity index.

(4) These pedestrian connections may require public use easements in accordance with [Subtitle 24: Subdivision Regulations](#) of the County Code.

Figure 27-6206(g): Pedestrian Connections



COMMENT: This standard does **not** apply as the consolidated storage use is an “industrial” use and is exempt from this requirement. Further, there is no cul-de-sac proposed as part of this project.

(h) External Street Connectivity

(1) The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.

(2) Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.

(3) At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.

(4) The final plat (see [Subtitle 24: Subdivision Regulations](#)) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.

COMMENT: This standard does **not** apply as the consolidated storage use is an “industrial” use and is exempt from this requirement which applies to new single-family residential subdivisions.

(i) Continuation of Adjacent Streets

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

COMMENT: This standard has been met as the development will be accessed via an extension to existing Beech Road. There are no other existing streets that can practically be extended to provide access to the Property.

(j) Traffic-Calming Measures for Private Streets

(1) All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any non-standard or non-conforming elements that may be proposed.

(2) Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.

(3) Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:

- (A)** Stop signs at street intersections;
- (B)** Mini-roundabouts at intersections;
- (C)** Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;
- (D)** Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands;
- (E)** Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and
- (F)** Speed tables, raised intersections or elevated pedestrian street crossings.

(4) Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet

wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.

COMMENT: This standard does **not** apply as the consolidated storage use does not propose any private streets, and the subject property is not for residential development.

(k) Block Design

(1) Block Length

Where blocks are used in the Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone, block length shall be at least 200 feet, but no more than 800 feet. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length. The Planning Director (or DPIE Director if any streets forming/abutting the block are public streets) may allow modifications from these block length standards on determining that:

- (A)** Environmental or topographic constraints exist;
- (B)** The site has an irregular shape;
- (C)** A longer block will reduce the number of railroad grade or water body crossings; or
- (D)** Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.

(2) Block Width

To the maximum extent practicable, the width of any block shall be sufficient to permit at least two lots across the depth of the block, exclusive of any alleys, watercourses, or other right-of-way located outside platted lots.

(3) Through-Block Access

In the RSF-95, RSF-65, and RSF-A zones where a block face exceeds more than 800 feet, sidewalks or multi-use paths shall be provided through the block, perpendicular to the long block face to connect parallel sidewalks on either side of the block through the interior of the block.

(4) General Accessway Layout and Design

The vehicular access and circulation system of a development located on a site abutting an existing or planned transit route shall accommodate a transit stop and other associated facilities unless the Planning Director determines that transit facilities already exist to serve the needs of the development.

COMMENT: These standards do **not** apply as the Property is zoned CGO.

(l) Driveway Layout and Design

(1) Driveway Width

All driveways serving development, except single-family detached dwellings, two-family dwellings, and three-family dwellings, shall comply with the following minimum width standards:

- (A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.
- (B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

COMMENT: The proposed driveway conforms with the minimum width for two-way driveways.

(2) Dead-End Driveway Length

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

COMMENT: This proposed driveway is 225 feet in length, and the site is designed to allow for adequate fire truck “turn-around” movement.

(3) Driveway Intersections

Driveway intersections shall also comply with the following standards:

(A) Alignment

To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street.

COMMENT: The proposed driveway intersection along Beech Road is not aligned with the existing driveway on the opposite of Beech Road. The proposed driveway is offset by approximately 45 feet to allow the necessary length of driveway to accommodate the steep topography on the Property.

(B) Proximity to Adjoining Land

Except for shared driveways provided in accordance with Section 27-6206(d)(3), Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

COMMENT: The proposed driveway meets this separation standard and the driveway radius does not encroach onto the adjacent property or interfere with safe use of a driveway on any adjoining property.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

- (A) No signage is included within the median other than traffic signs and a single monument sign;
- (B) Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and
- (C) The minimum driveway width is maintained for each travel and turning lane.

COMMENT: The proposed driveway does not include a median in its design.

(m) Vehicle Stacking Space**(1) For Drive-through and Related Uses****(A) Required Number of Stacking Spaces**

In addition to meeting the off-street parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses.

Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses

Use or Activity (1)	Minimum Number of Stacking Spaces	Measured From
Bank or financial Institution, with drive-through service or with automated teller machine (ATM) as an accessory use	3 per lane	Teller window or teller machine
Gas station	1	Each end of the outermost gas pump island
Gated driveway (for any principal use)	3	Gate
Nursing or care home	3	Building entrance
Recycling collection center	3 per bay	Bay entrance
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, automatic	6 per bay	Bay entrance

Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses

Use or Activity (1)	Minimum Number of Stacking Spaces	Measured From
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, self-service	2 per bay	Bay entrance
Consumer goods establishment, with drive-through service	4 per lane	Window
All personal service uses with drive-through service	4 per lane	Window
Personal Vehicle Repair and Maintenance, specifically with oil change/lubrication shop	3 per bay	Bay entrance
Restaurant, quick-service, with drive-through service (2)	6	Order box
School, private not located in the RTO-H, RTO-L, RTO-PD, LTO, LTO-PD, TAC, TAC-PD, NAC, or NAC-PD zones	6 spaces	Primary Building entrance, if this is the primary location for student pick-up/drop-off
	8 spaces	Designated student waiting area, if this is the primary location for student pick-up/drop-off
Other	Uses not specifically listed are determined by the Planning Director based on standards for comparable uses, or alternatively based on a parking demand study	
NOTES:		
(1) See PART 27-5 : Use Regulations.		
(2) Restaurants with drive-through service shall provide at least four additional stacking spaces between the order box and the pick-up window.		

COMMENT: This standard does not apply as the proposed consolidated storage use does not contemplate drive-through facilities or any other auto-oriented uses where vehicles queue up to access a service facility.

(B) Design and Layout

Required stacking spaces are subject to the following design and layout standards:

- (i) Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;
- (ii) Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;
- (iii) Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and
- (iv) Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.

COMMENT: This standard does **not** apply as the proposed consolidated storage use does not propose any drive-through or related uses.

(2) For Vehicular Parking Area (Parking Lot) Entrance Driveways

Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway

Number of Off-Street Parking Spaces (1)	Minimum Stacking Lane Distance (ft) (2)
1 – 49	25
50 – 249	50
250 – 499	100
500 or more	100 + 15 ft for every additional 50 spaces beyond 500

NOTES:

- (1) Entrances into parking structures may be credited towards the stacking lane distance standard provided the parking structure entrance is accessed from a development driveway and not a primary drive aisle.
- (2) Stacking lane distance is measured from the intersection of the driveway with the street right-of-way, along the centerline of the stacking lane, to its intersection with the centerline of the first entrance into a parking area or other internal intersecting driveway.

COMMENT: This standard does **not** apply as the proposed consolidated storage use is an industrial use (which is excluded).

27-6207. Pedestrian Access and Circulation

(a) Required Pedestrian Access

(1) General Pedestrian Access

All new development subject to this Section shall be served by an internal pedestrian circulation system (including sidewalks, pedestrian paths, and/or trails) that permits safe, convenient, efficient, and orderly movement of pedestrians among the following origin and destination points within the development, as well as between the adjoining parts of an existing or planned external, community-wide pedestrian circulation system and any adjoining transit stops, bus stops, public parks, greenways, schools, community centers, and shopping areas:

- (A)** The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);
- (B)** Off-street parking bays;
- (C)** Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and
- (D)** Recreation facilities and other common use areas and amenities.

COMMENT: The proposed consolidated storage facility shall be served by an internal pedestrian circulation system that meets the requirements of this section.

(2) Sidewalks Required

- (A)** All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).
- (B)** Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.
- (C)** The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.

COMMENT: The proposed development includes sidewalks along the Property's entire frontage with Beech Road and Old Branch Avenue. The development site fronts on an existing street with sufficient right-of-way width to accommodate installation of the required sidewalk along the frontage.

(b) Pedestrian Connectivity

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

- (1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

COMMENT: This proposed consolidated storage facility cannot meet this impractical standard. As such, the Planning Director should waive its applicability as explained below.

- (2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.

COMMENT (WAIVER REQUESTED): This standard should be **waived** as it is impractical or infeasible to require such a pedestrian connection between non-existent commercial development on adjacent land. Moreover, any such connection would need to overcome significant topographical conditions to meet ADA accessibility requirements. Further, any such pedestrian connection would lead to the removal of significant woodland preservation on the southern end of the Property.

- (3) Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

COMMENT: This standard should be waived as stated above.

(4) Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages

(A) General Standards

- (i) All vehicular parking areas and parking structures containing more than 150 parking spaces shall provide a clearly identified and protected pedestrian path between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas, or to a pedestrian walkway providing direct access from the furthest extent of the parking area to the primary building entrance(s).

COMMENT: This standard does not apply as the proposed parking lot only contains 20 spaces.

- (ii) Vehicular parking areas containing more than 150 parking spaces shall, at a minimum, include one pedestrian walkway every 6 parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27-6207(b)(4): Walkways Through Vehicular Parking Area). The pedestrian walkway shall be constructed of a paved surface with concrete similar to that used for sidewalk standards for public streets. Other hardscape materials, such as brick pavers, may be used provided that they allow smooth surfaces along pedestrian paths and at vehicle crossings.

COMMENT: This standard does not apply as the proposed parking lot only contains 20 spaces.

- (iii) Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27-6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.

COMMENT: This standard does not apply as the proposed parking lot only contains 20 spaces and there are no required pedestrian walkways necessary to provide access between vehicular parking areas for such a small parking lot.

(B) Walkway Standards

Required pedestrian walkways shall:

- (i) Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;
- (ii) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and

- (iii) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.

COMMENT: This standard does not apply as the proposed parking lot only contains 20 spaces and there are no required pedestrian walkways for such a small parking lot.

27-6208. Bicycle Access and Circulation

(a) Required Bicycle Access

(1) Internal and Adjoining Bicycle Access

All new development subject to this Section shall provide for internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient and intuitive, specifically by providing the following, in coordination with the Department of Public Works and Transportation, State Highway Administration, or a municipality with jurisdiction over the streets.

(A) Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;

(B) Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street bicycle facilities outside the development, or internal bicycle systems in adjacent developments;

(C) Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street); and

(D) Connections to any recreational amenities internal to the development, such as open space.

COMMENT: Bicycle parking facilities are proposed on the DET plan per Section 27-6309. There are no other planned bicycle connections or transit connections planned at this location.

(2) Required Bikeway Network Improvements

(A) All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.

(B) The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or

other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due to topographic conditions, natural features, or visual obstructions that create hazards.

(C) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.

COMMENT: The proposed development will make frontage improvements to Beech Road that will include a bike lane upon approval by the appropriate operating agency.

(b) Bicycle Connectivity Between Developments

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

(2) The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.

(3) Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements between owners of lands that provide and are served by the cross-access defining the owners' maintenance responsibilities, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

COMMENT (WAIVER REQUESTED): The standard requiring cross-access to and from any internal bicycle circulation system on adjoining parcels should be **waived** as there is no internal bicycle circulation system on any adjoining parcels, and it is impractical to require such a bicycle connection between non-existent development on adjacent land. Moreover, any such connection on the Property would need to overcome significant topographical conditions, such that construction would result in cross-access that is undesirable for typical bicyclists' use. Further, any such bicycle connection would lead to the removal of significant woodland preservation on the southern end of the Property.

(c) General Bikeway Layout and Design

(1) Off-Street Bicycle Facilities

Required bicycle paths shall:

(A) Allow two-way bicycle circulation;

(B) Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;

(C) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and

(D) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23 of the County Code.

COMMENT: These standards do **not** apply as there are no off-street bicycle paths proposed.

(2) On-Street Bicycle Facilities

Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.

COMMENT: Any proposed bike lanes on Beech Road will be designed in accordance with applicable cross-section, paving, and other standards including County street section standards.

(d) Waiver

The Planning Director may waive all or part of the standards in this Section for private streets if it is demonstrated that bicycle access and circulation is not needed in the proposed development due to an established bicycle facility already within or abutting the development, or that compliance with the required bicycle improvements is impracticable because topography, natural features, or the facilities or will create significant risks of harm to bicyclists.

Sec. 27-6300 Off-Street Parking and Loading

27-6304. General Standards for Off-Street Parking and Loading Areas

(a) Use of Parking and Loading Areas

(3) General

Off-street parking areas required by this Section shall be used solely for the parking of licensed motorized vehicles in operating condition. Required parking spaces and loading berths may not be used for the display of goods for sale (except for food truck hubs operating pursuant to Subtitle 5 of the County Code, farmers' markets, and flea markets), or the sale, lease, storage, dismantling, or service of any vehicles, boats, motor homes, campers, mobile homes, building materials, equipment, or supplies.

(4) Identified as to Purpose and Location

Except for single-family dwellings, off-street parking areas and off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading berths and distinguishing such spaces or berths from aisles. Specific dimensional and marking standards are defined in Section 27-6304(d), Markings.

(b) Surfacing

(1) General

(A) Except as provided for in Section 27-6304(b)(1)(B) and Section 27-6304(b)(2) below, all off-street parking and loading areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent hard, dustless, and bonded surface material. Use of surfacing that includes recycled materials (e.g., glass, rubber, used asphalt, brick, block, and concrete) is encouraged. These surfaces shall be maintained in a smooth, well-graded, clean, orderly, and dust-free condition.

(B) Parking for uses in the Rural and Agricultural base zones may be allowed on non-engineered surfaces of grass, gravel, dirt or similar materials, provided, the following uses shall comply with Section 27-6304(b)(1)(A) above:

- (i)** Agricultural research facilities;
- (ii)** Farm supply sales or farm machinery/implement sales, rental, or repair; and
- (iii)** Cemeteries.

COMMENT: This regulation is met, as all off-street parking and loading areas, including, the parking surface will consist of asphalt.

(2) Pervious or Semi-pervious Surfacing

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

(c) Location and Arrangement

(1) Safe and Convenient Access

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

(B) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.

(C) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, unless within an automated or mechanical parking deck or garage, or part of valet or tandem parking in accordance with Section 27-6307, Off-Street Parking Alternatives.

(D) Off-street loading areas shall be arranged so no loading berth extends into the required aisle of a parking lot.

COMMENT: This regulation is met, as the proposed parking spaces and loading berths have been designed to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Further, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk. Off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, and no loading berths extend into the required aisle of a parking lot.

(2) Backing onto Streets Prohibited

Except for parking areas serving single-family detached, townhouse, two-family, and three-family dwellings, all off-street parking and loading areas shall be arranged so that no vehicle is required to back out from such areas directly onto a street.

COMMENT: This regulation has been satisfied as all off-street parking and loading areas have been arranged so that no vehicle is required to back out from such areas directly onto a street.

(d) Markings

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

(A) Single-family detached dwellings;

- (B) Two-family dwellings;
- (C) Three-family dwellings; and
- (D) Uses in the Rural and Agricultural base zones, other than agricultural research facilities; farm supply sales or farm machinery/implement sales, rental, or repair; and cemeteries.

COMMENT: This regulation is met, as each required off-street parking area and space, and each off-street loading area and berth, are identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles.

(2) One-way and two-way accesses into parking facilities shall be identified by directional arrows. Any two-way access where parking is located at any angle other than 90 degrees to a street shall be marked with a traffic separation stripe running the length of the access. This requirement does not apply to parking lot drive aisles.

COMMENT: This regulation is met, as all accesses into parking facilities are identified by directional arrows, and any two way-access where parking is located at any angle other than 90 degrees to a street shall be marked with a traffic separation stripe running the length of the access.

(e) Exterior Lighting

Lighted off-street parking and loading areas shall comply with the standards of Section 27-6700, Exterior Lighting.

COMMENT: This regulation is met, as all parking and loading areas comply with the standards of Section 27-6700, Exterior Lighting.

(f) Wheel Stop Requirements

(1) Off-street parking areas, except for below-grade or completely enclosed garages, shall comply with the landscaping standards of the Landscape Manual.

(2) Any parking space in a gravel, crushed stone, or similar material lot, at the edge of a parking lot where the parking surface is adjacent to a downward slope of more than five percent, or at the edge of a parking lot where the parking surface ends at a concrete curb or vertical divider, shall include a permanently anchored wheel stop installed at the end of the parking space opposite the drive aisle.

(3) Wheel stops, when used, shall be made of concrete, metal, or other material of comparable durability, and shall be at least six feet long and at least six inches high.

COMMENT: This regulation is met, as all parking and loading areas comply with the wheel stop and all applicable parking and loading requirements above.

(g) Accessible Parking for Persons with Physical Disabilities

Development providing off-street parking spaces shall ensure that a portion of the total number of off-street parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act Accessibility Guidelines.

COMMENT: This regulation is met, as all parking and loading areas comply with ADA requirements for design and number of spaces.

(h) Maintained In Good Repair

(1) Maintained at All Times

All off-street parking and loading areas shall be maintained in safe condition and good repair at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to surrounding land.

COMMENT: The Applicant agrees with the above requirement.

(i) Large Vehicular Use Areas (300 or More Spaces)

Vehicular use areas containing 300 or more parking spaces, whether developed at one time or in phases, shall be configured in accordance with the following standards:

(1) Primary Drive Aisle

(A) Primary drive aisles within vehicular use areas shall be designed to appear as an extension of the public street network extending from the public right-of-way along the full length of the primary facades of structures being served by the drive. The primary drive aisle(s) shall comply with the following standards (see Figure 27-6304(i)(1): Location of Primary Drive Aisle):

(B) Have a minimum cross-section width between curbs to serve two travel lanes and accommodate parallel parking spaces along both sides of the drive aisle in areas not needed for turning movements;

(C) Be striped to designate parallel parking spaces, where appropriate;

(D) Include a sidewalk or curb-delineated pedestrian path along the front façade of a building when the drive aisle is aligned parallel to that building façade; and

(E) Provide shade trees along both sides of the primary drive aisle.

COMMENT: This regulation does not apply. The parking lot proposed does not contain more than 300 spaces.

(2) Pedestrian Pathways

The vehicular use area shall provide fully-separated, improved pedestrian pathways that (see Figure 27-6304(i)(2): Example of Pedestrian Pathways):

(A) Are provided, at a minimum, every six parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension;

- (B) Are enhanced with planted landscaping strips;
- (C) Include, to the maximum extent practicable, a pathway aligned with and perpendicular to the primary entrance into the building served by the parking lot;
- (D) Are paved with asphalt, cement, brick or stone pavers, or other comparable material;
- (E) Are of contrasting color or materials when crossing drive aisles;
- (F) Are in compliance with applicable State and Federal requirements while at a minimum are at least four feet wide when located within planting strips, and ten feet wide when crossing drive aisles;
- (G) Connect to all existing or planned adjacent transit facilities; and
- (H) Provide safe and efficient pedestrian access to the use they serve.

COMMENT: This regulation is met, as all parking, any other vehicular use areas, and loading areas comply with the requirements above.

27-6305. Off-Street Parking Space Standards

(a) Minimum Number of Off-Street Parking Spaces

Except as otherwise provided for multiple use developments (see Section 27-6305(c) below), new development or a change in use or expansion shall provide the minimum number of off-street parking spaces in accordance with Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, based on the principal use(s) involved and the extent of development. Interpretation of the off-street parking space standards for uses with variable parking demands or unlisted uses is provided in Section 27-6305(b), Unlisted Uses.

COMMENT: The Applicant is proposing 22 parking spaces and 5 loading spaces. The above referenced regulations require a minimum of 21 off-street parking spaces per Section 27-6305(c)(1). This DET application also includes a companion Minor Departure (MND) from the Required Number of Parking & Loading Spaces requesting a waiver of 20% of the off-street parking spaces required per the Zoning Ordinance. The requested MND is discussed later in this statement of justification.

(b) Unlisted Uses

An applicant proposing to develop a use that is unlisted in Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, shall propose the amount of required parking by one of the three methods outlined in this Subsection. On receiving the application proposing to develop a use not expressly listed in Table 27-6305(a), with the proposed amount of parking, the Planning Director shall:

- (1) Apply the minimum off-street parking space requirement specified in Table 27-6305(a) for the listed use that is deemed most similar to the proposed use;

(2) Establish the minimum off-street parking space requirement by reference to resources published by the Institute for Transportation Engineers (ITE), or other sources; or

(3) Require the applicant to conduct a parking demand study to demonstrate the appropriate minimum off-street parking space requirement. The study shall estimate parking demand based on an acceptable source of parking demand data. This demand study shall include relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.

COMMENT: This DET complies with above regulation as all uses are either listed in 27-6305(a) or the most similar use is selected for determination of the minimum spaces.

(c) Mixed-Use Developments and Shared Parking

(1) Developments consisting of a mix of uses shall provide parking based on their potential to share parking between uses and thus reduce the overall parking footprint that would result from each individual use meeting minimum standards. This necessarily includes:

(A) Developments containing more than one principal institutional or commercial use; or

(B) One or more institutional or commercial uses along with at least one residential use; or

(C) Multiple industrial uses on a single property classified within the IH Zone; or

(D) Multiple industrial uses on one or more adjoining properties under the same ownership, and which are located not more than 1,000 feet away from each other, in the IH Zone.

(2) These developments shall provide parking spaces using the following shared parking method:

(A) Applicant determines the minimum parking requirement in accordance with Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for each component principal use in the development.

(B) Applicant applies the time-of-day demand factors for each of the component uses in accordance with Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors. These represent the time-specific peak demand levels expected for each principal use.

(C) Applicant calculates the sum of each column in the resulting table (rounding down all fractions). These sums represent the total estimated shared demand for each time period throughout a typical day.

(D) Applicant uses the highest of these sums as the amount of parking required for the development. (This may be subject to further reduction factors and allowances described further in this Section.)

(i) For any shared parking that includes an industrial use, the highest sum shall be greater than or equal to the minimum parking requirement for the use with the largest gross floor area. If the highest sum is less than the minimum

parking requirement for the largest use, then the minimum parking requirement of the use with the largest gross floor area shall be required.

(E) An approved shared parking arrangement shall be enforced through written agreement among all the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces. The agreement shall provide all parties the right to joint use of the shared parking area for at least 10 years, and include provisions for extending the agreement after that period of time. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which a shared parking arrangement is proposed is located, for review and comment, and then to the appropriate attorney for the County for review and approval before execution. An attested copy of an approved and executed agreement shall be recorded in the Land Records of Prince George's County before issuance of a building permit for any use to be served by the shared parking area. The agreement shall be considered a restriction running with the land and shall bind the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces, and their heirs, successors, and assigns. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with [PART 27-8, Enforcement](#).

**Table 27-6305(c)(1): Shared Parking Calculation,
Time-of-Day Demand Factors**

Use	We ekd ay, 2:0 0 am – 7:0 0 am	We ekd ay, 7:0 0 am – 6:0 0 pm	We ekd ay, 6:0 0 pm – 2:0 0 am	We eke nd, 2:0 0 am – 7:0 0 am	We eke nd, 7:0 0 am – 6:0 0 pm	We eke nd, 6:0 0 pm – 2:0 0 am
Office	20 %	100 %	20 %	0%	10 %	0%
Retail/ Comm ercial	0%	100 %	80 %	0%	100 %	60 %
Eating or Drinki ng Establi shment	20 %	80 %	100 %	20 %	80 %	100 %
Reside ntial	100 %	60 %	100 %	100 %	80 %	100 %
Hotel/ Motel	100 %	60 %	100 %	100 %	60 %	100 %

**Table 27-6305(c)(1): Shared Parking Calculation,
Time-of-Day Demand Factors**

Use	We ekd ay, 2:0 0 am – 7:0 0 am	We ekd ay, 7:0 0 am – 6:0 0 pm	We ekd ay, 6:0 0 pm – 2:0 0 am	We eke nd, 2:0 0 am – 7:0 0 am	We eke nd, 7:0 0 am – 6:0 0 pm	We eke nd, 6:0 0 pm – 2:0 0 am
Person al Service s	20 %	100 %	40 %	0%	60 %	0%
Confer ence Center or Meetin g Space	0%	60 %	100 %	0%	80 %	100 %
Indust rial Uses	15 %	15 %	15 %	15 %	15 %	15 %
All Other Uses	Use 100% of requirements from Table 27-6305(a)					

COMMENT: The proposed development includes 21 parking spaces for both the consolidated storage (an “Industrial Use”) and the community non-profit (an “All Other Uses”) uses. Based on the attached **Exhibit B**, the proposed spaces meet the minimum spaces required for both proposed uses per the above demand factors.

(d) Maximum Number of Off-Street Parking Spaces

The maximum number of off-street parking spaces allowed is listed in Table 27-6305(d): Maximum Number of Off-Street Parking Spaces. Existing parking areas in excess of this maximum shall not be required to remove excess parking.

Table 27-6305(d): Maximum Number of Off-Street Parking Spaces

Zone	Use	Maximum Number of Parking Spaces Allowed as a Percentage of Minimum (1)(2)	
		Inside the Capital Beltway	Outside the Capital Beltway
Transit-Oriented/Activity Center base and PD zones	See Section 27-4204(b)(1)(E)(ii), Maximum Off-Street Vehicle Parking Spaces,		
All other base zones	Any use listed under the Commercial use classification	125 percent	140 percent
	Mixed-use development	125 percent	
	All other uses	No requirement	No requirement

NOTES:

2. Each percentage listed is the percentage of the minimum number of parking spaces required in accordance with Table 27-6305(a): Minimum Number of Off-Street Parking Spaces. The maximum number of allowed spaces shall be rounded down to the nearest whole number. Parking spaces in structured parking facilities do not count toward the maximum allowed.
3. In the event there is no minimum number of parking spaces required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, the maximum amount of off-street parking spaces allowed shall not exceed 1.0 spaces for every 150 sq. ft. of the first 3,000 sq. ft. of gross floor area (GFA) plus an additional 1.0 spaces for every 200 sq. ft. of GFA above the first 3,000 sq. ft.

COMMENT: This regulation has been met. The proposed number of spaces does not exceed the maximum number.

(e) Electric Vehicle (EV) Charging Stations

Parking spaces used as EV charging stations shall consist as one or more group(s) of contiguous spaces located where they can be readily identified by drivers of EV vehicles (e.g., through directional signage), but where their use by non-electric vehicles is discouraged. EV charging for commercial purposes is prohibited at an EV charging station located at a residential development.

COMMENT: This regulation does not apply as no EV stations are proposed.

(f) Driveways Used to Satisfy Standards

For single-family detached dwellings, two-family dwellings, and three-family dwellings, driveways may be used to satisfy minimum off-street parking space standards, provided a minimum of 19 feet of driveway length is available outside a street right-of-way or sidewalk to store the length of a general purpose vehicle and satisfy the standards of this Section and this Ordinance.

COMMENT: This regulation does not apply to the proposed development in this DET, which does not consist of any single-family detached dwellings, two-family dwellings, or three-family dwellings.

(g) Visitor Parking

Visitor parking spaces shall be provided for all residential and mixed-use development of at least 20 dwelling units. Such visitor parking spaces shall be provided at a minimum ratio of 1 visitor parking space for every 20 dwelling units or fraction thereof, rounded up.

COMMENT: This regulation does not apply as no dwelling units are proposed.

(h) Parking of Vehicles Owned or Used by the Occupants of the Premises or Their Bona Fide Guests

(1) Private passenger vehicles shall be permitted in all zones.

(2) The parking of the following vehicles shall be permitted in the ROS, AG, AR, RE, RR, RSF-65, RSF-95, and RMH Zones subject to the provisions of this Subsection:

(A) Boats;

(B) Boat trailers;

(C) Camping trailer (unoccupied), not to exceed one per lot or parcel;
and/or

(D) Not more than 1 commercial vehicle:

1. If parked on the premises, having a maximum manufacturer's gross vehicle weight specification of up to 8,500 pounds, no advertising (other than a firm name or similar designation not exceeding 4 inches high), and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, and vehicles with dual rear axles; or

2. The commercial vehicle does not exceed a maximum manufacturer's gross vehicle weight specification of 17,000 pounds, and which may include unlimited advertising on the side of the vehicle, and shall be parked within a wholly enclosed private parking garage.

COMMENT: This regulation does not apply as the Property is zoned CGO.

27-6306. Dimensional Standards for Parking Spaces and Aisles**(a) General**

Except as otherwise provided in Section 27-6306(b) below, standard vehicle parking spaces and parking lot aisles shall comply with the minimum dimensional standards established in Table 27-6306(a), Minimum Dimensional Standards for Parking Spaces and Aisles. See Figure 27-6306(a).2: Measurement of Parking Space and Aisle Dimension.

Table 27-6306(a): Minimum Dimensional Standards for Parking Spaces and Aisles (1)

Parking Angle (degrees)	Stall Width (ft)	Stall Depth Perpendicular to Curb (ft)	Aisle Width (ft) (2)	Stall Length along Curb (ft)	Double Row + Aisle, Curb to Curb (Ft)
A	B	C	D	E	F
Residential, Public, Civic, and Institutional, and Commercial Uses ONLY					
0 (parallel parking)	8	8	11	22	27
45	9	19	12	13	50
60	9	20	15	10	50
90	9	18	22	9	58
Compact Spaces	8	16	11	16	27
NOTES:					
2. Refer to Figure 27-6306(a).2, below, for illustrations showing how dimensions for parking spaces and aisles in various configurations (A-F) are measured.					
3. For one-way traffic. Aisles for two-way traffic shall be at least 22 feet wide (for all parking angles). The Planning Director may approve an aisle width less than the minimum on determining that the aisle is sufficiently wide to allow vehicles to conveniently maneuver through the parking area and access each parking space without driving through any other parking space.					

COMMENT: This regulation has been met and the proposed spaces meet all dimensional requirements.

(b) Smaller Parking Spaces for Tandem Parking and Certain Uses

The dimensions of off-street parking stalls may be reduced to a width of eight feet and a depth/length of 18 feet per vehicle where the parking stalls are:

- (1) Used for tandem parking (see Section 27-6307(g), Valet and Tandem Parking); or
- (2) Located within a development containing exclusively industrial services uses, manufacturing and production uses, or warehouse and freight movement uses.

COMMENT: This regulation does not apply as there is no reduction in parking stall dimensions is being sought in this DET.

(c) Vertical Clearance

All off-street parking spaces shall have a minimum overhead clearance of 7 feet for vehicle parking, with a minimum overhead clearance of 8.5 feet for van-accessible parking.

COMMENT: This regulation is met.

(d) Compact Parking Spaces

- (1)** Up to one-half (1/2) of the required number of parking spaces in any parking lot may be compact car spaces. Any parking spaces provided in any lot, in excess of the number required, may also be compact car spaces.
- (2)** All compact car spaces shall be marked as such.

COMMENT: This regulation does not apply as compact spaces are not proposed.

27-6309. Bicycle Parking Standards

(a) Bicycle Racks or Lockers Required

- (1)** In all zones except the RTO, LTO, TAC, and NAC base and PD zones, Rural and Agricultural zones, and any Residential Zone with equal or lesser intensity than the RSF-95 Zone, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least two bicycles, regardless of the number of vehicle spaces provided (up to ten spaces). At least one additional bicycle space shall be provided for each additional ten parking spaces or major fraction thereof, provided, no more than 20 bicycle parking spaces shall be required for any single vehicular parking area. Specific requirements for particular uses are as follows:

(a) For multifamily dwellings and uses in the Group Living Uses principal use category other than private dormitories, one space shall be required per four dwelling units, with no fewer than two bicycle parking spaces provided and no more than 49 spaces.

(b) For private dormitories, 0.25 spaces per leased occupant shall be required if automobile parking is included in lease agreements or 0.4 spaces per leased occupant shall be required if automobile parking is not included in lease agreements and must be rented separately, up to a maximum of 50 spaces.

(c) For private schools, 1 space per 10 employees plus 1 space for each 20 students (in grades four and higher) of planned capacity shall be required.

(d) For private colleges and universities, one space per ten employees plus one space for each five students of planned capacity shall be required. Of these student-required spaces, generally half should be for short-term storage (outdoors and

convenient to building entrances and other major destinations of the use) and the other half should be for long-term storage (which may be inside buildings, in lockers, or in other specialized covered and secured bicycle parking areas).

(2) In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof, above ten spaces.

(3) Racks must allow a bicycle's frame to rest against the rack in at least two places, and for both a wheel and section of the frame to be secured to the rack simultaneously. Racks that allow only a wheel to rest against the rack will not be counted toward meeting the minimum bicycle requirements. Applicants should consult best practices sources such as the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines* for guidance on types of racks that are appropriate to meet this requirement.

(b) Bike Parking Rack or Locker Location

(1) Required bicycle racks shall be installed on a paved surface and located in visible, well-lighted areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.

(2) In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings (subject to the approval of the operating agency or municipality with jurisdiction), provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally 3 feet on either side of a rack) for placement and removal of bicycles. Developments may count existing bicycle parking along frontage streets and in the street right-of-way toward these requirements.

(3) Long-term parking facilities should be provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:

(A) Be located in a secure, clean and well-lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;

(B) Protect bicycles from weather and debris;

(C) Be signed so that directions to entrances of related uses are clearly understood;

(D) Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;

(E) Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, 7 days a week);

(F) If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);

(G) If in a parking garage for long-term bicycle parking, be clearly marked as long-term bicycle parking spaces, be in a well-lighted, visible location near the main entrance of elevators, and separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car, and be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.

(4) Bicycle parking spaces shall be placed at least three feet away from the associated structure to allow sufficient room for parking a bicycle. Bicycle racks should be installed to allow for at least 30 inches of spacing between each rack.

COMMENT: These regulations have been met. Short term bike rack requirements are met onsite via three (3) bike racks located onsite (long term bike parking is not required for this use.

27-6310. Loading Area Standards

(a) Minimum Number of Off-Street Loading Berths

Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. Table 27-6310(a): Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 27-6310(a): Minimum Number of Off-Street Loading Berths, the requirement for a use most similar to the proposed use shall apply.

Table 27-6310(a): Minimum Number of Off-Street Loading Berths		
Principal Use Classification/Category	Gross Floor Area (GFA) of Building	Minimum Number of Loading Berths
Institutional and Commercial Uses		
Retail Sales and Service Uses	At least 5,000 sq. ft. but less than 10,000 sq. ft.	1
	At least 10,000 sq. ft. but less than 100,000 sq. ft.	2
	Each additional 100,000 sq. ft. or major fraction thereof	add 1
Shopping Centers	At least 25,000 sq. ft. and up to 100,000 sq. ft.	3 for the entire shopping center
	Each additional 100,000 sq. ft. or major fraction thereof	add 1
Household Living Uses (Multifamily only) and Group	At least 100 dwelling units and up to 300 dwelling units	1

Table 27-6310(a): Minimum Number of Off-Street Loading Berths

Principal Use Classification/Category	Gross Floor Area (GFA) of Building	Minimum Number of Loading Berths
Living Uses (Assisted Living Facility only)	Each additional 200 dwelling units or major fraction thereof	add 1
Healthcare Uses, Business Support Service Uses, Office Uses, Personal Service Uses, and Visitor Accommodation Uses (Hotel/Motel only)	At least 10,000 sq. ft. and up to 100,000 sq. ft.	1
	Each additional 100,000 sq. ft. or major fraction thereof	add 1
Industrial Uses		
Industrial Service Uses and Manufacturing Uses	At least 2,000 sq. ft. but less than 25,000 sq. ft.	1
	At least 25,000 sq. ft. but less than 50,000 sq. ft.	2
	Each additional 50,000 sq. ft. or major fraction thereof	3
Warehouse and Freight Movement Uses (except Consolidated Storage)	At least 1,500 sq. ft. and up to 10,000 sq. ft.	1
	Each additional 40,000 sq. ft. or major fraction thereof	add 1

(b) Dimensional Standards for Loading Areas

Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general industrial, distribution, or warehousing uses. For all other uses, a berth as short as 33 feet may be allowed. The Planning Director may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.

(c) Location of Loading Areas

(1) To the maximum extent practicable, loading areas shall be placed away from a public street and screened from view in accordance with the Landscape Manual (see Figure 27-6310(c): Loading Area Configuration).

(2) Loading areas shall be located adjacent to the building's loading doors, in an area that promotes their practical use.

(3) Loading areas shall be located and designed so vehicles using them can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public rights-of-way, parking spaces, parking lot aisles, or pedestrian pathways.

(4) Loading areas shall be set back a minimum of 50 feet from any residential use or vacant land in a Residential or Rural and Agricultural zone.

COMMENT: These regulations have been met as the above regulations require 4 loading spaces. The Applicant proposes 5 interior loading spaces with rollup garage doors that will meet the onsite loading requirement.

Sec. 27-6400 Open Space Set-Asides

27-6403. Amount of Open Space Set-Asides Required

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification.

Table 27-6403: Required Open Space Set-Asides				
Use Classification	Minimum Open Space Set-Aside Area (as percentage of development site area)			
	Rural and Agricultural Base Zones	Residential Base and PD Zones	Nonresidential Base Zones and IE-PD Zone	Transit-Oriented/Activity Center Base and PD Zones, MU-PD Zone
Residential Uses	20%	20%	15%	7.5%
Public, Civic, and Institutional Uses	10%	10%	7.5%	5%
Commercial Uses and Mixed-Uses	10%	10%	7.5%	5%
Industrial Uses	10%	10%	5%	5%

Open space set-aside requirements shall not replace requirements for open spaces, mandatory dedication of parkland, stormwater management, or other similar requirements imposed by any other Subtitle of the County Code. However, such requirements may be counted toward open-space set asides pursuant to Section 27-6404(b), below.

COMMENT: These regulations have been met as a minimum of 5 percent of the proposed development is for an open space set aside.

27-6404. Areas Counted as Open Space Set-Asides

(a) The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for development in the areas indicated.


Table 27-6404(a): Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
Natural Features		
	<p>Natural features (including lakes, ponds, rivers, streams, bays, shorelines, wetlands, drainageways, and other riparian areas), riparian buffers, flood hazard areas, steep slopes (15 percent or more), wildlife habitat and woodland conservation areas established in accordance with Division 2 of Subtitle 25: Trees and Vegetation of the County Code</p>	<p>Preservation of any existing natural features shall have highest priority for locating open space set-asides, except in the Transit-Oriented/Activity Center base and planned development zones, the IE and IH base zones, and the IE-PD zone. Maintenance is limited to the minimum removal and avoidance of hazards, nuisances, and unhealthy conditions.</p>
Active Recreational Areas		

Table 27-6404(a): Open Space Set-Aside Features


Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
	<p>Land occupied by areas and facilities used for active recreational purposes, such as ballfields, playgrounds, tennis courts, pools, jogging trails, community buildings and clubhouses, and land dedicated for parks in accordance with Subtitle 24: Subdivision Regulations, Section 24-4600, Parklands and Recreation Facilities.</p>	<p>Active recreational areas may occupy up to 100 percent of the open space set-asides (if no natural features exist on the site) except in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones, and the IE-PD zone. No less than 35 percent of the total open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and PD zones shall consist of active recreational areas. Active recreational areas shall be compact and contiguous, to the maximum extent practicable, unless used to link or continue existing or public open space lands.</p>
Passive Recreation (Including Plantings and Gardens)		

Table 27-6404(a): Open Space Set-Aside Features


Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
	<p>Formally planned and regularly maintained open areas that provide passive recreation opportunities, including arranged plantings, gardens (including community gardens), gazebos, and similar structures.</p>	<p>Passive recreation shall have direct access to a sidewalk or pedestrian walkway that connects to the street.</p>
Squares, Forecourts, and Plazas		

Table 27-6404(a): Open Space Set-Aside Features



Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
	<p>Squares, forecourts, plazas, and civic greens that provide opportunities to create special places for people to gather.</p>	<p>Such features shall be at least 600 square feet in area. Such features shall have direct access to a street or sidewalk and shall be designed to accommodate people sitting and gathering, incorporating benches, tables, fountains, or other similar amenities. Surrounding buildings shall be oriented toward the square, forecourt, or plaza when possible, and a connection shall be made to surrounding development. No less than 50 percent of the total open space set-aside area within the core area of a Transit-Oriented/Activity Center base or PD zone shall be a square, forecourt, or plaza.</p>
Required Landscape Areas and Agricultural Buffer		
	<p>All areas occupied by required landscaping areas, tree protection areas, and riparian buffers, and agricultural buffers, except landscaped area within vehicular use areas.</p>	<p>See Landscape Manual and Sec. 27-61300, Agricultural Compatibility Standards.</p>

Table 27-6404(a): Open Space Set-Aside Features

Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
Stormwater Management Areas Treated as Site Amenities		
	<p>Up to 75 percent of the land area occupied by stormwater management facilities (including retention and detention ponds and other bioretention devices), when such features are treated as an open space site amenity.</p>	<p>To qualify, stormwater management facilities shall support passive recreation uses by providing access, gentle slopes (less than 3:1), and pedestrian elements such as paths and benches, and shall be subject to a maintenance agreement approved by the operating authority or agency having regulatory authority over the facility.</p>
Public Access Easements with Paths or Trails		
	<p>Public access easements that combine utility easements with paths or trails that are available for passive recreational activities such as walking, running, and biking</p>	<p>Such public access easements shall include at least one improved access from a public street, sidewalk, or trail that includes signage designating the access point.</p>

- (b) Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.

COMMENT: These regulations have been met as 5 percent of the site is being preserved as a tree protection area. This meets the 5% open-space set aside area required for industrial uses such as consolidated storage.

27-6405. Areas Not Counted as Open Space Set-Asides

The following areas shall not be counted as open space set-asides:

- (a) Private yards not subject to an open space or conservation easement;
- (b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;
- (c) Vehicular parking areas or lots (excluding the landscaped areas);
- (d) Driveways for dwellings;
- (e) Land covered by structures not designated for active recreational uses;
- (f) Designated outdoor storage areas; and
- (g) Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).

COMMENT: The Applicant is not proposing any of the above areas as open space set-asides.

27-6406. Design Standards for Open Space Set-Asides

Land used as an open space set-aside shall comply with the following design standards:

(a) Location

Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

COMMENT: The proposed woodland preservation area being utilized as open space set-aside is located on the Property and contiguous to the proposed developed area of the site. The woodland preservation is highly visible from adjacent streets.

(b) Configuration

(1) Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.

(2) If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2:

Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).

COMMENT: The proposed woodland preservation area being utilized as open space set-aside is located on the Property, compact and contiguous to the proposed developed area of the site.

(c) Orientation of Adjacent Buildings

To the maximum extent possible, buildings adjacent to the required open space set-asides shall have at least one entrance facing the open space set-aside.

COMMENT: The consolidated storage building has internal loading area entrances facing the proposed woodland conservation area being used as an open space set-aside.

(d) Prioritization of Open Space Set-Aside

(1) Except in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:

- (A) Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;
- (B) Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;
- (C) Protected trees and other mature trees;
- (D) Parks and trails (regardless of public or private ownership);
- (E) Lands with active agricultural uses and activities;
- (F) Perimeter buffers or visual transitions between different types or intensities of uses;
- (G) Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and
- (H) Historic and archeological features.

(2) In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.

COMMENT: The proposed woodland preservation area being utilized as open space set-aside is located and organized to include, protect, and enhance the “natural features” in the highest priority category listed above, including wildlife habitat, woodland areas, as well as protected trees and other mature trees.

(e) Open Space Set-Asides on Property in the Industrial, Heavy (IH) Zone

Development consisting of multiple industrial uses on property in the IH Zone may provide open space set-asides based upon the total development in-lieu of providing individual open space set-asides for individual uses on individual lots. This provision includes: (1) multiple industrial uses on a single property in the IH Zone, or (2) multiple industrial uses on one or more adjoining properties under the same ownership (and which are located not more than 1,000 feet away from each other) in the IH Zone. These developments shall provide open space set-asides using the following method:

- (1) Applicant calculates the sum amount of open space set-aside required for each individual industrial use or lot.
- (2) The total sum of open space set-aside required may be placed on any portion of the area included in the calculation.

COMMENT: The Property is in the CGO Zone. This regulation does **not** apply, nor is it needed to meet the applicable open space set aside requirements.

27-6408. Ownership, Management, and Maintenance of Open Space Set-Asides

- (a) Open space set-asides required by this Ordinance or by [Subtitle 24: Subdivision Regulations](#), shall be managed and maintained in compliance with all applicable provisions of Maryland law. To the extent not inconsistent with Maryland law, such open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:

- (1) Conveyance of open space set-aside areas to a property owners' or homeowners' association that holds the land in common ownership;
- (2) Conveyance of open space set-aside areas to a third party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;
- (3) Establishment of easements or covenants; or
- (4) If public stormwater management facilities are treated as site amenities, through stormwater management easements.

(b) All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.

(c) Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.

COMMENT: The proposed woodland preservation area being utilized as open space set-aside will be protected by appropriate conservation easements.

Sec. 27-6500 Landscaping

All development shall comply with the requirements of the Prince George's County Landscape Manual, which is incorporated herein by reference, and made a part of this Ordinance with the same force and effect as the regulations set forth herein.

COMMENT: A landscape plan has been submitted with the DET per the requirements of the County's Landscape Manual.

Sec. 27-6600 Fences and Walls

27-6602. General Standards

(a) General

1. Fences and walls shall be located outside of the public right-of-way.
2. Fences and walls are allowed on the property line between two or more parcels of land held in private ownership.
3. Fences and walls may be located within any required yard.
4. Nothing in this Section shall be construed to prevent the installation of temporary fencing to protect existing trees, limit sedimentation, or control erosion.

COMMENT: The proposed development contains fencing and retaining walls that conforms to these requirements.

(b) In Utility Easements

Fences located within utility easements shall receive written authorization from the easement holder or the County, as appropriate. The County shall not be responsible for damage to, or the repair or replacement of, fences that must be removed to access utility easements or facilities.

COMMENT: No fences are within a utility easement.

(c) Within Required Landscaping Areas

Fences and walls may be installed within required landscaping areas, subject to an approved landscaping plan.

COMMENT: The proposed walls and fences are not located within landscaping areas per the submitted landscape plan.

(d) Avoidance of Traffic Hazards

Notwithstanding other provisions of this Subsection, fences and walls shall not be allowed within the triangle formed by the intersection of the street lines and points on the street lines 25 feet from the intersection, or in a location that is determined by an agency will create a traffic hazard.

COMMENT: The proposed development conforms to these requirements.

27-6603. Height Standards**(a) General**

Unless otherwise stated in Section 27-6600, Fences and Walls, fences and walls shall comply with the standards in Table 27-6603(a): Fence and Wall Height.

Table 27-6603(a): Fence and Wall Height			
Location on Lot	Maximum Height (feet) (1)		
	Residential and Rural and Agricultural Base Zones, Residential PD Zones	Non-residential Base Zones and IE-PD Zone	Transit-Oriented/ Activity Center Base and PD Zones
Within a required front yard, build-to zone, corner lot side yard in front of the principal building (2)	4	4	4
Within any other required yard or in corner side yard behind the front plane of the principal building	6	6	6

Table 27-6603(a): Fence and Wall Height

Location on Lot	Maximum Height (feet) (1)		
	Residential and Rural and Agricultural Base Zones, Residential PD Zones	Non-residential Base Zones and IE-PD Zone	Transit-Oriented/ Activity Center Base and PD Zones

NOTES:

- (d) Fence or wall height may be increased through the security plan exemption in accordance with Section 27-6610, Security Exemption Plan.
- (e) The maximum height of a fence or wall within a front yard, corner lot side yard, or build-to zone is 8 feet when the fence or wall is required by a use-specific standard or special exception standard at this height or is part of a community garden or urban agriculture use, unless the fence may block a motorists' line of sight (see Section 27-6602(d), Avoidance of Traffic Hazards).

(b) Administrative Waiver Request

- (1) Customary fencing provided as a part of a permitted tennis court, athletic field, or other recreational facility shall be exempt from the height standards in this Section.
- (2) Fence heights may be increased further through an approved security exemption plan (see Section 27-6610, Security Exemption Plan).
- (3) Fences up to eight feet in height are allowed for community gardens and urban agriculture uses (see Section 27-5102(b)(1)(A), Community Garden and Section 27-5102(b)(1)(C), Urban Agriculture).
- (4) Walls up to eight feet in height are allowed to screen service and loading areas, if they comply with the setback requirements for the associated building.

(c) Measurement of Height

Fence or wall height shall be measured in accordance with the following standards:

- (1) Fence or wall height shall be measured from the top of the fence or wall, defined as the highest point, not including supporting columns or posts, above grade, to the grade on the side of the fence or wall where the grade is the lowest, but excluding the height of any retaining wall directly beneath the fence or wall.
- (2) Supporting columns or posts shall not extend more than 18 inches above the top of the fence or wall.
- (3) Safety railings required by the Building Code shall not be included in fence height measurements.

COMMENT: The proposed development contains fencing and retaining walls that conforms to all applicable requirements. Retaining wall heights are regulated by provisions set forth below. The maximum height of the proposed retaining walls are 4 feet high, and the proposed fence is 4 feet high.

27-6604. Materials

(a) General

Unless otherwise specified in Section 27-6604(b) below, fences and walls shall be constructed of any one or more of the following materials:

- (1) Masonry, concrete, or stone;
- (2) Ornamental metal, except that fencing shall not incorporate spiked tops within a residential zone without approval of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan;
- (3) Painted wood, pressure treated wood, or rot-resistant wood such as cedar, cypress, or teak;
- (4) Composite materials designed to appear as wood, metal, or masonry;
- (5) Metal (wrought iron, welded steel; and/or electro-statically plated black aluminum, except chain-link fencing);
- (6) Vinyl;
- (7) Walls clad with substrate material intended to support living vegetation; and
- (8) Any material demonstrated by the applicant to have a similar or equal appearance and durability as a material listed in Subsections (1) through (7) above, as determined by the Planning Director (or decision-maker if the fence or wall is associated with a parent application).

COMMENT: The proposed development contains fencing and walls that conforms to these requirements. Required materials for retaining walls are set forth in the regulations/standards below.

(b) Transit-Oriented/Activity Center Zones

Fences and walls in the Transit-Oriented/Activity Center base and PD zones shall be constructed of any one or more of the following materials:

- (1) Native/regional stone and equivalent imitation stone;
- (2) Brick;
- (3) Stucco or decorative concrete block or poured concrete (only when a brick or stone coping is provided);
- (4) Painted or stained wood;
- (5) Metal (wrought iron, welded steel and/or electrostatically plated black aluminum), for fences and gates only; or
- (6) Black vinyl-coated chain link fences, only for schools, recreational facilities, daycare facilities, and similar outdoor uses.

COMMENT: The Property is zoned CGO and this does not apply.

(c) Prohibited Materials

The following fence types or materials are prohibited:

(1) Barbed and/or razor wire, unless approved as part of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan, or on land with an agricultural use, or on land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility;

(2) Fences constructed of chicken wire, corrugated metal, fabric materials, fiberboard, garage door panels, plywood, rolled plastic, sheet metal, debris, or waste materials, unless such materials are recycled and reprocessed for marketing to the general public, as building materials designed to resemble new building materials (e.g., picket fencing made from recycled plastic and fiber);

(3) Except where used to prevent wildlife from consuming produce in an urban agriculture use or community garden, chain link fences in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones except the IH base zone, and the IE-PD and MU-PD zones; and

(4) Above-ground fences that carry electrical current, except as used for the purposes of enclosing livestock in the Rural and Agricultural base zones and in the RE and RR zones (nothing shall prohibit below-ground electrical fences intended for the keeping of pets).

COMMENT: The proposed development contains fencing and retaining walls that avoids use of any prohibited materials applicable to the CGO Zone.

27-6605. Perimeter Fences and Walls Abutting Street Right-of-Way

Except in the IH base zone, fences or walls that are located within 15 feet of a street right-of-way shall:

- (a) Be of a uniform style;
- (b) Be constructed of brick, stone, concrete (when covered with stucco or similar finish), vinyl, or vertical wooden boards; and
- (c) Include breaks, offsets of at least one foot, access points, or other design details in the fence or wall plane at least every 200 feet. (see Figure 27-6605(c): Fence and Wall Offsets.)

Figure 27-6605(c): Fence and Wall Offsets



COMMENT: The proposed development contains fencing and retaining walls that conform to these requirements.

27-6606. Appearance

(a) Finished Side to Outside

Unless it is used to enclose livestock, wherever a fence or wall is installed, if one side of the fence or wall appears more "finished" than the other (e.g., one side of a fence has visible support framing, such as vertical posts and horizontal rails, and the other—the more "finished" side—does not, or one side of a wall has a textured surface and other—the more "finished" side—does not), then the more "finished" side of the fence shall face the exterior of the lot rather than the interior of the lot. (see Figure 27-6606(a): Fence with Finished Side Out.)

COMMENT: The proposed development contains fencing that has a uniform and attractive ornamental metal that conforms to these requirements.

Figure 27-6606(a): Fence with Finished Side Out



COMMENT: The proposed development contains fencing and retaining walls that conform to these requirements.

(b) Fence and Wall Landscaping

All fences and walls exceeding 4 feet in height, if located within 15 feet of a street right-of-way, shall be supplemented with landscape screening in accordance with the standards in Section 27-6606(c)(1) and Section 27-6606(c)(2) below, to soften the visual impact of the fence. These standards shall not apply to fences in any single-family residential zone (the RSF-A Zone and any other zone of lesser intensity per Section 27-4102(b)). (see Figure 27-6606(c): Fence and Wall Landscaping).

(1) Shrubs Required

At least one evergreen shrub shall be installed for every five linear feet of fence or wall, on the side of the fence or wall facing the public street right-of-way. Shrubs may be installed in a staggered, clustered, grouped, or linear fashion. See Figure 27-6606(c): Fence and Wall Landscaping.

(2) Substitution of Shade Trees

One shade or ornamental tree may be substituted for every three shrubs provided that the tree meets the size standards of the Landscape Manual.

COMMENT: These regulations do not apply to the proposed fences and retaining walls as they are located beyond 15 feet from a street right of way.

27-6607. Fence and Wall Construction

Fences and walls shall comply with all applicable Building Code requirements.

COMMENT: The proposed development contains fencing and retaining walls that conforms to these requirements.

27-6608. Gates

Gates shall comply with the following standards:

(a) All gates shall have hardware to secure the gate in a closed position.

(b) All unattended gates and gates opening onto a public sidewalk area shall be self-closing, self-latching, and locked when not in use.

COMMENT: The proposed development does **not** contain any gates.

27-6609. Retaining Walls

Retaining walls are to be used in appropriate locations to reduce the steepness of slopes and to provide planting pockets conducive to revegetation. They shall comply with the following standards:

- (a) A retaining wall may be permitted to support steep slopes but should not exceed six feet in height from the finished grade, except for:
 - (1) A structure's foundation wall, or
 - (2) As necessary to construct a driveway from the street to a garage or parking area, or
 - (3) As otherwise expressly allowed by this Ordinance.
- (b) In all exceptions identified in Subsection (a) above, a retaining wall shall not exceed ten feet in height.
- (c) Retaining walls greater than six feet in height shall comply with the building setbacks in the zone which they are located, unless it is constructed because grades are lower on the site where it is located.
- (d) The width of any terrace between any two six-foot vertical retaining walls should be at least three feet. Retaining walls higher than six feet should be separated from any other retaining wall by a minimum of five horizontal feet. Terraces created between retaining walls shall be permanently landscaped or revegetated with native vegetation.
- (e) Retaining walls used to support existing road cuts may exceed the height limits and other requirements in Subsections (a), (b), and (c) above.
- (f) Retaining walls shall be faced with stone, brick, or earth-colored materials similar to the surrounding natural landscape.
- (g) All retaining walls shall comply with the Building Code.

COMMENT: The proposed development contains retaining walls that conform to these requirements and are faced with earth-colored retaining wall block material.

27-6610. Security Exemption Plan

- (a) A landowner in need of heightened security may submit to the Planning Director a security exemption plan proposing a fence or wall taller than those permitted by this Section, an electric fence, or proposing the use of barbed and/or razor wire atop a fence or wall for security reasons.
- (b) The Board of Appeals may approve or approve with conditions, the security exemption plan, upon finding all of the following:

(1) Need for Safety or Security Reasons

The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage than surrounding land, or represent a significant hazard to public safety without:

- (A) A taller fence or wall;
- (B) An electric fence; or

(C) Use of barbed and/or razor wire atop a fence or wall.

(2) No Adverse Effect

The proposed fence or wall will not have a significant adverse effect on the security, functioning, appearance, or value of adjacent lands or the surrounding area as a whole.

(c) If the Board of Appeals finds the applicant fails to demonstrate compliance with Sections 27-6610(b)(1) and 27-6610(b)(2) above, the security plan shall be disapproved.

COMMENT: The proposed development elects not to submit a security plan as the proposed facility will be adequately secured 24-hours a day, 7-days a week.

Sec. 27-6700 Exterior Lighting

27-6703. Lighting Plan

To ensure compliance with the standards of this Section, a lighting plan demonstrating how exterior lighting will comply with the standards of this Section shall be included as part of a development application for a site plan or building permit, as appropriate.

COMMENT: A lighting plan has been submitted with the DET demonstrating conformance to these standards.

27-6704. Prohibited Lighting

The following exterior lighting is prohibited:

- (a) Light fixtures that imitate an official highway or traffic control light or sign;
- (b) Light fixtures that have a flashing or intermittent pattern of illumination, except signage with an intermittent pattern of illumination allowed in accordance with Sec. 27-61500, Signage.
- (c) Privately-owned light fixtures located in the public right-of-way;
- (d) Searchlights, except when used by Federal, State, or local authorities, or where they are used to illuminate alleys, parking garages, and working (maintenance) areas, so long as they are shielded and aimed so that they do not result in lighting on any adjacent lot or public right-of-way exceeding two foot-candles; and
- (e) Light types of limited spectral emission, such as low-pressure sodium or mercury vapor lights. Light sources shall be color-correct types such as Halogen, LED, or metal halide.

COMMENT: None of the above forms of lighting are proposed with this DET.

27-6705. Private Street Lighting

- (a) All private street lights shall be located inside full cut-off fixtures mounted on non-corrosive poles served by underground wiring.
- (b) The light fixture and light color of private street lights in an individual subdivision or development shall be consistent throughout the subdivision or development.
- (c) Correlated color temperature (CCT) of street lights shall not exceed 3000K.

COMMENT: No private street lights are proposed with this DET.

27-6706. General Standards for Exterior Lighting

Development subject to this Section shall comply with the following standards:

(a) Hours of Illumination

Public, civic, and institutional uses, commercial uses, mixed-uses, and industrial uses that are adjacent to existing residential development shall extinguish all exterior lighting by 11:00 P.M. or within one hour of the closing of the establishment open latest, whichever occurs last. Lighting necessary for outdoor recreational uses such as ball diamonds, playing fields, tennis courts, and similar uses; lighting necessary for security as listed in Subsections 27-6702(e) and 27-6702(j) and Section 27-6709; or lighting necessary for emergency situations as listed in Subsection 27-6702(i), shall be exempt from this requirement. For the purposes of this paragraph, lighting "necessary for security" shall be construed to mean the amount of exterior lighting necessary to provide an average of 2.5 foot-candles of light, with a maximum of 3 foot-candles of light at any point, in the following areas: possible points of entry or exit into a structure, illumination of exterior walkways, or illumination of outdoor storage areas. Lighting activated by motion sensor devices is strongly encouraged.

COMMENT: The proposed consolidated storage use will be accessible 24-hours per day. Notwithstanding, only necessary exterior lighting will remain illuminated after the hours of 11 P.M. No exterior lighting will be directed towards any adjacent residentially zoned land.

(b) Shielding with Full Cut-off Fixtures

All exterior luminaries, including security lighting, shall be full cut-off fixtures that are directed downward, consistent with Figure 27-6706(b).1: Full Cut-off Fixtures. In no case shall lighting be directed above a horizontal plane through the lighting fixture (see Section 27-6706(b).2: Examples of Fully-Shielded Light Fixtures).

Figure 27-6706(b).1: Full Cut-off Fixtures

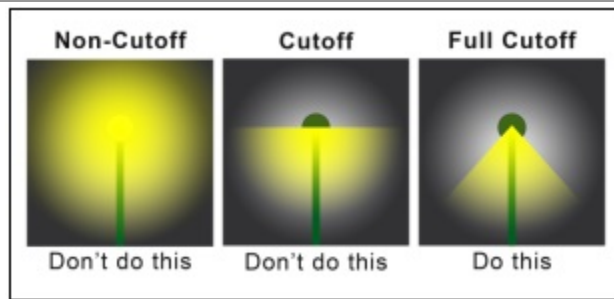
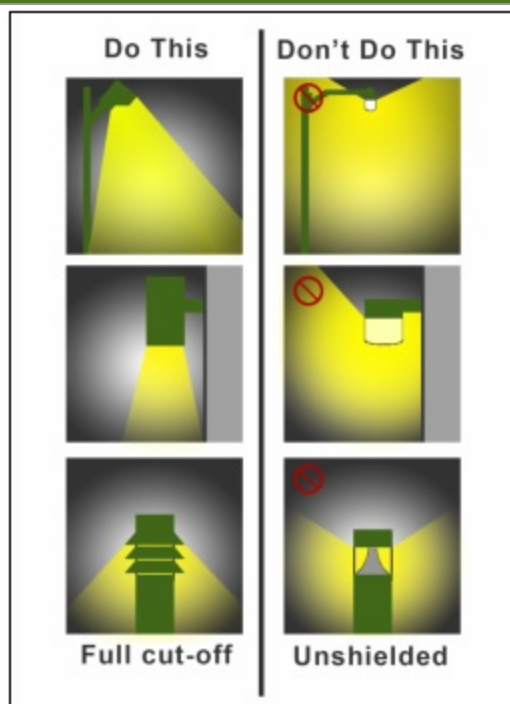


Figure 27-6706(b).2: Examples of Fully-Shielded Light Fixtures



COMMENT: All proposed lighting will use required full cut-off optics per the above standards.

(c) **Maximum Illumination Levels**

(1) Except for private street lighting (see Section 27-6705, Private Street Lighting), all exterior lighting and indoor lighting visible from outside shall be designed and located so that the maximum illumination measured in foot-candles at ground level at a lot line shall not exceed the standards in Table 27-6706(c).1: Maximum Illumination Levels. See Figure 27-6706(c).2: Maximum Illumination Levels.

Table 27-6706(c).1: Maximum Illumination Levels

Type of Use Abutting a Lot Line	Maximum Illumination Level at Lot Line (Foot-Candles)
Residential use or vacant land in the Rural and Agricultural base zones and the Residential zones (except multifamily, townhouse, and live/work uses, and all uses in the Group Living Use Category)	0.5
Multifamily, townhouse, and live/work uses, all uses in the Group Living Use Category, all uses in the Public, Civic, and Institutional Use Category, and residential uses in the IE, IH, and IE-PD zones.	1.0
Commercial or mixed uses, residential uses, or vacant land in the Transit-Oriented/Activity Center base and PD zones, the MU-PD zone, and the CN, CS, and CGO base zones (including parking facilities)	2.0
Industrial uses and vacant land in the IE and IH base zones, and the IE- PD zone (including parking facilities)	3.0
Parking facilities (when provided/built as stand-alone uses)	2.5

(2) All exterior light fixtures shall generate at least 80 lumens per watt of energy consumed, as shown on the manufacturers specifications for the fixture.

COMMENT: All proposed lighting conforms to maximum illumination levels per the above standards. Illumination details for proposed light fixtures are specified on the lighting plan submitted with this DET.

(d) Maximum Height

Except for athletic field lighting fixtures, which shall not exceed 95 feet in height, and private street lighting (see Section 27-6705, Private Street Lighting), the height of exterior light fixtures, whether mounted on poles, walls, or by other means, shall comply with the standards in Table 27-6706(d): Maximum Height for Exterior Lighting.

Table 27-6706(d): Maximum Height for Exterior Lighting

Zone	Maximum Height
Rural and Agricultural base zones	16 feet
Residential zones	16 feet
Transit-Oriented/Activity Center base and PD zones and MU-PD zone	20 feet

Table 27-6706(d): Maximum Height for Exterior Lighting

Zone	Maximum Height
Nonresidential base zones and IE-PD zone	30 feet
Within 100 feet of a Residential zone	16 feet

COMMENT: All proposed lighting fixtures adhere to the maximum heights per the above standards.

27-6707. Lighting Design Standards for Specific Uses and Site Features

In addition to complying with all applicable standards in Section 27-6706, General Standards for Exterior Lighting, the specific uses and site features identified in this Section shall comply with the standards established for that type of use or site feature.

(a) Awnings

Awnings used for building accents over doors and windows shall not be internally illuminated (i.e., from underneath or behind the awning) unless the awning material is entirely opaque.

(b) Canopies

Lighting under a canopy shall be designed so as not to create glare off-site. Acceptable methods to address this include one or both of the following:

(1) A recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface (ceiling) of the canopy that provides full cutoff or fully-shielded light distribution; or

(2) A surface-mounted fixture incorporating a flat glass that provides a full cutoff or fully-shielded light distribution.

(c) Sports and Performance Venues

Lighting fixtures for outdoor sports areas, athletic fields, and performance areas shall be equipped with a glare control package (e.g., louvers, shields, or similar devices) and aimed so that their beams are directed and fall within the primary playing or performance area.

(d) Wall Pack Lights

Wall packs on the exterior of the building shall be fully shielded (e.g., true cut-off type bulb or light source not visible from off-site) to direct the light vertically downward and be of low wattage (100 watts or lower).

(e) Pedestrian Lighting

Pedestrian light fixtures shall comply with the following:

(1) Light fixtures for sidewalks, walkways, trails, and bicycle paths shall provide at least 1.2 foot candles of illumination, but not exceed 2.0 foot candles.

(2) Pedestrian bollard lamps shall be mounted no higher than four feet above grade and shall not exceed 900 lumens for any single lamp (see Figure 27-6707(e): Examples of Pedestrian Bollard Lamps).

(f) Decorative Landscaping and Lighting

Outdoor light fixtures used for decorative effects shall comply with the following standards.

(1) Decorative lighting intended to enhance the appearance of a building and/or landscaping shall cast all light downward (rather than upward) against the building surface or onto a landscape feature, or shall be calibrated to illuminate features of the building or landscaping such that light spill-over and skyglow are avoided.

(2) Decorative lighting shall not exceed 100 watts of incandescent illuminance or the equivalent.

COMMENT: All proposed lighting conforms to the above standards as reflected on the lighting plan submitted with this DET.

27-6708. Measurement

Light-level measurements shall be made at the lot line of the land upon which light to be measured is being generated. If measurement on private property is not possible or practical, light level measurements may be made at the boundary of the public street right-of-way that adjoins the land. Measurements shall be made at finished grade (ground level), with the light-registering portion of the meter held parallel to the ground pointing up. The meter shall have cosine and color correction and have an accuracy tolerance of no greater than plus or minus five percent. Upon installation, the applicant shall demonstrate compliance with this Section by submitting measurements taken with a light meter to the Planning Director. The light meter shall have been calibrated within the prior two years.

COMMENT: All proposed lighting conforms to the above standards as reflected on the lighting plan submitted with this DET.

27-6709. Security Exemption Plan

(a) A landowner may submit a security plan to the Planning Director proposing exterior lighting that deviates from the standards in this Section. The Planning Director shall approve or approve with conditions the security plan and its proposed deviation from the standards, upon finding that the applicant demonstrates:

(1) The proposed deviation from the standards is necessary for the adequate protection of the subject land, development, or the public;

(2) The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage, or members of the public are at greater risk for harm than on surrounding land without the additional lighting; and

(3) The proposed deviation from the standards is the minimum necessary, and will not have a significant adverse effect on neighboring lands.

(b) If the Planning Director finds the applicant fails to demonstrate compliance with Subsections 27-6709(a)(1) through 27-6709(a)(3) above, the security plan shall be disapproved.

COMMENT: The Applicant elects to not submit a Security Exemption Plan.

Sec. 27-6800 Environmental Protection and Noise Controls

27-6802. Natural Resource Inventory (NRI)

An approved NRI, in conformance with the Environmental Technical Manual, is required for applications for Subtitle 32, Division 2, Erosion and Sediment Control; Subtitle 32, Division 3, Stormwater Management; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation; Subtitle 5B, Chesapeake Bay Critical Area; Planned Development (PD) Zoning Map Amendment applications (Section 27-3602); special exception applications (Section 27-3604); detailed site plan applications (Section 27-3605); and preliminary plan of subdivision (minor or major) applications (Subtitle 24: Subdivision Regulations).

COMMENT: An approved NRI (NRI-049-2023) is included in the DET-2023-0002 review package.

27-6803. Trees and Vegetation

As described in the applicability sections of Subtitle 25: Trees and Vegetation, development shall comply with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code.

COMMENT: The proposed development conforms with all applicable section of Subtitle 25 as reflected on the TCP2 included in the DET-2023-0002 review package.

27-6804. Floodplain Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for floodplain management in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code.

COMMENT: The proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the stormwater concept approval included in the DET-2023-0002 review package. No floodplain is present on the Property per available DPIE floodplain information.

27-6805. Erosion and Sedimentation Control

An approved Grading, Erosion, and Sediment Control Plan is required as described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

COMMENT: The proposed development will be in compliance with the above requirements, and shall be required to obtain an approved Grading, Erosion, and Sediment Control Plan prior to issuance of any grading permits.

27-6806. Stormwater Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for stormwater management in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code.

COMMENT: The proposed development conforms with all applicable sections of Subtitle 32 as reflected on the stormwater concept approval included in the DET-2023-0002 review package.

27-6807. Chesapeake Bay Critical Area

For all land within the CBCAO Zone, see Section [27-3601](#), Zoning Map Amendment (ZMA), Section [27-3603](#), Chesapeake Bay Critical Area Overlay (CBCAO) Zoning Map Amendment, Section [27-4402\(a\)](#), Chesapeake Bay Critical Area Overlay (CBCAO) Zones, and Subtitle 5B: Chesapeake Bay Critical Area, of the County Code, for applicable regulations and submittal requirements.

COMMENT: The CBCAO Zone is not present on the Property.

27-6808. Regulated Environmental Features

All land located outside the CBCAO Zone is subject to the requirements of Section 24-4300, Environmental Standards, of [Subtitle 24: Subdivision Regulations](#).

COMMENT: The proposed development (as reflected in the submitted TCP2) conforms to all applicable requirements in the Subdivision Regulations for regulated environmental features.

27-6809. Unsafe Lands

All applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of [Subtitle 24: Subdivision Regulations](#).

COMMENT: The proposed development conforms to all requirements in the Subdivision Regulations for treatment of unsafe land. There are no unsafe lands on the Property.

27-6810. Noise Control

(a) For the principal uses identified below, the maximum level of noise generated by the use on a lot or parcel at any point along its boundary abutting a residential use, a commercial use, a mixed-use development, or an industrial use shall not exceed the maximum allowable noise level for that use established in Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands.

- (1) Amusement park;
- (2) Animal shelter;
- (3) Arena, stadium, or amphitheater;
- (4) Boat sales, rental, service, or repair;
- (5) Class 3 fill;
- (6) College or university;
- (7) Concrete batching plant or asphalt mixing plant;
- (8) Concrete or brick products manufacturing;
- (9) Concrete recycling facility;
- (10) Contractor's yard;
- (11) Day care center for children;
- (12) Fraternity or sorority house;
- (13) Junkyard;
- (14) Kennel (regardless of lot size);
- (15) Landfill, land clearing debris;
- (16) Nightclub;
- (17) Photographic processing plant;
- (18) Private school;
- (19) Racetrack, pari-mutuel;
- (20) Recycling collection center;

- (21) Recycling plant;
- (22) Rifle, pistol, or skeet shooting range (regardless of location);
- (23) Rubble fill
- (24) Sand and gravel wet-processing;
- (25) Sanitary landfill;
- (26) Sawmill;
- (27) Slaughterhouse;
- (28) Solid waste processing facility;
- (29) Solid waste transfer station;
- (30) Surface mining;
- (31) Uses in the Transportation Uses principal use category;
- (32) Vehicle sales and rental, commercial;
- (33) Vehicle sales and rental, personal;
- (34) Vehicle salvage yard; and
- (35) Vehicle towing and wrecker service.

Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands

Type of Use	Time of Day	
	Day (7:00 A.M. to 10:00 P.M.)	Night (10:00 P.M. to 7:00 A.M.)
Residential Uses	65 dBA Leq	55 dBA Leq
Commercial and Mixed Uses	67 dBA Leq	62 dBA Leq
Industrial Uses	75 dBA Leq	75 dBA Leq

- (b) Except within a Transit-Oriented/Activity Center base or PD zone or the MU-PD Zone, the following shall not be located on a lot or parcel adjacent to an existing street classified as arterial or higher unless the applicant demonstrates, through a noise study, that transportation-generated noise is less than, or will be mitigated to be less than, 55 dBA during the hours of 10:00 PM to 7:00 AM and no greater than 65 dBA during the hours of 7:00 AM to 10:00 PM at the proposed location:

- (1) Any new structure intended for residential occupancy in the Residential Uses principal use classification;
 - (2) Day care center for children outdoor activity areas, including but not limited to playgrounds and sitting areas; and
 - (3) Nursing home facilities.
- (c) Where applicable, development shall comply with the requirements for noise control in Section 27-4402(c), Military Installation Overlay (MIO) Zone.
- (d) Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA

during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.

COMMENT: None of the above regulations in Section 27-6810 apply as consolidated storage is not a principal use triggering the above noise regulations.

Sec. 27-61100 Industrial Form and Design Standards

27-61102. Industrial Form and Design Standards

Development subject to this Section shall comply with the following standards.

(a) Building Orientation

(1) Single-Building Development

An industrial development composed of a single building shall orient the building façade containing its primary patron entrance to face the street from which the building derives its street address.

(2) Multi-Building Development

A development composed of multiple buildings should locate and configure the buildings to conceal operations and loading areas from off-site views, to the maximum extent practicable.

(3) Accessory Uses and Structures

Accessory uses and structures shall not front a street and shall be located in a manner that minimizes their impacts on adjacent development.

COMMENT: The proposed development is for a single building on the Property. Its primary entrance faces Beech Road, which will be the ultimate street from which the building derives its street address. No accessory uses or structures shall front a street and shall be located in a manner that minimizes their impacts on adjacent development.

(b) Façade Articulation

Each street-facing building façade shall be horizontally and/or vertically articulated to avoid long, blank wall planes, by meeting at least two of the following standards:

(1) Wall Plane Horizontal Articulation

Each façade greater than 100 feet in width shall be articulated with wall offsets (e.g., projections or recesses in the façade plane), changes in façade color or material, or similar features that visually interrupt the wall plane horizontally such that the width of uninterrupted façade does not exceed 60 feet (see Figure 27-61102(b): Example of Façade Articulation for Industrial Building).

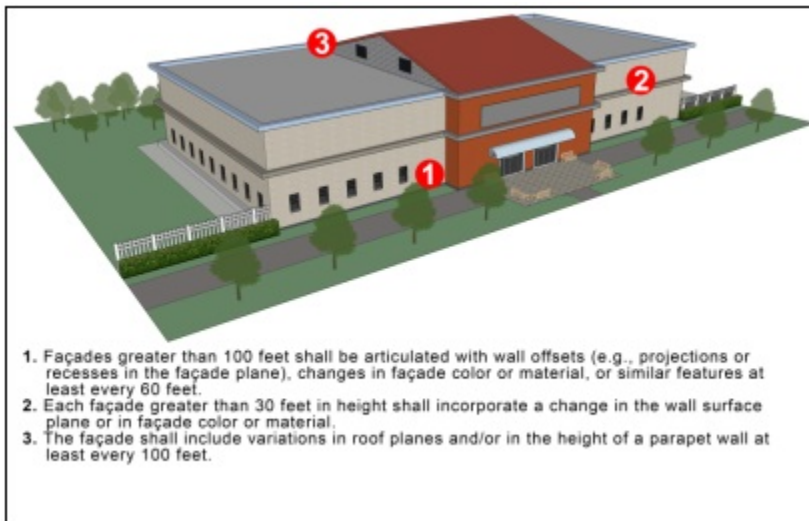
(2) Vertical Articulation

Each façade greater than 30 feet in height shall incorporate a change in the wall surface plane or in façade color or material that visually interrupts the wall plane vertically such that the height of the uninterrupted façade does not exceed 30 feet.

(3) Roof Line Variation

The façade shall include variations in roof planes and/or in the height of a parapet at least every 100 feet of roofline length along the façade.

Figure 27-61102(b): Example of Façade Articulation for Industrial Building



COMMENT: The above façade articulation standards have been met for the proposed building in this DET. The proposed building complies as there is various color and materiality changes on all four elevations. The mixture of stucco, brick and hardi plank siding materials as well as color changes are presented within the proposal.

(c) Entrance

(1) Each principal building shall have clearly defined, highly visible primary entrances for occupants and patrons that incorporate at least two of the following design features to emphasize the importance of the entrance:

- (A) Canopy or portico;
- (B) Roof overhang;
- (C) Horizontal recess or projection;
- (D) Arcade or arch;
- (E) Peaked roof form;
- (F) Outside patio;
- (G) Display window;

(H) Architectural tile work or moldings integrated into the design of the building façade;

(I) Integrated planters or wing walls that incorporate landscaped area or seating areas; or

(J) Similar architectural features not found on the remainder of the building façade.

(2) Street-facing façades of the ground level floor shall not include overhead doors, sliding glass doors, removable panels, or similar type of doors.

COMMENT: The entrance design standards have been met for the proposed building in this DET. The proposed building entrances all have canopies and were designed with display windows to meet code requirements. In addition, the architectural elements accentuate the areas of entry/exit.

(d) Building Façade Materials

The use of corrugated metal siding or any other similar metal siding, unfinished or untreated tilt-up concrete panels, or standard single- or double-tee concrete systems as a primary exterior façade material shall be limited to those portions of rear and side building façades that are not visible from the public right-of-way or an adjacent residential, public, civic, or institutional, or commercial use.

COMMENT: The building façade materials standards have been met for the proposed building in this DET. There is no use of corrugated metal siding or any other similar metal siding, unfinished or untreated tilt-up concrete panels, or standard single- or double-tee concrete systems as a primary exterior façade material proposed.

(e) Location of Loading and Service Areas

Loading and service areas shall be separated from patron parking, pedestrian areas, and main drive aisles, and shall be located a minimum of 200 feet from any abutting single-family detached dwellings, two-family dwellings, or vacant lands in a residential single-family zone (the RE, RR, RSF-95, and RSF-65 zones).

COMMENT: The loading and service areas are located a minimum of 200 feet from any abutting single-family detached dwellings, two-family dwellings, or vacant lands in a residential single-family zone (the RE, RR, RSF-95, and RSF-65 zones).

(f) Off-Street Parking Location

No more than 60 percent of the off-street parking spaces may be located in surface parking lots between the front building façade and the street it faces.

COMMENT: This standard is superseded by the parking location requirements in the

Neighborhood Compatibility standards in Section 27-61203(f)(2). In the case of conflict between the Neighborhood Compatibility standards and other standards in this Ordinance (including the Industrial Form Standards), the Neighborhood Compatibility standards shall control. Specifically, the proposed off-street parking is located adjacent to lot lines abutting nonresidential development on the east side of Beech Road per Section 27-61203(f)(2)(C) of the Neighborhood Compatibility Standards.

Sec. 27-61200 Neighborhood Compatibility Standards

27-61201. Purpose and Intent

The purpose of these neighborhood compatibility standards is to provide a proper transition and ensure compatibility between single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in the single-family residential zones, and other more intense forms of development. More specifically, it is the intent of these standards to:

- (a) Provide effective transitions between single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in the single-family residential zones, and more intense uses;
- (b) Protect the character of existing neighborhoods consisting of primarily single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in the single-family residential zones from potentially-adverse impacts resulting from more intense and incompatible adjacent forms of development;
- (c) Limit the excessive consumption of available land through the utilization of large vegetated buffers in favor of development form and design treatments; and
- (d) Establish and maintain vibrant pedestrian-oriented areas where differing uses can operate in close proximity to one another.

27-61202. Applicability

(a) General

(1) Unless exempted as provided in Section 27-61202(b), Exemptions, below, these standards apply to:

(A) Any new townhouse, multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing single-family detached dwellings, two-family dwellings, or vacant lands in the RE, RR, RSF-95, and RSF-65 zones (single-family residential zones);

(B) Any new multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing townhouse dwellings;

(C) Any expansion of an existing townhouse, multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing single-family detached dwellings, two-family dwellings, or

vacant lands in a single-family residential zone, where the expansion increases the building's gross floor area by 50 percent or more; and

(D) Any expansion of an existing multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing townhouse dwellings where the expansion increases the building's gross floor area by 50 percent or more.

(2) For the purposes of this Section:

(A) "Multifamily development" shall include the following:

- (i) Live/work dwellings; and
- (ii) Multifamily dwellings.

(B) "Nonresidential development" shall include the following:

- (i) Uses in the Group Living Uses, Health Care Uses, Transportation Uses, and Utility Uses Principal Use Categories; and
- (ii) Uses in the Commercial Use and Industrial Use Principal Use Classifications.

(b) Exemptions

In addition to the exemptions specified in Section 27-6103, General Exemptions, the following are exempt from these standards unless the applicable Area Master Plan or Sector Plan addresses compatibility differently:

(1) Townhouse, multifamily, nonresidential, and mixed-use development located on lots separated from single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone by a built and existing street with a median with four or more lanes; and

(2) Uses in the Communication Uses and Educational Uses Principal Use Categories.

(3) Development within any Transit-Oriented/Activity Center base or PD zone if the existing single-family detached dwellings, two-family dwellings, or townhouse dwellings are also located in a Transit-Oriented/Activity Center base or PD zone.

(c) Conflict

In the case of conflict between these neighborhood compatibility standards and other standards in this Ordinance, these neighborhood compatibility standards shall control.

COMMENT: These standards apply to the Property as it adjoins single-family detached dwelling(s) to the east.

27-61203. Neighborhood Compatibility Standards

Development subject to this Section shall comply with the following standards:

(a) Building Height and Setbacks

(1) Setbacks of buildings shall be consistent with other buildings on the block face to maintain a consistent plane or edge of buildings along public frontages. Instead of the required setback or build-to line of the zone, setbacks of buildings shall vary no more than 15 percent from the setbacks of adjacent buildings.

COMMENT: The proposed development will be the only building to exist (upon construction) on the block face along the east side of Beech Road, and will be constructed in such a way to maintain the setback requirements above if any future buildings are constructed adjacent to the development.

(2) Building height shall not exceed the maximum height established in Table 27-61203(a)(2): Maximum Height in Transitional Areas.

Table 27-61203(a)(2): Maximum Height in Transitional Areas

Distance from Single-Family Dwelling, Two-Family Dwelling, or Vacant Land in a Single-Family Zone (1)	Maximum Height		
	Parcels Fronting US 1 Between the Northern Corporate Boundaries of the City of College Park and the County's Boundary with the District of Columbia, and Parcels Fronting 34th St between Shepherd St and Otis St	All Other Areas	Parcels fronting Central Avenue /East Capitol Street (MD 214) or Old Central Avenue/Central Avenue (MD 332) Between the County's Boundary with the District of Columbia and Landover Road/Largo Road (MD 202)
50 feet or less	Lesser of: 3 stories or 35 feet	Lesser of: 3 stories or 35 feet	Lesser of: 7 stories or 80 feet
Greater than 50 feet but less than 150 feet	Lesser of: 6 stories or 65 feet		
150 to 200 feet	No requirement	Lesser of: 4 stories or 45 feet	

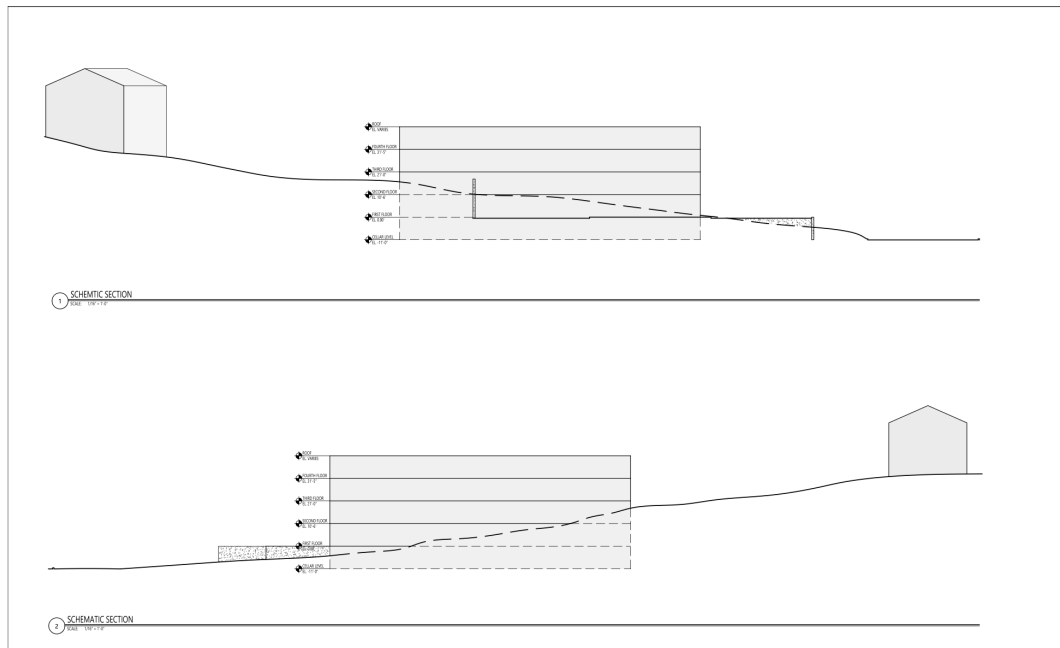
Table 27-61203(a)(2): Maximum Height in Transitional Areas

Distance from Single-Family Dwelling, Two-Family Dwelling, or Vacant Land in a Single-Family Zone (1)	Maximum Height		
	Parcels Fronting US 1 Between the Northern Corporate Boundaries of the City of College Park and the County's Boundary with the District of Columbia, and Parcels Fronting 34th St between Shepherd St and Otis St	All Other Areas	Parcels fronting Central Avenue /East Capitol Street (MD 214) or Old Central Avenue/Central Avenue (MD 332) Between the County's Boundary with the District of Columbia and Landover Road/Largo Road (MD 202)

NOTES:

- (b) The distance from an existing single-family dwelling, two-family dwelling, townhouse, or vacant land in a single-family zone is to be measured from the closest portion of the dwelling (in the case of single-family and two-family dwellings and townhouses) or from the minimum front yard setback line (in the case of vacant land).

COMMENT: The proposed development meets the above height restrictions. Due to significant topographical conditions on the Property, the proposed building has a 2.5-story height (25'-10") for the portion within the 50'-150' transitional area adjacent to the single-family home to the east. Beyond this area, the falling topography of the Property allows the building height to climb to 4 stories (47'-0") once beyond the 200-foot transitional area.



- a. Buildings over three stories in height shall be broken up into modules or wings with the smaller and shorter portions of the structure located adjacent to single-family dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone (see Figure 27-61203(a)(3): Building Height Modulation).

COMMENT: The proposed development meets the above design restrictions. As stated earlier, the significant topographical conditions on the Property allows for the proposed structure to “step-down” with the shortest portions of the building (i.e., approximately 2.5 stories) being nearest to the adjacent single-family detached residential structure(s).

(b) Building Orientation

Except for when a mews or open space is located in front of the building, buildings shall be oriented towards the street from which they derive their street address.

COMMENT: The proposed building is oriented toward Beech Drive, the street which the proposed building derives its street address, the public road with the greatest frontage along the Property, and from where vehicular access is provided.

(c) Building Design

(1) Buildings shall (see Figure 27-61203(c): Compatible Building Design):

- (A) Use a similar roof type to adjacent single-family detached dwellings, two-family dwellings, or townhouse dwellings in terms of slope and arrangement to prevent abrupt changes in roof form;

- (B) Configure all roof-mounted equipment to avoid or minimize its view from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone;
- (C) Use exterior colors, where possible, that are similar to those found on adjacent single-family detached dwellings two-family dwellings, or townhouse dwellings;
- (D) Use similarly sized and patterned architectural features such as windows, doors, awnings, arcades, pilasters, cornices, wall offsets, building materials, and other building articulations found on adjacent single-family detached, two-family dwellings, and townhouse dwellings; and
- (E) Orient porches, balconies, and outdoor activity areas away from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

COMMENT: The proposed building meets the above design standards. The eastern elevation has a residential design with the following: Mansard and Gabled asphalt roofs, hardi plank siding compliant with adjacent neighbors' colors and faux windows designed to mimic residential windows and shutters.

- (2) Retail commercial building façades over 90 feet in length that face single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall be designed to appear as a series of discrete storefronts, with no single storefront occupying more than 50 percent of the total façade width of the building.

COMMENT: This standard does not apply as the proposed building is for consolidated storage.

(d) Building Materials

(1) Transparency

Building façades facing single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, shall comply with the standards in Table 27-61203(d)(1), Transparency Standards:

Table 27-61203(d)(1): Transparency Standards	
Building Story	Minimum Façade Area Percentage to be Transparent (Percent of Façade) (1),(2),(3)
1 st Floor (2)	35 (3)
2 nd Floor	20
3 rd or Higher Floor	20

Table 27-61203(d)(1): Transparency Standards

Building Story	Minimum Façade Area Percentage to be Transparent (Percent of Façade) (1),(2),(3)
<p>NOTES:</p> <ol style="list-style-type: none"> 2. The façade area shall be measured from the grade to the underside of the eaves, or from story line to story line on upper building stories. 3. Façades abutting sidewalks, plazas, gathering areas, or other pedestrian areas shall incorporate transparent glazing. 4. The first two feet of façade area closest to the grade are not required to be glazed and shall be excluded from the façade area calculation. 	

COMMENT: Due to the site configuration and building embedment into the grade the proposed floors are not aligned with the grading. The cumulative window area is 21 % of the eastern façade wall area (adjacent to the residential zone).

(2) Exterior Materials

Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, façades facing single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall comply with the following exterior materials standards:

- (A) Materials and material configurations shall be similar to those commonly used on adjacent single-family detached dwellings and two-family dwellings.
- (B) Plywood, standard (versus decorative) concrete block, and corrugated metal are prohibited as exterior materials.
- (C) Vinyl siding shall not exceed 25 percent of a building façade.

COMMENT: The proposed building meets the above standards. The building design incorporates mixed exterior material/finishes and does not include metal panel finishes or Vinyl Siding. The proposed elevations reflect the use of hardi plank and stucco brick finishes.

(e) Multi-Building Placement

Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, multi-building development that includes varying use and/or development intensities in different buildings should locate buildings with the least intense use and/or development nearest to the abutting single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, to the maximum extent practicable.

COMMENT: This standard does not apply as the DET is for a single building.

(f) Off-Street Parking

(1) Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, for development that is within 200 feet of single-family detached dwellings, two-family dwellings, townhouses, or vacant land within a single-family residential zone, the total amount of off-street parking shall not exceed 1.1 times the required minimum specified in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, and may be reduced through an alternative parking plan (see Section 27-6307, Off-Street Parking Alternatives) that demonstrates such reduction will not have an adverse impact on the adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

(2) When required, off-street parking shall be established in one or more of the following locations, listed in order of priority:

- (A) Within a structured parking facility;
- (B) Adjacent to off-street parking lots serving nonresidential development on abutting lots;
- (C) Adjacent to lot lines abutting nonresidential development;
- (D) Adjacent to lot lines abutting mixed-use development;
- (E) Behind the building;
- (F) Within a lot's corner side yard;
- (G) In front of the building; or
- (H) When all of the above options are infeasible, adjacent to lot lines abutting single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

(3) Off-street surface parking areas located adjacent to single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall be treated in accordance with Section 4.3, Parking Lot Requirements, of the Landscape Manual.

(4) The façade of any parking structure facing adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, shall be designed in accordance with the exterior materials standards of this Section and be landscaped to soften its visual impact.

COMMENT: The proposed off-street parking will be in the form of a surface lot along the Property's frontage with Beech Road and adjacent to the nonresidential development along said roadway. As such, the proposed surface parking is located away from the adjoining residentially zoned land. The proposed off-street parking area is also effectively screened from adjoining residentially zoned land by the proposed building. The proposed off-street parking area is beyond 200 feet from the adjacent single-family detached dwelling.

(g) Other Site Features

(1) Loading, Service, Recycling Collection, and Refuse Collection Areas

Loading, service, recycling collection, and refuse collection areas shall be located at least 50 feet from residential development and:

- (A) Located behind or to the sides of buildings away from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family zone, and screened with walls and/or landscaping, and provided with access that is integrated with parking areas and the vehicular circulation network;
- (B) Screened from view of single-family detached dwellings, two-family dwellings, townhouses, and vacant lands in a single-family residential zone, using materials that are the same as, or of equal quality to, the materials used for the principal building; or
- (C) Incorporated into the overall design of the site so that the visual impacts of these functions are fully contained within an enclosure, or are otherwise out of view from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

COMMENT: The proposed loading, service, recycling collection, and refuse collection areas shall be located at least 50 feet from residential development. The proposed loading areas are beyond the 50' requirement and exceed 200' in distance from the neighboring residents. Trash and loading are concealed/screened by fencing and landscaping.

(2) Drive-Through Service Facilities

(A) In no instance shall a drive-through or pick-up window be located on a building façade that faces a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

(B) Order boxes associated with a drive-through or pick-up window shall be at least 200 feet from a lot containing a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

COMMENT: No drive-through service facilities are proposed in this DET.

(3) Exterior Lighting

(A) Exterior lighting fixtures shall have a maximum height of 14 feet and illumination that does not exceed 0.5 foot candle at the lot line if located within 100 feet of a lot containing a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

(B) Exterior lighting fixtures shall have a maximum height of 18 feet if between 100 and 150 feet of such lot or lands (and illumination that does not exceed 0.5 foot candle at the lot line).

(C) Exterior lighting shall be extinguished by 10:00 p.m. or within one hour after closing, whichever occurs first.

COMMENT: Proposed exterior lighting meets the above standards as reflected on the DET plan.

(4) Signage Standards

(A) To the maximum extent practicable, signage shall be located a minimum of 50 feet from lot lines shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

(B) Signage within 50 feet of a lot line shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, shall be limited to directional signage.

(C) Within 100 feet of lot lines shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, the maximum sign area for signs shall be reduced by 25 percent.

(D) Projecting signs are prohibited if the sign is located across the street from or within 200 feet of a development with single-family detached dwellings, two-family dwellings, townhouses dwellings, or vacant lands in a single-family residential zone.

COMMENT: The proposed building signage meets all the distance requirements set for in these regulations/standards. No signage facing the residential west of the subject's lot. No signage is within 100 feet of lot lines shared by a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

(5) Open Space Set-Asides

(A) Required open space set-asides shall be located between a proposed development and an adjacent single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, to the maximum extent practicable.

(B) Outdoor recreation features such as swimming pools, tennis courts, playgrounds, and similar features shall be at least 50 feet from any lot line shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

COMMENT: The open-space set-asides are in the form of woodland conservation in the southern portion of

the site and provide a buffer between the Property and single-family zoned land to the east and south.

(6) Natural Features

Natural features such as existing vegetation, natural differences in topography, streams, wetlands, and other such features shall be used as transitions where possible.

COMMENT: Woodland conservation, preservation of natural topography, and landscaping will be used to form a natural transition from residentially zoned land to the Property.

(h) Operational Standards

Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, development within 200 feet of any single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone shall:

- (1) Prohibit outdoor dining or other outdoor activities such as, but not limited to, outdoor entertainment areas where alcohol is served or music is played, and outdoor recreation areas that are open after 8:00 p.m. in the evening;
- (2) Limit trash collection or other service functions to only between the hours of 7:00 a.m. and 7:00 p.m.; and
- (3) Extinguish amplified music, singing, or other forms of noise audible at shared lot lines after 10:00 p.m. Sunday through Thursday nights, and after 12:00 a.m. Friday and Saturday nights.
- (4) These standards shall not apply to new development locating within 200 feet of any nonconforming dwellings.

COMMENT: To the extent these restrictions apply, the proposed development in the DET will adhere to them.

Sec. 27-61500 Signage

27-61504. General Standards

(a) Illumination

(1) Static Illumination

Static illumination of signs is allowed in all zones except the Rural and Agricultural base zones, for all sign types except canopy signs, provided any external light source shall be directed toward the sign and shall not cast direct light or create glare upon adjacent lands or streets.

(2) Animated Illumination

(A) Animated sign illumination is prohibited, except in accordance with Subsection 27-61504(a)(2)(B) below.

(B) Signs on which the only copy that changes is the electronic indication of time, temperature, stock market, or similar information are permitted in all districts except the Rural and Agricultural and Residential base zones and the R-PD Zone. Changes in copy shall be spaced at least eight seconds apart and shall be accomplished without the use of animation, movement, or scrolling.

COMMENT: The proposed development will not have any external light source directed toward any sign and shall not cast direct light or create glare upon adjacent lands or streets, nor will it use animated sign illumination. No animated illumination is proposed.

(b) Materials

Permanent signs shall not be made of plywood, corrugated plastic sheets, cardboard, paper, cloth, vinyl banners, or other similar materials.

COMMENT: The proposed permanent signage will not be made of any of the above materials.

(c) Digital Display

Digital displays shall comply with the standards in this Subsection.

(1) Location and Sign Type

(A) In the Rural and Agricultural and Residential base zones and the R-PD Zone, digital displays shall be permitted only on freestanding signs for uses in the Community Service Uses and Educational Uses Principal Use Categories.

(B) In the Transit-Oriented/Activity Center base and PD zones, digital displays shall be permitted only on building wall or roof signs.

(C) In all other base and PD zones, digital displays shall be permitted only on building wall or roof signs or freestanding signs.

(2) Standards

(A) A digital display shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign or its supporting structure. Each static message shall not include flashing or the varying of light intensity.

(B) Automatic changes in display are permitted for digital displays, provided such changes shall be:

(i) Spaced at least 8 seconds apart;

(ii) Accomplished in 0.25 seconds or less; and

(iii) Accomplished without the use of animation, movement, or scrolling.

(C) Except when part of a digital billboard (see Subsection [27-61506\(g\)](#)), the luminance of a digital display during daylight hours shall be no greater than 1500 nits. At all other times, luminance shall be no greater than 150 nits. Automatic dimming is required to maintain the appropriate illumination levels at all times.

COMMENT: No digital display signs are proposed.

(d) Signs Within Proposed Right-of-Way

(1) Sign permits may be issued for signs on land located within the right-of-way, property, or acquisition lines of a proposed street, rapid transit route, or rapid transit facility, or proposed relocation or widening of an existing street, rapid transit route, or rapid transit facility as shown on the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans) only if such signs are placed on:

(A) Land which:

(i) Was in reservation but is now not in reservation; and

(ii) Has not been acquired and is not being acquired; or

(B) Land which was subdivided after the adoption of the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans), but was not reserved or required to be dedicated for a street or rapid transit route or facility shown on the General Plan or other County plan.

COMMENT: No signs are proposed within any existing or future right-of-way.

27-61505. Standards for Specific Sign Types

Unless exempted in accordance with Section 27-61502(b), Exemptions, all signs except special purpose signs (see Section 27-61506, Standards for Special Purpose Signs) and temporary signs (see Section 27-61507, Standards for Temporary Signs) shall comply with the standards in Table 27-61505: Standards for Specific Sign Types, based on the zone in which the sign is located.

Table 27-61505: Standards for Specific Sign Types

Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	CN Zone	CS, CGO, and IH Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
Building Wall or Roof Sign					
Location	No requirement for any residential use. For all other uses, allowed on any wall if set back at least 10 feet from the adjoining ROW. No more than 50 percent of the sign area can be on a side wall.	Allowed only on front wall of building in a signage band at least 10 and not more than 14 ft. above the ground	Allowed only on front wall of building and not less than 10 ft. above the ground	No requirement for any residential use. For all other uses, allowed on any wall if set back at least 10 feet from the adjoining ROW. No more than 50 percent of the sign area can be on a side wall.	Allowed only on front wall of building and not less than 10 ft. above the ground
Height (maximum)	No requirement for any residential use. For all other uses, 12 ft. above roofline or parapet, whichever is higher	Lowest point of building roof	Lowest point of building roof	No requirement for any residential use. For all other uses, 12 ft. above roofline or parapet, whichever is higher	Lowest point of building roof

Table 27-61505: Standards for Specific Sign Types

Sign Attribut e	Zones				
	Rural and Agricult ural Zones and Resident ial Base and PD Zones	IE and IE- PD Zone s	CN Zone	CS, CGO, and IH Base Zones	Transit- Oriented/Act ivity Center Base and PD Zones and MU-PD Zone
Height (maximu m) of Sign (fro m base to top)	No requirem ent	18 inche s	No require ment	No requireme nt	No requirement

<p>Area (maximum) (1), (2)</p>	<p>No requirement for any residential use. For all other uses, one sq. ft. for each two linear ft. along front of building</p>	<p>1.50 sq. ft. for each linear ft. of building facing street, to a maximum of 80 square feet</p>	<p>One sq. ft. for each two linear ft. along front of building</p>	<p>No requirement for residential uses.</p> <p>One-story or single-use building: Two sq. ft. per linear ft. along front of building.</p> <p>Two- or three-story building: Three sq. ft. per linear ft. along front of building.</p> <p>Four-story or higher building: Three sq. ft. (plus one sq. ft. for each additional three building stories, or fraction thereof, above the bottom three stories) per linear ft. along front of building.</p> <p>For all development: At least 60 sq. ft. of sign area is allowed in all circumstances.</p> <p>Total</p>	<p>One sq. ft. for each two linear ft. along front of building.</p>
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Table 27-61505: Standards for Specific Sign Types

Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	CN Zone	CS, CGO, and IH Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
				building wall or roof sign area shall not exceed 400 sq. ft.	
Other Standards	Signs shall not extend more than 12 inches from a building wall and shall be placed flat against the wall so that any sign message reads parallel with the wall.				
Canopy Sign					
Location	No requirement for residential use, except multifamily. For all other uses, a canopy sign shall be located a minimum of 10 ft. behind the street line, and shall not be located on top of the canopy.				
Height	Not allowed on the top of a canopy				
Area (maximum) (1),(2)					
Canopy located over 10 and less than 30 ft. from street line					
All buildings	One sq. ft. of sign area per linear ft. of canopy in front of each individual place of business for shopping center, office building, or industrial center; otherwise, one sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. Total sign area of all canopy signs in a development shall not exceed 200 sq. ft.				
Canopy located at least 30 ft. behind street line					
In one story or single use building or within a shopping or industrial center or office complex	Two sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances. Total sign area of all canopy signs in a development shall not exceed 400 sq. ft.				No requirement

Table 27-61505: Standards for Specific Sign Types

Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	CN Zone	CS, CGO, and IH Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
	In one-story building housing at least two uses	Two sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances. Total sign are area of all canopy signs in a development shall not exceed 400 sq. ft.			No requirement
	In two- or three-story building housing two different uses	Three sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances. Total sign area of all canopy signs in a development shall not exceed 400 sq. ft.			No requirement
In four-story or taller building housing two different uses	Three sq. ft. of sign area, plus one additional sq. ft. of sign area for each additional three stories, or fraction thereof, above the bottom three stories (for example, four sq. ft. of sign area is permitted for each one linear foot of building width for a six story building, while five sq. ft. of sign area is permitted for each one linear foot of building width for a seven story building). At least 60 sq. ft. of sign area is allowed under any circumstances. Total sign area of all canopy signs in a development shall not exceed 400 sq. ft.			No requirement	
Projecting Sign(2)					
Location					
No building setback	May extend over public property, not closer than 10 ft. to curb line				
All other instances	At least 2 ft. behind vertical plane of street curb line and at least 10 ft. from the vertical plane of the street line				

Table 27-61505: Standards for Specific Sign Types

Sign Attribut e	Zones				
	Rural and Agricuilt ural Zones and Resident ial Base and PD Zones	IE and IE- PD Zone s	CN Zone	CS, CGO, and IH Base Zones	Transit- Oriented/Act ivity Center Base and PD Zones and MU-PD Zone
Number (maximu m)	One per building				
Projectio n (maximu m)	42 inches from vertical plane of wall to which attached				
Clearanc e (minimu m)	Minimum clearance of 10 ft. above the finished grade of a sidewalk and 18 ft. above driveways or alleys				
Other Standar ds	Projecting signs shall not swing.				
Freestanding Sign(3)					
Location	No requirement for residential use. For all other uses, the business, service, or activity being advertised shall be located on the same parcel as the sign. Freestanding signs shall be located at least 10 ft. behind street line.		No require ment	No requireme nt for residential use. For all other uses, the business, service, or other activity being advertised shall be located on the same parcel as the sign. Freestandi ng signs shall be located at least 10 ft. behind street line.	No requirement

Table 27-61505: Standards for Specific Sign Types

Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	CN Zone	CS, CGO, and IH Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
Number	<p>No requirement for residential use.</p> <p>For all other uses, one sign per minimum of 50 ft. of street frontage, up to 1,100 ft. One sign for each additional 1,000 ft. of street frontage.</p>		No requirement	<p>No requirement for residential use.</p> <p>For all other uses, one sign per minimum of 50 ft. of street frontage, up to 1,100 ft. One sign for each additional 1,000 ft. of street frontage.</p>	No requirement
Height (maximum)	<p>No requirement for residential use.</p> <p>For all other uses, 50 ft. if located adjacent to an expressway (e.g. Capital Beltway or I-95). 25 ft. in all other locations.</p>	At or below lowest point of building roof	No requirement	<p>No requirement for residential use.</p> <p>For all other uses, 50 ft. if located adjacent to an expressway (e.g. Capital Beltway). 25 ft. in all other locations.</p>	No requirement

<p>Area (maximum) (4)</p>	<p>No requirement for residential use.</p> <p>For all other uses, one sq. ft. per four linear ft. of street frontage sign faces. Maximum sign area of 200 sq. ft. per sign.</p>	<p>One sq. ft. for each five linear ft. of street frontage on street sign faces</p>	<p>No requirement</p>	<p>No requirement for residential use.</p> <p>Building within a shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex: One sq. ft. per two linear ft. of street frontage sign faces. Maximum sign area of 200 sq. ft. per sign.</p> <p>All other buildings: One sq. ft. per four linear ft. of street frontage sign faces. Maximum sign area of 200 sq. ft. per sign.</p>	<p>No requirement</p>
<p>NOTES:</p> <p>(b) For the purposes of determining allowed sign area, the width in linear feet along the front of the building shall be measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever has the greater width.</p>					

Table 27-61505: Standards for Specific Sign Types

Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	CN Zone	CS, CGO, and IH Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
	<p>Within a shopping or industrial center or office building complex, the width in linear feet along the front of the building shall be measured along the wall containing the principal entrance of each individual place of business.</p> <p>(c) If both wall or roof signs and canopy signs are proposed, the maximum areas for wall or roof signs and canopy signs shall be used to determine the permitted sign area on each structure on a prorated basis. (For example, if the permissible sign area on a wall or roof is 400 sq. ft. and the permissible sign area on a canopy is 200 sq. ft. and the applicant chooses to allocate 50 percent of the permissible sign area to each sign type, the permissible sign area on the wall or roof would be 200 sq. ft. and the permissible sign area on the canopy would be 100 sq. ft. As the percentage of total permissible sign area allocated to each sign type varies, the permissible sign area for each varies accordingly.) Projecting signs are considered building wall or roof signs for the purposes of determining the permitted sign area on a structure and are subject to the maximum sign area standards that apply to building wall or roof signs.</p> <p>(d) Unless within a shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex, freestanding signs are not allowed on property where the main building associated with the sign is not located at least 20 feet behind the front street line.</p> <p>(e) The allowed freestanding sign area is in addition to that allowed for any other signs on a specific property.</p>				

COMMENT: This DET contains Three (3) building mounted signs & Three (3) canopy mounted signs. The proposed building mounted signs conform to the above location, area, height, and materials requirements/standards as follows:

Building Mounted- Sign 1 “ExtraSpace Storage” (Identified as A1 in the signage package)

Location –East Elevation

Sign Area – 49.8 SF

Height – 38’

Materials – Aluminum & Vinyl.

Building Mounted- Sign 2 “ExtraSpace Storage” (Identified as A2 in the signage package)

Location – North Elevation

Sign Area – 49.8 SF

Height – 38’ from front entry grade. Site grading varies due to existing topography.

Materials – Aluminum & Vinyl.

Building Mounted- Sign 3 “Loading” (Identified as C2 in the signage package)

Location – East Elevation

Sign Area – 3.45 SF

Height – 8'-2"

Materials – Aluminum & Vinyl.

Canopy Mounted- Sign 1 “Office” (Identified as B in the signage package)

Location – South Elevation

Sign Area – 2.9 SF

Height – 9'-9"

Materials – White Acrylic, flush mounted.

Canopy Mounted- Sign 2 “Loading” (Identified as C1 in the signage package)

Location – South Elevation

Sign Area – 3.45 SF

Height – 15'-0"

Materials – White Acrylic, flush mounted.

Canopy Mounted- Sign 3 “Community Space” (Identified as E in the signage package)

Location – East Elevation

Sign Area – 8.67 SF

Height – 9'-9"

Materials – White Acrylic, flush mounted.

27-61506. Standards for Special Purpose Signs

(a) Permanent Real Estate Identification Sign

(1) Permanent signs identifying multifamily development are allowed if they comply with the following standards:

(A) Location: on the building or premises.

(B) Number: one for the first 100 dwelling units, plus one for each additional 100 dwelling units, up to a maximum of four signs.

(C) Area (maximum): 48 square feet for each sign, except if fewer sign(s) are erected than allowed, the square footage of the sign(s) not erected can be applied to the signs erected. (For example, if three signs are allowed but only one identification sign is used, that sign may be 144 square feet in area).

(2) Permanent signs identifying a business or professional office are allowed, if they comply with the following standards:

(A) Location: on the building adjacent to the main entrance.

(B) Number (maximum): one for each business.

(C) Area (maximum): Three square feet.

COMMENT: This DET contains one (1) gateway sign. The proposed gateway sign will be appropriately landscaped at the base of the sign. Said sign also conforms to the above location, number, area, height, and materials requirements/standards as follows:

Location – South East portion of the site.

Sign Area – 45.3 SF

Height – 7'-0" to the top of the sign.

Materials – Aluminum, vinyl. low maintenance and durable.

(b) Residential Gateway Sign

A monument sign that serves as a permanent gateway sign identifying a residential subdivision is allowed, if it complies with the following standards:

(1) Location: at the entrance to the single-family residential subdivision, set back from the road to maintain unobstructed lines of vision for 500 feet in all directions of travel.

(2) Number (maximum): one for each single-family residential subdivision.

(3) Area (maximum): 12 square feet.

(4) Height (maximum): six feet above established grade.

(5) Materials: low maintenance, durable, and in keeping with the character of the subdivision; plastic signs with internal illumination are prohibited; any illumination shall be of an enclosed lamp design, non-flashing, and contain no red illumination. Reflector-type signs may be used.

(6) Landscaping: non-invasive landscaping which is attractive year-round shall be provided at the base of the gateway sign.

(7) Maintenance: responsibility of a Homeowners' Association or other entity or person designated in a maintenance agreement signed with the Department of Permitting, Inspections, and Enforcement.

(c) Gateway Sign for Businesses or Professional Offices

A monument sign that serves as a permanent gateway sign identifying a businesses or professional office is allowed, if it complies with the following standards:

(1) Location: at the entrance to the site, setback from the road a sufficient distance to maintain unobstructed lines of vision for 500 feet in all directions of travel.

(2) Number (maximum): one for each building complex.

(3) Area (maximum): 100 square feet.

(4) Height (maximum): eight feet above established grade.

(5) General: sign may include the names or logos and addresses of businesses. The signs may also contain the name or logo of the complex.

(6) Materials: shall be low maintenance, durable, and in keeping with the character of the area. Plastic signs with internal illumination are prohibited.

(7) Landscaping: non-invasive landscaping which is attractive year-round shall be provided at the base of the gateway sign.

(8) Maintenance: shall be the responsibility of a business association or other entity or person designated in a maintenance arrangement approved by the Planning Director.

COMMENT: This DET contains one (1) gateway sign. The proposed gateway sign will be appropriately landscaped at the base of the sign. Said sign also conforms to the above location, number, area, height, and materials requirements/standards as follows:

Location – South East portion of the site.

Sign Area – 45.3 SF

Height – 7'-0" to the top of the sign.

Materials – Aluminum, vinyl. low maintenance and durable.

(d) Directional Sign for Public, Civic, and Institutional Uses, or Golf Courses or Country Clubs

Directional signs indicating the locations and names of public, civic, and institutional uses (except for uses in the Communication Uses and Utility Uses Principal Use Categories) or golf courses or country clubs may be placed within or on land in any Nonresidential base zone adjacent to street rights-of-way, if the directional sign complies with the following standards:

(1) Area (maximum):

(A) Within street right-of-way: four square feet.

(B) Outside street right-of-way: 16 square feet.

(2) Height (maximum): Ten feet above established grade.

(3) Illumination: The sign shall not be illuminated (but may be of the beaded reflector type).

(4) Other standards: The sign shall be erected in accordance with applicable State, County, and municipal highway regulations.

(e) Institutional Sign

An institutional sign for a use in the Community Service Uses, Educational Uses, or Health Care Uses Principal Use Categories is allowed if it complies with the following standards:

(1) Number (maximum): one per street the property fronts on (must face street frontage).

(2) Area (maximum for each sign): 48 square feet.

(3) Height (maximum): eight feet above finished grade at base of sign.

(4) Setback (minimum): 15 feet from adjoining land in any Rural and Agricultural or Residential base zone (or land proposed to be used for residential purposes).

(5) Type allowed: freestanding or building wall sign.

(f) Freestanding Gas Station Price Signs

(1) Freestanding gas station price signs shall comply with the following standards:

(A) If the sign reflects the price of two or fewer fuel products, it shall not exceed 25 square feet in area, except as provided for in Subsection 27-61506(f)(1)(C) below;

(B) If the sign reflects the price of three or more fuel products, it shall not exceed 50 square feet in area, except as provided for in Subsection 27-61506(f)(1)(C) below;

(C) Any unused freestanding sign area authorized in accordance with Table 27-61505: Standards for Specific Sign Types, may be added to the permissible sign area for gasoline prices;

(D) The total combined area of freestanding gas station price and other on-site signs on one support structure shall not exceed 200 square feet in area.

(2) Gas station price signs shall be affixed to the same freestanding structure that supports the sign containing other advertising matter for that gas station.

(g) Digital Billboard

Except in Residential base zones and the R-PD Zone, Transit-Oriented/Activity Center base and PD zones, and the MU-PD zone, a digital billboard may be erected in place of a nonconforming billboard in accordance with the following standards:

(1) Notwithstanding any other provision of this Subtitle, a digital billboard shall have a minimum front setback of 10 feet from the property line and a minimum side setback of 5 feet from the property line, and shall be located within 15 feet of the nonconforming billboard that the digital billboard is replacing.

(2) A digital billboard shall not be located within 500 feet of an existing outdoor advertising sign or within 1,000 feet of another digital billboard located on and facing the same roadway.

(3) A digital billboard shall not be located on a roadway other than a roadway with a transportation functional classification of arterial or higher.

(4) A digital billboard shall not be located where it would obstruct a motorist's view of official traffic signs or controls, and approaching or merging traffic.

(5) Unless modified in accordance with Subsection (9) below, the height of a digital billboard shall not exceed 45 feet above the finished grade at the base of the digital billboard,

or, if oriented toward an abutting elevated street, 45 feet above the pavement of that street at the point on the elevated street nearest the digital billboard.

(6) The DPIE Director may increase the maximum height of a digital billboard to the greater of 55 feet above the finished grade at the base of the digital billboard or 50 feet above the pavement of an abutting elevated street at the point on the street nearest the digital billboard, if the DPIE Director finds that:

(A) The nonconforming billboard that the digital billboard is replacing is higher than 45 feet;

(B) The digital billboard is obstructed from view; or

(C) At the time of application for a sign permit, a building permit has been issued for an adjacent property which would cause an obstruction of the proposed digital billboard.

(7) The digital display area of a digital billboard shall not exceed 675 square feet.

(8) A digital billboard shall not operate at a brightness level of more than 0.3 foot candle above ambient light, as measured using a foot candle meter at the distance from the digital billboard listed in Table 27-61506(g)(8): Distance for Measuring Foot-candles, based on the size of the digital display.

Table 27-61506(g)(8): Distance for Measuring Foot-candles

Digital Display Size	Measurement Distance from Digital Billboard
300 sq ft or less	150 feet
Between 300 sq ft and 378 sq ft	200 feet
Between 378 sq ft and 675 sq ft	250et

(9) A digital billboard shall have a light-sensing device to adjust the digital display brightness as ambient light conditions change.

(10) A digital billboard shall comply with all applicable State and Federal regulations.

(11) A parcel occupied solely by a digital billboard is exempt from landscaping and screening requirements in the Landscape Manual; provided, landscaping shall be provided around the base of a digital billboard in accordance with the Landscape Manual.

(12) If a digital display is removed from a digital billboard, it may be replaced within a period of one year, during which time the sign owner shall be permitted to operate the sign faces as a traditional, static-type billboard.

(13) Notwithstanding the requirements of Section 27-3407, Scheduling of Hearings and Public Notice, at least thirty (30) days before an application is determined complete, the applicant shall send by first class mail an informational mailing to all adjoining property owners including owners whose properties lie directly across a street, alley, or stream; every municipality located within one (1) mile of the applicant's property; and to all associations registered with the Planning Director for the area which includes the property.

(A) At any time after an application is determined complete and accepted for processing, a determination that a person entitled did not receive a

required informational mailing may not be the basis for invalidating a final action on the application.

COMMENT: Notwithstanding the gateway sign, none of the other sign types listed above are proposed in this DET.

Sec. 27-61600 Green Building Standards

27-61603. Green Building Standards

(a) Minimum Amount of Points Required

Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(b): Green Building Point System.

(1) Minimum Requirements for Residential Development

(A) 10 to 25 units: 3 points.

(B) 25 or more units: 4 points.

(2) Minimum Requirements for Non-Residential Development

(A) 25,000 to 75,000 square feet: 3 points.

(B) More than 75,000 square feet: 4 points.

(b) Green Building Point System

Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.

Table 27-61603(b): Green Building Point System	
	Points Earned
Location of Development and Redevelopment/Adaptive Reuse	
Development in a Transit-Oriented/Activity Center base zone	1.50
Development on previously used or developed land that is contaminated with waste or pollution (brownfield site)	1.00
Development as a Transit-Oriented/Activity Center Planned Development (PD) zone	1.25
Redevelopment of an existing parcel within a Neighborhood Reinvestment Area as designated on the Strategic Investment Map in the General Plan, a designated Priority Funding Area, or an area targeted for reinvestment by the Federal, State, or County government	1.00
Adaptive reuse of a designated historic building	1.00
Preservation of a designated historic or archeological site	1.00
Energy Conservation	

Table 27-61603(b): Green Building Point System

	Points Earned
Meet ASHRAE standards for lighting ⁽¹⁾	0.75
Meet Energy Star standards for low-rise residential or exceed ASHRAE efficiency standards by 15 percent ⁽²⁾	1.00
Home energy rating system (HERS) index greater than 60 and less than or equal to 75	0.50
HERS index greater than 40 and less than or equal to 60	0.75
HERS index greater than 20 and less than or equal to 40	1.00
HERS index less than or equal to 20	1.50
Stated water heater efficiency between 0.675 to 0.82	0.75
Stated water heater efficiency of 0.82 or more	1.25
Air conditioner with stated efficiency greater than 14 SEER is included as standard	0.75
Air conditioner with stated efficiency greater than 16 SEER is included as standard	1.25
Install a cool roof on a minimum of 50% of the single-family dwellings in the development or subdivision. The cool roof shall cover the entire roof of the dwelling	1.50
Provide skylights in an amount necessary to ensure natural lighting is provided to at least 15% of the habitable rooms in the structure	0.50
Use central air conditioners that are Energy Star-qualified	0.50
Use only solar or tank-less water heating systems throughout the structure	0.50
Alternative Energy	
Generate or acquire a minimum of 50% of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	2.00
Generate or acquire a minimum of 25% of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	1.00
Pre-wire a minimum of 75% of residential dwelling units in the development for solar panels	1.00
Pre-wire a minimum of 50% of residential dwelling units in the development for solar panels	0.50
Pre-wire a minimum of 25% of residential dwelling units for solar panels	0.25
Install solar panels on a minimum of 25% of dwelling units contained in single-family, two-family, or townhouse dwellings	0.50
Install solar panels on primary structure, or at least 50% of buildings in a multi-building complex	0.75

Table 27-61603(b): Green Building Point System

	Points Earned
Install small-scale wind energy conversion systems to provide electricity for 25% of single-family, two-family, or townhouse dwellings in development	1.00
LEED Certification	
Construct the principal building(s) to meet or exceed LEED® Bronze certification or equivalent standards of the National Green Building Standard™/NGBS Green or the International Code Council's <i>International Green Construction Code</i>	0.75
Construct the principal building(s) to meet or exceed LEED® Silver certification or equivalent standards of the National Green Building Standard™/NGBS Green or the International Code Council's <i>International Green Construction Code</i>	1.00
Passive Solar	
Orient a minimum of 50% of the single-family detached dwellings or lots in the development within 20% of the east-west axis for maximum passive solar exposure	1.50
Orient a minimum of 25% of the single-family detached dwellings or lots in the development within 20% of east-west for maximum passive solar exposure	0.75
Orient at least 25% of the non-residential buildings with an axis oriented east-west for maximum solar exposure	1.00
Water Conservation and Water Quality	
Design all areas required to be landscaped in accordance with this Ordinance and the Landscape Manual as an integrated system to meet on-site stormwater quality requirements for the lot through incorporation of environmental site design principles and use of best management practices for on-site stormwater management. These areas shall use vegetated pervious surfaces or other measures such as permeable pavements to infiltrate the capture of water volume on-site. Piped connections from roofs and downspouts and other impervious areas to storm drains are prohibited. Piped conveyances on lots must discharge to pervious areas.	2.00
The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code	1.00
Install a green vegetated roof on the primary structure, or on at least 50% of primary buildings in a multi-building complex – green or vegetated roofs shall include vegetation on at least 50% of the roof area (25% for renovated buildings) and shall use only plant materials permitted by the landscaping standards in the Landscape Manual	2.00

Table 27-61603(b): Green Building Point System

	Points Earned
All showerheads and handheld showers are 2.0 GPM or less	0.50
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI	0.50
All toilets are 1.28 GPF or less	0.50
All toilets have dual activated flushing	1.00
Include rainwater capture and re-use devices such as cisterns, rain filters, and underground storage basins for residential development with a minimum storage capacity of 500 gallons for every two residential units	0.50
Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff	1.00
Incorporation of greywater reuse systems	0.50
Reduction of existing impervious surfaces by at least 50 percent of the existing paved surface area on the site.	1.00
Vegetation	
Retain at least 20% of existing pre-development natural vegetation	0.75
Remove all lawn or turf in favor of ground cover consisting of plant material or mulch	0.75
Limit turf grass to 40% of the landscaped area.	0.25
Urban Agriculture	
Provide a fenced, centrally located community garden space (which may be located as a rooftop garden) for residents and for urban gardening purposes at a minimum ratio of 50 square feet per dwelling unit	1.00
Provide a minimum of one on-site composting station for every 25 units	0.25
Building Materials	
Source a minimum of 20%, by cost, of construction materials from recycled products or products manufactured, extracted, harvested, or recovered within 250 miles of the site	1.50
Universal Design	

Table 27-61603(b): Green Building Point System

	Points Earned
<p>Provide the following universal design features in 33% of the residential units in the development:</p> <ul style="list-style-type: none"> (h) A no-step entry on an accessible route to the unit; (i) First floor kitchen, bathroom and a bedroom; (j) The following elements to allow maneuvering space: <ul style="list-style-type: none"> (5) A 32" clear opening at doorways; (6) A 36" clear passage; (7) 42" wide hallways; and (8) 30" X 48" clear space next to bathroom sink, tub/shower and toilet; (c) Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and (d) Reachable outlets and switches. 	0.75
<p>Provide the following universal design features in 50% of the residential units in the development:</p> <ul style="list-style-type: none"> (e) A no-step entry on an accessible route to the unit; (f) First floor kitchen, bathroom and a bedroom; (g) The following elements to allow maneuvering space: <ul style="list-style-type: none"> (1) A 32" clear opening at doorways; (2) A 36" clear passage; (3) 42" wide hallways; and (4) 30" X 48" clear space next to bathroom sink, tub/shower and toilet; (h) Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and (i) Reachable outlets and switches. 	1.00

Table 27-61603(b): Green Building Point System

	Points Earned
<p>Provide the following universal design features in 66% of the residential units in the development:</p> <ul style="list-style-type: none"> (j) A no-step entry on an accessible route to the unit; (k) First floor kitchen, bathroom and a bedroom; (l) The following elements to allow maneuvering space: <ul style="list-style-type: none"> (1) A 32" clear opening at doorways; (2) A 36" clear passage; (3) 42" wide hallways; and (4) 30" X 48" clear space next to bathroom sink, tub/shower and toilet; (m) Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and (n) Grab bars in first floor bathroom(s) by commode and in shower(s); (o) Handicap accessible shower in first floor bathroom(s); (p) Raised toilet seats in first floor bathroom(s); and (q) Reachable outlets and switches. 	1.50
Transportation	
Provide a minimum of 5% of required automobile parking spaces that are signed and reserved for carpool/vanpool/hybrid/electric/low-energy vehicles in preferred locations near the primary building entrance	0.25
Provide an electric vehicle (EV) level 2 charging station that is made available to those using the building	0.75
Provide an electric vehicle (EV) level 3 charging station that is made available to those using the building	1.00
Include showering and dressing facilities in nonresidential developments for employees walking or bicycling to work	0.75
Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft	1.00
NOTES: <ul style="list-style-type: none"> (f) <i>Standard for the Design of High-Performance Green Buildings</i>, American Society of Heating, Refrigerating, and Air-Condition Engineers, 2014, as amended, or other appropriate ASHRAE standards, as amended. (g) <i>Energy Standard for Buildings Except Low-Rise Residential</i>, American Society of Heating, Refrigerating, and Air-Condition Engineers, 2016, as amended, or other appropriate ASHRAE standards, as amended. 	

(c) Documentation Required

Applicants shall provide documentation of techniques that will be used to satisfy the green building standards of this Section at the time of submittal of a development application.

COMMENT: The proposed development meets the minimum Green Building score requirements of 4.0 points for new nonresidential development as follows:

- The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code- **1.0 Points**

- Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff- **1.0 Points**

- Retain at least 20% of existing pre-development natural vegetation- **0.75 Points**

- Provide a minimum of 5% of required automobile parking spaces that are signed and reserved for carpool/vanpool/hybrid/electric/low-energy vehicles in preferred locations near the primary building entrance- **0.25**

- All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI -**0.50**

- All toilets are 1.28 GPF or less- **0.50**

Total of 4.0 Points as per Green Building Point System.

VIII. ~~MINOR DEPARTURE~~

~~Section 27-3614(f). Departure (Minor and Major) Decision Standards.~~

~~The Planning Director or Planning Board, as appropriate, may approve a departure (minor or major) upon a finding that the applicant demonstrates the proposed departure complies with the following:~~

~~(1) ~~The departure falls within the thresholds provided in Subsection 27-3614(b)(2), Major Departures, above, for the applicable type of departure;~~~~

COMMENT: ~~The Applicant requests approval of a departure of 5 spaces from the minimum numerical off-street parking requirements for the proposed uses in this DET. The Applicant contends that the above standard is met since the requested minor departure falls within the thresholds provided in Section 27-3614(b)(1) and requests a 19% departure (i.e. 5 spaces) from Section 27-6305 (a) (minimum off-street parking spaces).~~

Table 27-3614(b)(1): Minor Departures		
Standard	Maximum Departure (percentage departure from standard)	
	Transit-Oriented/Activity Center Base and Planned Development Zones and Base and Planned Development Zones Inside the Capital Beltway	All Other Zones
Off-street parking standards in Section 27-6305(a): Minimum Number of Off-Street Parking Spaces, in Section 27-6305, Off-Street Parking Space Standards	30	20

Again, Section 27-3614(b)(1) allows for a minor departure of up to 20% from the minimum off-street parking requirements in Section 27-6305(a). Thus, the Applicant's 19% departure request falls within the allowed departure thresholds in Section 27-3614(b)(1).

(2) — The departure is consistent with the character of development on surrounding land, and is compatible with surrounding land uses;

COMMENT: This criterion is met. The proposed consolidated storage facility has been designed in a manner to respond to the natural topography of the site which falls from the west (near residentially zoned property) to the east (location of Beech Road and other industrial and commercial uses). The proposed development locates its surface parking lot along the Beech Road portion of the Property and away from any residentially zoned land. The location of the parking lot is consistent with the character of development on adjacent property which similarly locates parking along said properties' respective frontages with Beech Road. The parking lot also has proposed a minimum number of spaces that meets the mixed-use parking standards set forth in Section 27-6305(c) as demonstrated by the Applicant's Exhibit B. This exhibit demonstrates that parking for both uses (i.e., consolidated storage and community non-profit space) can be adequately met with the 22 spaces proposed by the Applicant.

(3) — The departure:

(A) — Compensates for some unusual aspect of the site or the proposed development that is not shared by landowners in general, and

(B) — Supports an objective or goal from the purpose and intent statements of the zone where it is located, or

(C) — Saves healthy existing trees.

COMMENT: The Property is impacted by steep slopes which impact the site in a manner not shared by landowners in general. At its highest point the Property has an elevation of 230' to the west and at its lowest it has an elevation of 190' to the east. This represents a vertical difference of 40'. Moreover, the Property also has significant woodlands in the southwest portion of the site. The design and location of the parking lot in this DET responds to both the natural topography and helps preserve healthy existing trees on the Property. Without the proposed minor departure, the Applicant would be forced to expand the limits of disturbance on the Property to create additional parking spaces. Such an expansion would require substantial grading to overcome the

~~topographical conditions on the Property. Further, such an expansion would also lead to the removal of additional trees to accommodate 5 more parking spaces and associated drive isle(s). Further, it should be noted that the proposed minor departure supports the purposes of the CGO Zone. Specifically, Section 27-4203 (d)(1) states that one purpose of the CGO Zone is to “incorporate development with multiple uses, shared parking, and coordinated signage and landscaping”. (Emphasis added). As detailed above, the proposed parking spaces in this DET encourages shared parking between the consolidated storage and community non-profit space uses and meets the mixed-use parking regulations in Section 27-6305(c).~~

~~(4) — The departure will not pose a danger to the public health or safety;~~

COMMENT: ~~The minor departure will not pose a danger to the public health or safety and no adverse impacts will exist based on the requested departure. As mentioned previously, the applicant contends that the requested departure will actually help to preserve existing trees on the Property, avoid excessive grading, and will encourage shared parking consistent with purposes of the CGO Zone and the mixed-use parking regulations in Section 27-6305(c).~~

~~(5) — Any adverse impacts are mitigated, to the maximum extent practicable;~~

COMMENT: ~~As mentioned above, no adverse impacts are created by allowing for the requested departure.~~

~~(6) — The site is not subject to a series of multiple, incremental departures that result in a reduction in each development standard by the maximum allowed over the previous twenty (20) years. (Relevant development standards cannot be reduced beyond the maximum thresholds allowed in this Subsection, through more than one departure, over the previous twenty (20) years); and~~

COMMENT: ~~Not applicable. The site is not the subject of a series of multiple, incremental departures.~~

~~(7) — For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.~~

COMMENT: ~~Not applicable. The requested departure is not from a standard contained in the Landscape Manual.~~

VIII. TREE CANOPY COVERAGE REQUIREMENT

The Prince George’s County Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table

1 of Section 25-128. Properties that are zoned CGO Zone are required to provide a minimum of 10 percent of the gross tract area in TCC. As provided on the DET, .95 acres (or 33% of the site area) are being preserved on site, which satisfies the tree canopy coverage based on Section 25-129(a).

IX. CONCLUSION

The Applicant respectfully submits that all of the criteria for granting the proposed detailed site plan, waivers, and minor departure have been met, and as such, the plan does represent a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended. Therefore, based upon the foregoing statement of justification and the accompanying application plans and documents, the Applicant respectfully requests approval of the DET-2023-002 and ~~MND-2023-006~~.

Thank you in advance for your consideration of this application. If you have any questions or comments, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert J. Antonetti, Jr.", with a stylized flourish at the end.

Robert J. Antonetti, Jr.

Enclosure

cc: Temple Hills Storage, LLC
Andrew M. Bradshaw, P.E.

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum:

Date: January 10, 2024

TO: Prince George's County Planning Department FROM: Michael Lenhart, P.E., PTOE
Development Review Division
14701 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

RE: Traffic Statement for 4607 Old Branch Ave

This Traffic Statement is being provided in support of the potential consolidated storage facility proposed at 4607 Old Branch Avenue. This update has been prepared to reflect the 119,000 square foot consolidated storage facility plus a 1,500 square foot office/meeting space.

The property is the subject of approved Preliminary Plan of Subdivision 4-73173 known as Lot 2 O.D. Hutton Property (See attached plat).

The land area of 4-73173 consists of a total of 2.757 acres. The property is zoned CGO under the new zoning ordinance and was zoned C-O under the old zoning ordinance.

The Transportation Review Guidelines defines background development as follows: *“For purposes of subdivision review; approved and unbuilt development within the study area having any one of the following: an approved and valid preliminary plan of subdivision; a valid final plat; a record plat not required to be re-subdivided pursuant to Section 24-3400; an approved special exception; or a capital project involving new or expanded facilities that has full construction funding within six years in an approved capital program of a governmental entity.”*

Section 24-3400 requires that final plats for subdivisions approved prior to October 27, 1970 shall require the approval of a new preliminary plan prior to the issuance of building permits unless one of four situations exist. Since the preliminary plan and record plat for this property was recorded after 1970, a new preliminary plan of subdivision is not required. The M-NCPPC Information Services division was consulted but they were unable to locate the Resolution for the referenced preliminary plan. At the time this Preliminary Plan of Subdivision was approved in the early 1970's, it was not standard practice to establish a trip cap for the subdivision. In this case, the property is zoned for commercial uses, and therefore the approved and recorded plat could support whatever development could be approved by right within that zone.

The C-O and CGO zones support a considerable number of by right uses that would generate a fairly significant volume of trips. By comparison, a consolidated storage facility is one of the lowest trip generation uses. The attached **Exhibit 1** provides the trip generation for the proposed use based on the ITE Trip Generation Manual, 11th Edition. Trip generation for the proposed use is based on ITE land use code 151 (Mini-Warehouse). ITE defines land use code 151 as “a

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Transportation Planning & Traffic Engineering

building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as ‘self-storage’ facilities.” The 1,500 square foot office/meeting space was evaluated using the County’s trip generation rates for office. Typically, community meetings occur in evenings or weekends outside the peak period, therefore the office rates should suffice for peak hour analysis. As shown on Exhibit 1, the proposed site will generate 14 morning peak hour trips and 21 evening peak hour trips. Appendix A contains Exhibits from the Institute for Transportation Engineers showing descriptions of the land use as well as morning and evening peak hour trip generation exhibits and data samples.

As a comparison, if the site were developed entirely as office, which is a permitted use, general office would generate 2 trips per ksf in the morning peak hour and 1.85 trips per ksf in the evening peak hour. Additionally, retail could generate 0.84 trips per ksf in the morning peak hour and 3.4 trips per ksf in the evening peak hour. Using a FAR of 0.40 (per MNCPPC’s TRG) for the 2.76 acres and an assumption of 48,090 square feet of office, the site would have generated 96 AM and 89 PM trips. This is far more traffic than what would be generated by the consolidated storage facility which generates only 14 trips in the morning peak hour and 21 trips in the evening peak hour.

Conclusions

Based on the information contained in this report:

- The proposed use will generate substantially less traffic than what could otherwise be developed “by-right” within the C-O and CGO zones based on the approved Preliminary Plan of Subdivision.
- The property is an approved background development as defined by the TRG and subdivision ordinance, and does not require a new preliminary plan of subdivision.
- The project would not require a new Traffic Impact Study nor would it require a new adequacy of transportation assessment.

Thanks,
Michael Lenhart, P.E., PTOE

Trip Generation Rates

Mini-Warehouse (ksf-Gross Floor Area, ITE-151)

Morning Trips = 0.09 x ksf

Evening Trips = 0.15 x ksf

Daily Trips = 1.45 x ksf

Trip Distribution (In/Out)

59/41

47/53

General Office and/or Meeting Space (0.4 FAR, Prince George's County Rates)

Morning Trips = 2.0 x ksf

Evening Trips = 1.85 x ksf

Daily Trips = 14 x ksf

Trip Distribution (In/Out)

90/10

19/81

Trip Generation Estimates based on Initial Approval

			AM Peak			PM Peak			Daily Trips
			In	Out	Total	In	Out	Total	
Approved	General Office (0.4 FAR, Prince George's County Rates)	48,090 sq.ft.	86	10	96	17	72	89	673
GFA based on 0.4 FAR of the 2.76 acres per the TRG. General office was approved use in C-O zone			Implied Cap:			AM =	96	PM =	89

Trip Generation Totals

			AM Peak			PM Peak			Daily Trips
			In	Out	Total	In	Out	Total	
Proposed Use	Mini-Warehouse (ksf-Gross Floor Area, ITE-151) - 11th Edition	119,000 sq.ft. (+/-)	6	5	11	8	10	18	173
	General Office and/or Meeting Space (0.4 FAR, Prince George's County Rates)	1,500 sq.ft.	3	0	3	1	2	3	21
Total Trips:			9	5	14	9	12	21	194



NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual and MNCPPC TRG

Traffic Impact Analysis	Trip Generation for Site	Exhibit 1
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

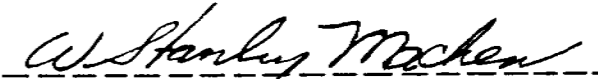
·SURVEYOR'S CERTIFICATE·

I hereby certify that the plan shown hereon is correct, that it is a subdivision of the following;

1. Part of the lands conveyed by Helen G. Poole, et al to Olin D. Hutton et ux by deed dated April 9, 1949 and recorded in Liber 1114 at Folio 25,
2. All of the land conveyed by William O. Jones et ux to Orrie E. Hutton by deed dated October 30, 1953 and recorded in Liber 1666 at Folio 136,
3. All of the land conveyed by Samuel S. Bevard et al to Orrie E. Hutton et vir by deed dated December 8, 1966 and recorded in Liber 3427 at Folio 579,
4. Being also a resubdivision of Lot One "O.D. Hutton Property" as recorded in Plat Book WWW 31 at Plat 68.

All recordings being among the Land Records of Prince George's County, Maryland.
That iron pipes shown thus: , and stones shown thus: , are in place where shown.
That the total area included in this plan of subdivision is 2.847 Acres

September 20, 1973

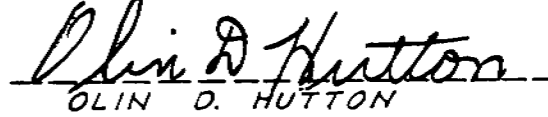


W. STANLEY MACHEN
REGISTERED LAND SURVEYOR MD. No 2047

·OWNER'S DEDICATION·

We, Olin D. Hutton and Orrie E. Hutton, his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines except where shown otherwise hereon and dedicate the streets to public use.
There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.

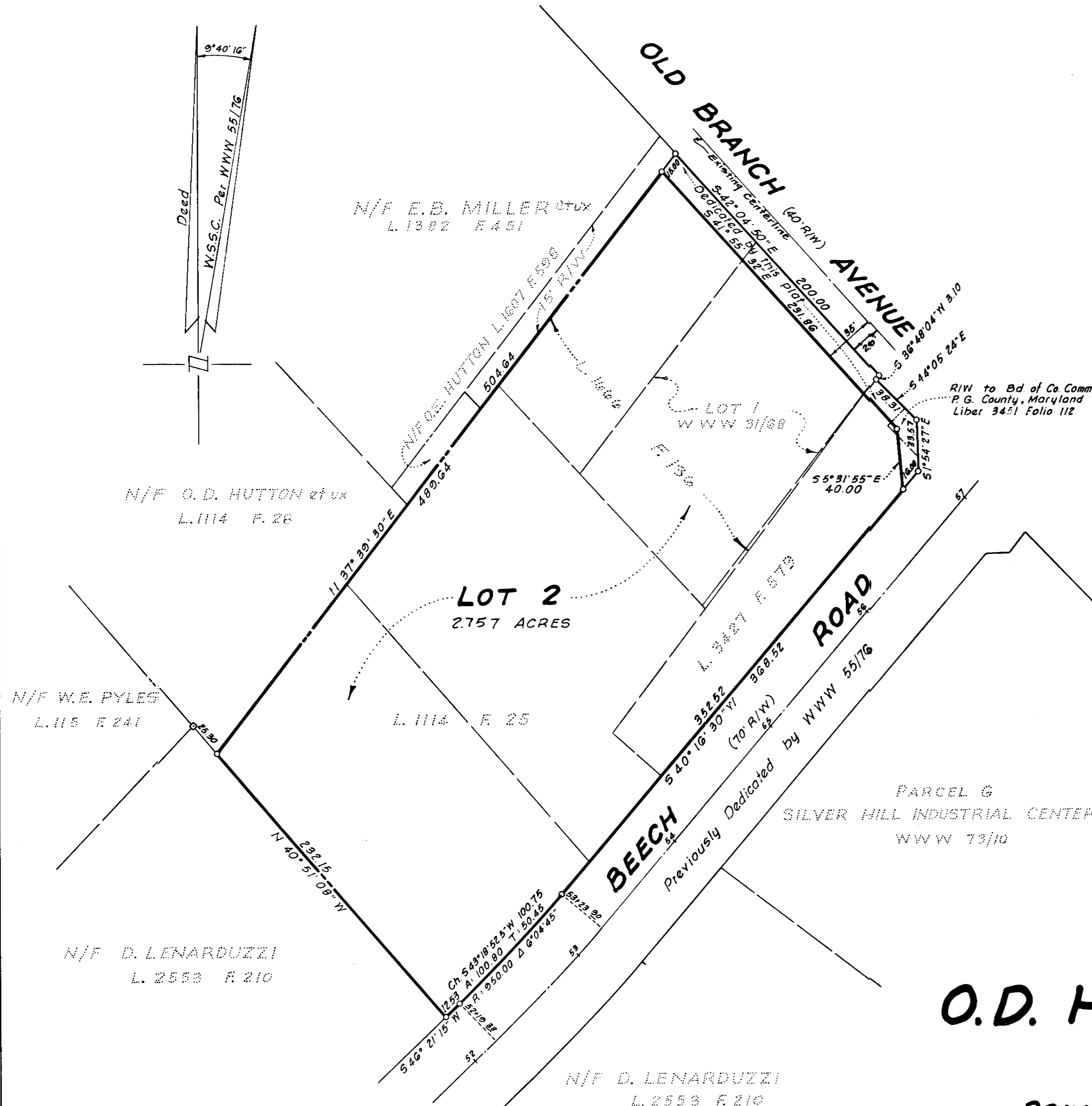
September 21, 1973

D.S. Certly
WITNESS
D.S. Certly
WITNESS


OLIN D. HUTTON

ORRIE E. HUTTON


LOT TWO
O.D. HUTTON PROPERTY
SILVER HILL
PRINCE GEORGE'S COUNTY, MARYLAND
SCALE: 1" = 50' SEPTEMBER, 1973

W. STANLEY MACHEN
REGISTERED LAND SURVEYOR
HYATTSVILLE, MARYLAND



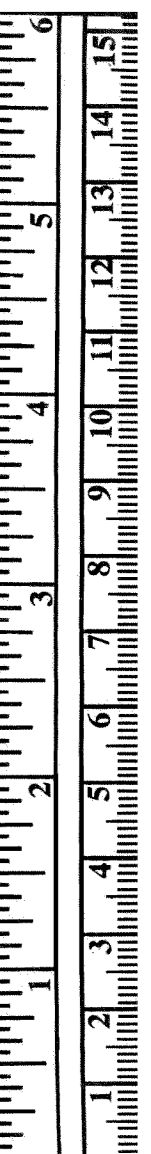
(FOR PUBLIC SEWER AND WATER SYSTEMS ONLY)

THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING BOARD

APPROVED:  **10/11/73**
CHAIRMAN SECRETARY-TREASURER

M.N.C.R.P.C. RECORD FILE No 5-73181

RECORDED: _____
PLAT BOOK: _____
PLAT NO: _____



Appendix A

Supplemental Information

Land Use: 151

Mini-Warehouse

Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, Massachusetts, Minnesota, Nevada, New Jersey, Texas, and Utah.

Source Numbers

212, 403, 551, 568, 642, 708, 724, 850, 868, 876, 1024, 1035

Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 13

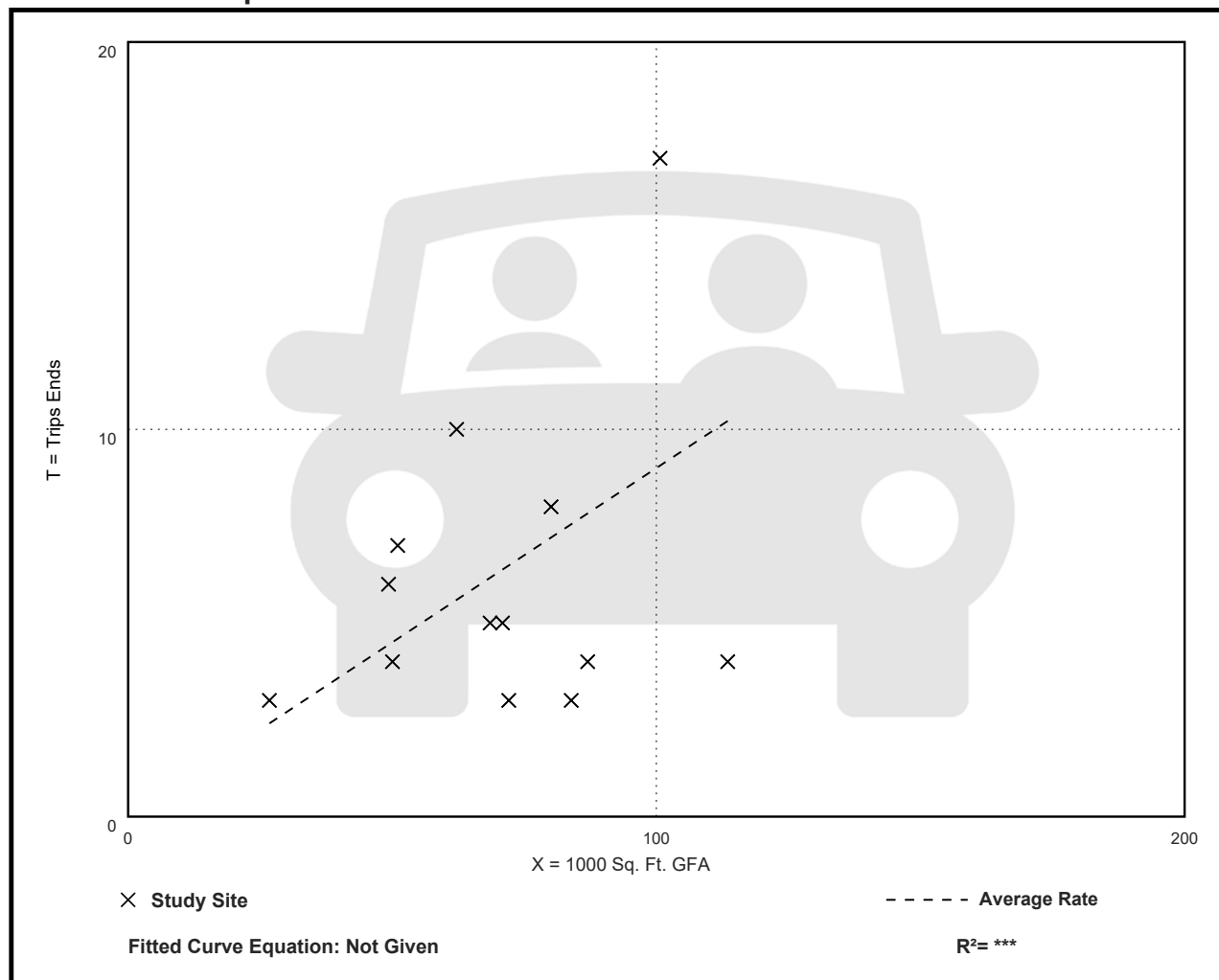
Avg. 1000 Sq. Ft. GFA: 70

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.04 - 0.17	0.05

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 18

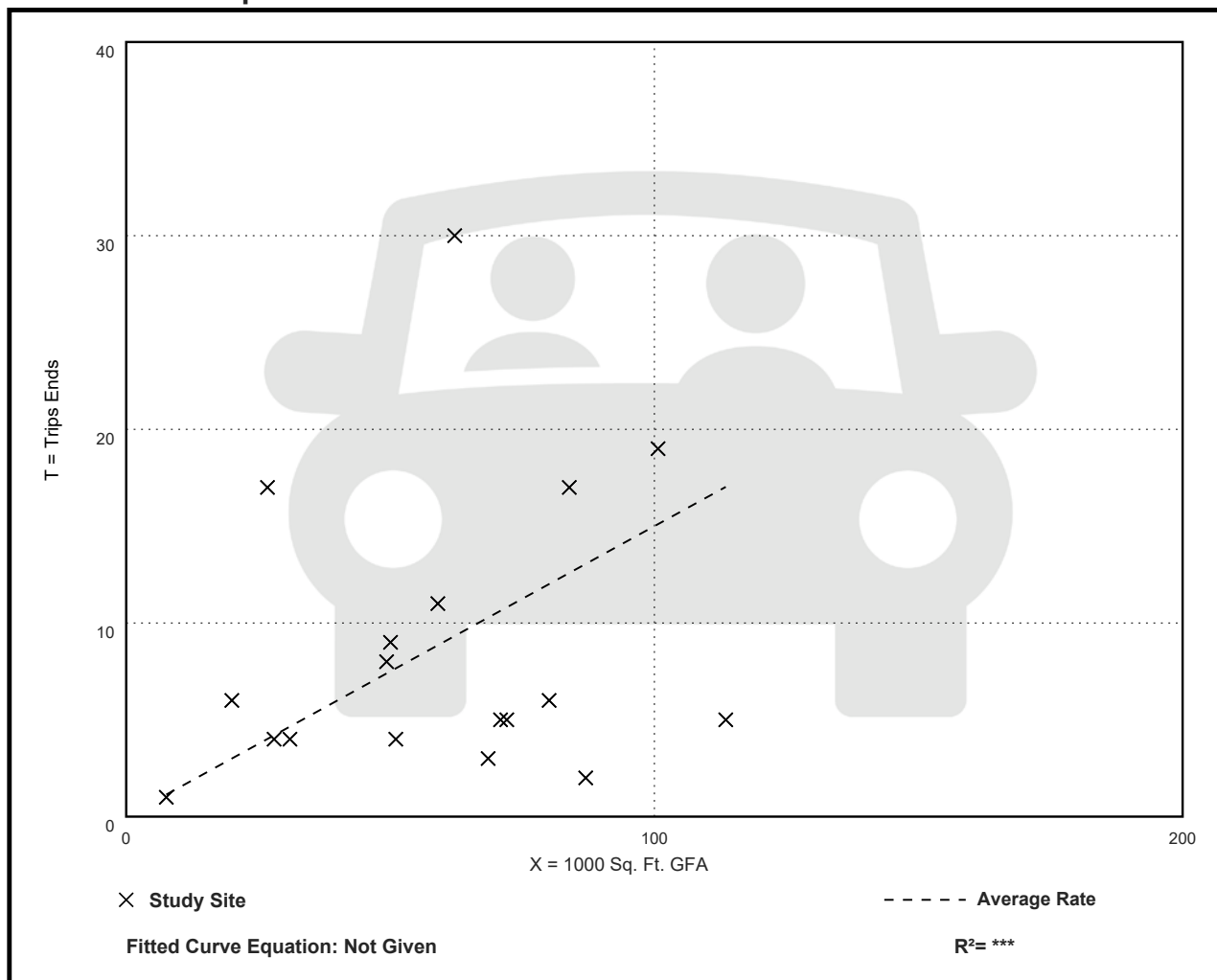
Avg. 1000 Sq. Ft. GFA: 59

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 0.64	0.14

Data Plot and Equation



Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum:***Date:*** September 18, 2023

TO: Prince George's County Planning Department FROM: Michael Lenhart, P.E., PTOE
 Development Review Division
 14701 Governor Oden Bowie Drive
 Upper Marlboro, MD 20772

RE: Shared Parking Calculations for 4607 Old Branch Ave (DET-20230002)

This memorandum is being provided to show the shared parking calculations as stipulated in 27-6305 for the consolidated storage facility at 4607 Old Branch Avenue.

The Zoning Ordinance requires 21 parking spaces for the consolidated storage facility (1 space per 4,000 square feet rentable storage area x 84,000 square feet of net rentable area) and 6 parking spaces for the community space (4 spaces per 1,000 square feet of GFA x 1,500 square feet GFA).

The shared parking allowance in the current Zoning Ordinance is stipulated as follows:

27-6305 (c) Mixed-Use Developments and Shared Parking, states the following:

1. Developments consisting of a mix of uses shall provide parking based on their potential to share parking between uses and thus reduce the overall parking footprint that would result from each individual use meeting minimum standards. This necessarily includes:
 - A. Developments containing more than one principal institutional or commercial use; or
 - B. One or more institutional or commercial uses along with at least one residential use; or
 - C. Multiple industrial uses on a single property classified within the IH Zone; or
 - D. Multiple industrial uses on one or more adjoining properties under the same ownership, and which are located not more than 1,000 feet away from each other, in the IH Zone.
2. These developments shall provide parking spaces using the following shared parking method:
 - A. Applicant determines the minimum parking requirement in accordance with Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for each component principal use in the development.

RESPONSE: 27-6305(a) would require 21 spaces for the consolidated storage facility and 6 spaces for the community space.

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

- B. Applicant applies the time-of-day demand factors for each of the component uses in accordance with Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors. These represent the time-specific peak demand levels expected for each principal use.

RESPONSE: The time-of-day demand factors from the Zoning Ordinance are included at the top of Exhibit 1.

- C. Applicant calculates the sum of each column in the resulting table (rounding down all fractions). These sums represent the total estimated shared demand for each time period throughout a typical day.

RESPONSE: The calculations are shown on the bottom of Exhibit 1.

- D. Applicant uses the highest of these sums as the amount of parking required for the development. (This may be subject to further reduction factors and allowances described further in this Section.)

- i. For any shared parking that includes an industrial use, the highest sum shall be greater than or equal to the minimum parking requirement for the use with the largest gross floor area. If the highest sum is less than the minimum parking requirement for the largest use, then the minimum parking requirement of the use with the largest gross floor area shall be required.

RESPONSE: The highest sum for each time-of-day calculation is 10 parked vehicles. This is lower than the minimum parking requirement for the use with the largest gross floor area (the consolidated storage facility). Therefore, the minimum parking requirement for the consolidated storage facility shall be required. The consolidated storage facility requires a minimum of 21 parking spaces, therefore, **the parking requirement for the site is 21 spaces**. The Detailed Site Plan proposes a total of 22 spaces, therefore, the site meets the parking requirements of the shared parking calculation.

Conclusions

Based on the information contained in this report:

- The Detailed Site Plan proposes a total of 22 parking spaces.
- The shared parking calculations of 27-6305(c) would require a minimum of 21 parking spaces for the site, therefore the site complies with the parking requirements of the Zoning Ordinance.

Thanks,
Michael Lenhart, P.E., PTOE

Use	Minimum Parking Spaces Required
Rentable Storage Area (Industrial Use)	21
Community Space	6

Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors						
Use	Weekday, 2:00 A – 7:00P	Weekday, 7:00 A – 6:00 P	Weekday, 6:00 P – 2:00 A	Weekend, 2:00 A – 7:00 A	Weekend, 7:00 A – 6:00 P	Weekend, 6:00 P – 2:00 A
Office	20%	100%	20%	0%	10%	0%
Retail/ Commercial	0%	100%	80%	0%	100%	60%
Eating or Drinking Establishment	20%	80%	100%	20%	80%	100%
Residential	100%	60%	100%	100%	80%	100%
Hotel/Motel	100%	60%	100%	100%	60%	100%
Personal Services	20%	100%	40%	0%	60%	0%
Conference Center / Community Space	0%	60%	100%	0%	80%	100%
Industrial Uses	15%	15%	15%	15%	15%	15%
All Other Uses	Use 100% of requirements from Table 27-6305(a)					

Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors						
Use	Weekday, 2:00 A – 7:00P	Weekday, 7:00 A – 6:00 P	Weekday, 6:00 P – 2:00 A	Weekend, 2:00 A – 7:00 A	Weekend, 7:00 A – 6:00 P	Weekend, 6:00 P – 2:00 A
Office	0	0	0	0	0	0
Retail/ Commercial	0	0	0	0	0	0
Eating or Drinking Establishment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel/Motel	0	0	0	0	0	0
Personal Services	0	0	0	0	0	0
Conference Center / Community Space	0	4	6	0	5	6
Industrial Uses	4	4	4	4	4	4
SUM OF ALL SPACES	4	8	10	4	9	10

NOTE: Parking calculations and Time-of-Day factors based upon 27-6305(c)(1) of the Zoning Ordinance

Traffic Impact Analysis	Shared Parking Calculations per 27-6305	Exhibit 1
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

<p> GSi TEMPLE HILLS LLC 1100 NASA PARKKWAY, STE 685 HOUSTON, TX 77058 </p>	<p> PINK PAPER LLC PO BOX 362 BRANDYWINE, MD 20613 </p>	<p> BOLOMOPE EMILY & RABIU A 4329 HARTFORD HILLS DR SUITLAND, MD 20746 </p>
<p> 4600 BRANCH AVENUE LLC 4751 WILSHIRE BLVD, SUITE 110 LOS ANGELES, CA 90010 </p>	<p> MARARAC JOSE D 15801 SHARPERSVILLE RD WALDORF, MD 20601 </p>	<p> CUBESMART TEMPLE HILLS LLC PTA CS 580 - PO BOX 320099 ALEXANDRIA, VA 22320 </p>
<p> MARLOW HEIGHTS BRANCH LLC 6401 GOLDEN TRIANGLE DR, STE 305 GREENBELT, MD 20770 </p>	<p> TATE JEROME & WILLIAM 4601 OLD BRANCH AVE TEMPLE HILLS, MD 20748 </p>	<p> SKYLINE HILLS HOA TONI HARRIS 4723 JOHN STREET SUITLAND, MD 20746 </p>
<p> THE PARK AT ADDISON METRO HOA, INC. - LAYLA BROWN 3414 MORNINGWOOD DRIVE OLNEY, MD 20832 </p>	<p> BARNABY VALLEY PARK HOA ANGELENE JONES PERRY 2001 CHITA COURT TEMPLE HILLS, MD 20748 </p>	<p> Brooke Road, Rollins Ave., Walker Mill Rd. (BRW) Civic Assoc. Karen F. Jefferson 1112 Brooke Road Capitol Heights, Md 20743 </p>
<p> SUITLAND CIVIC ASSOC., INC. CHARLOTTE WILLIAMS 4801 TANGIER PLACE SUITLAND, MD 20746 </p>	<p> BERKSHIRE CIVIC ASSOCIATION GREGORY MCCLAIN 2916 UPLAND AVENUE DISTRICT HEIGHTS, MD 20747 </p>	<p> MILLWOOD COMM. ASSOC., INC. 306 SHADY GLEN DRIVE CAPITOL HEIGHTS, MD 20743 </p>
<p> HILLSIDE CIVIC ASSOCIATION SHIRLEY GILMORE 1005 DRUM AVENUE CAPITOL HEIGHTS, MD 20743 </p>	<p> 4TH WARD CIVIC ASSOCIATION (TOWN OF CHEVERLY) 1709 62ND AVENUE HYATTSVILLE, MD 20785 </p>	<p> ST. MARGARET'S OF SCOTLAND CATHOLIC CHURCH 408 ADDISON ROAD CAPITOL HEIGHTS, MD 20743 </p>
<p> PRINCE GEORGE'S COUNTY EDUCATOR'S ASSOCIATION 8008 MARLBORO PIKE DISTRICT HEIGHTS, MD 20747 </p>	<p> CENTRAL CIVIC ASSOCIATION OF THE WILBURN COMMUNITY DAISY CHERRY MAGGETT 6616 SISALBED DRIVE CAPITOL HEIGHTS, MD 20743 </p>	<p> FLEISCHMAN'S VILLAGE CITIZENS ASSOCIATION STEPHON MILLS 3407 ANDOVER PLACE SUITLAND, MD 20746 </p>
<p> DUPOINT VILLAGE NEIGHBORHOOD WATCH 2218 WYNGATE ROAD SUITLAND, MD 20746 </p>	<p> BARNABY MANOR CITIZENS ASSN. INC. - JAMES BEHR 5008 BOULDER DRIVE OXON HILL, MD 20745 </p>	<p> GREATER CAPITOL HEIGHTS IMPROV. CORPORATION INC. BRADLEY HEARD 415Z ELMA AVENUE CAPITOL HEIGHTS, MD 20743 </p>
<p> POWDER MILL ESTATES COMMUNITY GROUP, KATHY CORLEY 10908 BARNEDALE DRIVE HYATTSVILLE, MD 20783 </p>	<p> CAMP SPRINGS CIVIC ASSOCIATION CAROLYN FLEMING TEMPLE HILLS, MD 20757 </p>	<p> PICKWICK SQUARE MUTUAL HOMES LINDA BRISCOE 1574 ADDISON ROAD SOUTH DISTRICT HEIGHTS, MD 20747 </p>

DATCHER CORNELL
4525 OLD BRANCH AVE
TEMPLE HILLS, MD 20748

FTB HOMES LLC
25050 RIDING PLAZA
CHANTILLY, VA 20152

WASHINGTON ANTHONY O &
THERESA B
4217 DANVILLE DRIVE
TEMPLE HILLS, MD 20748

WIGGLESWORTH ROGER D SR &
SHARON C
4213 DANVILLE DRIVE
TEMPLE HILLS, MD 20748

THOMAS MEAGHAN
4320 OXFORD DRIVE
SUITLAND, MD 20746

CORBIN LANDON L & DELLA
4600 OLD BRANCH AVENUE
TEMPLE HILLS, MD 20748

ALSTON JACQUELINE
BERNADETTE, ET AL
4323 HARTFORD HLS DRIVE
SUITLAND, MD 20746

JOHNSON BRENDA V
4602 OLD BRANCH AVENUE
TEMPLE HILLS, MD 20748

EVANS DALE & PATTI BAKER-EVANS
4206 DANVILLE DRIVE
TEMPLE HILLS, MD 20748

MNCPPC, CHIEF PK&P DIVPKS &
REC-ROOM 303
6600 KENILWORTH AVENUE
RIVERDALE, MD 20737

GARCIA HERBERT W G
4322 HARTFORD HILLS DRIVE
SUITLAND, MD 20746

BACON SEQUOIA
4318 OXFORD DRIVE
SUITLAND, MD 20746

ALHASHIM DHOHA
4210 DANVILLE DR
TEMPLE HILLS, MD 20748

WILLIAMS JACQUELINE
4209 DANVILLE DRIVE
TEMPLE HILLS, MD 20748

BOWL AMERICA INC
PO BOX 1288
SPRINGFIELD, VA 22151

DELGADO-PALMA JOSE D ETAL
4512 OLD BRANCH AVENUE
TEMPLE HILLS, MD 20748

TWITTY CHARLENE O ETAL
4320 HARTFORD DRIVE
SUITLAND, MD 20746

BROWN TIMOTHY W & CYNTHIA
4327 HARTFORD HILLS DR
SUITLAND, MD 20746

DAVIS JOHN E & ELIZA N
4324 HARTFORD HILLS DRIV
SUITLAND, MD 20746

MARARAC ANITA DIEGO
15801 SHARPERVILLE RD
WALDORF, MD 20601

HINNANT HENRY T JR ETAL
4211 DANVILLE DRIVE
TEMPLE HILLS, MD 20748

MALONE DATIS C/O
7203 WOODYARD RD
UPPER MARLBORO, MD 20772

SAUNDERS ROBERT N & CAROL
4214 DANVILLE DRIVE
TEMPLE HILL, MD 20748

BEECH ROAD PROPERTY LLC
BEHROUZ RAHMI
8600 BRICKYARD RD
POTOMAC, MD 20854

LAWSON YEMAYA J
4208 DANVILLE DRIVE
TEMPLE HILLS, MD 20748

MNCPPC, CHIEF PK&P DIVPKS &
REC-ROOM 303
6600 KENILWORTH AVE
RIVERDALE, MD 20737

GARRIS RODNEY M ETAL
4212 DANVILLE DRIVE
TEMPLE HILLS, MD 20748

BUTLER TONI B & GEORGE L
4215 DANVILLE DRIVE
TEMPLE HILLS, MD 20748

MNCPPC, CHIEF PK&P DIVPKS &
REC-ROOM 303
6600 KENILWORTH AVENUE
RIVERDALE, MD 20737

MCCREA TRUST
4104 BUCK CREEK RD
TEMPLE HILLS, MD 20748



February 12, 2024

MEMORANDUM

TO: Hyojung Garland, Acting Planner Supervisor Urban Design Review, Development Review Division

VIA: David A. Green, MBA, Planner IV, Long-Range Planning Section, Community Planning Division *DAG*

FROM: Lynda S. Ramirez-Blust, Planner II, Master Plans and Studies Section, *LSB*
Community Planning Division

SUBJECT: DET 2023-002 Temple Hills Storage

FINDINGS:

Community Planning Division staff finds that, pursuant to 27-3605 (e)(6) Detailed Site Plan Decision Standards of the Zoning Ordinance, this detailed site plan application to construct a four-story, consolidated storage facility is consistent with Plan 2035 and conforms to the relevant goals, policies, and strategies of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*.

BACKGROUND

Application Type: Detailed Site Plan (DET)

Planning Area/Community: 76A, The Heights

Location: 4607 Old Branch Avenue, Temple Hills, MD 20748

Size: 2.84 acres

Existing Uses: Vacant

Future Land Use: Commercial-Office

Proposal: "The Applicant is proposing the development of a four-story, consolidated storage facility that will consist of 119,000 square feet on the Property. The ground floor will include a sales office for the consolidated storage facility, as well as an approximately 1,500 square-foot office/meeting space for the community that includes restrooms and a kitchen area. 22 parking spaces and 5 loading spaces are proposed to serve this use. This application also includes a companion Minor Departure (MND-2023-006) from the required number of parking and loading spaces requesting a waiver of 20% of the off-street parking spaces required per the Zoning Ordinance" (SOJ, p 1).

Existing Zoning: CGO (Commercial, General and Office)

Prior Zoning: C-O (Commercial-Office)

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Established Communities Growth Policy Area. “Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met”. (Plan 2035, p. 20). “Established Communities make up the County’s heart.” (Plan 2035 p. 106) Plan 2035 includes policies and strategies for Established Communities. The following policies and strategies most relevant to this application focus on forest and tree canopy, noise mitigation and urban design, including:

Natural Environment

Forests and Tree Canopy Policy 5 -Preserve and enhance existing forest and tree canopy coverage levels. (page 176)

Noise Policy 7 -Provide adequate protection and screening from noise to ensure that the State of Maryland noise standards are met through the provision of earthen berms, plant materials, fencing, and the establishment of a building restriction line. (page 177)

“Urban design is equally relevant to the planning and design of urban and suburban Established Communities as it is to rural areas. Problems such as encroaching sprawl, lack of architectural quality, loss of natural and rural landscapes, crime-prone areas, and unsafe pedestrian and bicycle conditions can be mitigated, or even solved, through forward thinking and context-sensitive urban design” (page 196).

Urban Design

Policy 9 - Use urban design to guide development, promote community health, protect our natural, historic, and cultural resources and quality of life, and enhance mobility. (page 214)

Strategies:

HD9.7- Identify and prioritize areas for street tree installation. (page 215)

HD 9.9 Implement urban design solutions to ensure appropriate transitions between higher intensity and density development and surrounding lower-density residential neighborhoods. (page 215)

Analysis:

The subject property is a vacant lot located near the intersection of MD Route 5 and Beech Road. To the west of the property is a 2-story single-family home in the RSF-A Zone. To the east is a property in the CGO Zone developing as a gas station. This property and all properties along the northwest side of Beech Road right of way are zoned C-G-O and all

properties along the southeast side of the Beech Road right of way are zoned I-E. Diagonally across Beech Road from the subject property is a consolidated storage facility.

The proposed DET application is consistent with Plan 2035 policies and strategies because:

- The proposed consolidated storage facility is a context-sensitive infill, low-density development with negligible impact on existing public services and facilities.
- The inclusion of a 1,500 square-foot office/meeting space for the community that includes restrooms, and a kitchen area is a neighborhood serving amenity that enhances adjacent neighborhoods.
- The location of the proposed building leverages the change in grade to create an earthen noise buffer and support the creation of a façade that is in scale with the adjacent residential properties.
- The existing tree canopy on .8 acres of the site is preserved.
- Using masonry walls and textured metal-insulated panels, contrasting colors, varying roof heights and colors, and other techniques, the building façade provides visual interest and harmony with the residential neighborhood to the northwest of the site as well as the commercial uses along Beech Road
- The application includes plantings along streets, parking lot perimeters, and within the parking lot as well as a 5-foot-wide sidewalk separated from the roadway by a 6-foot green panel. These features contribute to pedestrian safety and comfort while supporting County efforts to preserve and enhance its tree canopy.

Master Plan: The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* recommends Commercial - Office land uses on the subject property (See Map 17 St. Barnabas Land Use Plan p.66).

In addition, the sector plan identifies six focus areas. The property is located within the Beech Road Focus Area, specifically the St. Barnabas Road commercial corridor. The sector plan “proposes that the Beech Road industrial area be retained as a center for employment focusing on small professional and commercial services, such as production, **storage**, and repair businesses” (p.65).

Analysis: This detail site plan application conforms with the relevant goals, policies, and strategies of the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan because the Sector Plan recommends Commercial-Office future land use for the subject site. The Commercial future land use is described as “a broad category that includes a wide array of commercial uses including retail, services, repair, and office uses” (p. 64). The Sector Plan specifies storage as one of several uses to be retained in the Beech Road industrial area (p. 65). The proposed use conforms with the recommended land use.

The Sector Plan recommends the following goal to help advance the intent and purpose of the plan:

Reduce the visual clutter through screening of unsightly conditions with improved streetscapes including tree plantings, low walls or hedges or other landscape treatments, the greening of utility strips along the curb line, and pedestrian lighting. (p.67)

Analysis: Through the use of design and materials, the proposed development applies the recommendations set forth in the Sector Plan. reduces the visual clutter through screening of unsightly conditions and meets site design recommendations (p.114) by:

- Locating the proposed building to leverage the change in grade to create an earthen screen of a portion of the building adjacent to residential properties. (See Schematic Sections provided by applicant).
- Preserving existing tree canopy on .8 acres of the site providing screening to the South of the loading zone and docks.
- Locating the loading zone and docks in the interior of the site minimizing views of the loading zone and docks from adjacent residential properties and roadways (see Detailed Site Plan and Side Elevation – South provided by applicant).
- Planting canopy trees and shrubs on the slope in front of retaining walls along perimeter of the parking area adjacent to Beech Road, between the building and sidewalk adjacent to Old Branch Avenue, and in front of the west side of the building adjacent to a single-family residence.
- Planting canopy trees in the green strip between the sidewalk and curb adjacent to Beech Road and Old Branch Avenue

The sector plan includes recommendations for designing for safety (p. 113), site design (p. 114), building design (p. 116), connectivity and circulation (p. 118), and open space (p. 119) that apply to the proposed development.

Design for Safety

Natural Access Control – Guide people to and from the proper entrances using walkways, proper lighting, signage, and fences to direct the flow of people while decreasing the opportunity for crime. Ensure clear sightlines along sidewalks and provide low-level lighting along sidewalks, pathways, service entrances/areas, parking lots, and alleys. Install traffic-calming techniques that limit streets as fast getaway routes and reduce on-street criminal activity (p. 113-114).

Territorial Reinforcement – to allow property owners to protect their territory and respect the territory of others. Encourage low walls, fences, visually permeable screening methods, elevated ground floors of residential dwellings to establish a clear delineation between public and private space and to foster a sense of ownership and territoriality. (p. 114)

Analysis: The proposed development conforms with recommendations for designing for safety (p.113) by using low retaining walls topped with fencing to establish a clear delineation between public and private space and provides natural access control to the building which increase safety in the plan area.

Site Design

Provide low screen walls, hedges, or both at those places where surface parking can be viewed from the street. (p. 115)

Use landscaping to beautify the street and public spaces, to buffer incompatible uses, and to screen unsightly views. Locate loading areas away from public views. Where this is not feasible, these areas should be properly screened. (p. 115)

Analysis: Through the use of design and materials, the proposed development reduces the visual clutter through screening of unsightly conditions and meets site design recommendations (p.114) by:

- Locating the proposed building to leverage the change in grade to create an earthen screen of a portion of the building adjacent to residential properties. (See Schematic Sections provided by applicant).
- Preserving existing tree canopy on .8 acres of the site providing screening to the South of the loading zone and docks.
- Locating the loading zone and docks in the interior of the site minimizing views of the loading zone and docks from adjacent residential properties and roadways (see Detailed Site Plan and Side Elevation – South provided by applicant).
- Planting canopy trees and shrubs on the slope in front of retaining walls along perimeter of the parking area adjacent to Beech Road, between the building and sidewalk adjacent to Old Branch Avenue, and in front of the west side of the building adjacent to a single-family residence.
- Planting canopy trees in the green strip between the sidewalk and curb adjacent to Beech Road and Old Branch Avenue

Building Design

Design all buildings with high-quality materials and treatments. Exterior building walls should be constructed with brick, stone, precast concrete, and other high-quality materials compatible materials. Reflective and tinted glass should not be used on the ground floor of any building, and ribbons or bands of glass should not be used for windows. (p. 116)

Provide architectural elements and proportion that relate to a pedestrian scale in building facades. Large expanses of identical building walls should be avoided. Façades that provide a regular and frequent pattern of architectural variety through modulation of wall plane, detailing, color, texture, material, and the incorporation of art and ornament are encouraged. (p. 116)

Analysis: The proposed development conforms with recommendations for building design (p. 116), by using masonry walls and textured metal-insulated panels, contrasting colors, varying roof heights and colors, and other techniques to create a building façade that provides visual interest and compatibility with the residential neighborhood to the northwest of the site as well as the commercial uses along Beech Road.

Connectivity and Circulation and Open Space

Limit direct vehicular access off major roadways, including highways and principal arterial streets. (p. 118)

Provide sidewalks throughout the sector plan area. Use special paving in high pedestrian areas to provide a visible connecting element that reinforces the pedestrian system. Seek opportunities to connect sidewalks to the trail network (p. 118)

Create pedestrian comfort by incorporating street and site amenities in plazas, storefront walkways, **wide sidewalks**, parks, and open spaces. (p. 119)

Analysis: The proposed development conforms with recommendations for connectivity and circulation (p. 118) by limiting vehicular access to the building to one access point on Beech Road, a 70-foot-wide industrial roadway. The inclusion of a 5-foot-wide sidewalk adjacent to Old Branch Avenue and Beech Road promotes connectivity to adjacent properties and contributes to pedestrian safety and comfort.

Summary Analysis:

This detail site plan application is consistent with the relevant goals, policies, strategies, and recommendations of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*

Aviation/MIOZ: This application is not located within the Military Installation Overlay Zone. This application is not located within an Aviation Policy Area.

SMA/Zoning: On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment (“CMA”) which reclassified the subject property from C-O (Commercial-Office) to CGO (Commercial, General, and Office) effective April 1, 2022.

CB-11-2023 adopted March 28, 2023, which prohibits Consolidated Storage in the CGO (Commercial, General and Office) Zone, provides that no Detailed Site Plan for a consolidated storage use in a non-industrial zone inside the I-95/I-495 (the “Capital Beltway”) shall be approved except for any proposed development that:

1. Has completed a Pre-Application Conference pursuant to Section 27-3401 before April 1, 2023.
2. Provides Community Non-Profit Space.
3. Is adjacent to an existing consolidated storage use.

As outlined in the Statement of Justification dated October 26, 2023, on page 2, the application meets the three criteria for exception.

MASTER PLAN CONFORMANCE ISSUES:

None

MASTER PLAN CONFORMANCE ANALYSIS:

None

OVERLAY ZONE CONFORMANCE ANALYSIS:

None

c: Long-range Agenda Notebook

Kierre McCune, Planning Supervisor, Master Plans and Studies Section, Community Planning Division



January 29, 2024

MEMORANDUM

TO: Hyojung Garland, Acting Planning Supervisor, Urban Design Section

VIA: Mridula Gupta, Planner IV, Subdivision Section

FROM: Eddie Diaz-Campbell, Planner III, Subdivision Section

SUBJECT: DET-2023-002; Temple Hills Storage

The property subject to this detailed site plan (DET) is a 2.76-acre lot known as Lot 2 of the O.D. Hutton Property, recorded in the Prince George's County Land Records in Plat Book WWW 85 plat no. 90 in 1973. The DET proposes development of a 119,000 square-foot self-storage facility, inclusive of a sales office and a 1,500 square-foot community space. DET-2023-002 was accepted for review on October 11, 2023. Comments were previously provided at the SDRC meeting on January 5, 2024. This referral response is based on revised plans received on January 24, 2024.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-73173 approved in 1973 for property zoned prior Commercial Office (C-O). The resolution of approval and other documents from the approval of 4-73173 are no longer available. The final plat of subdivision does not have any conditions of approval attached to it. The development proposal would not represent a substantial revision to the mix of uses that affects Subtitle 24 adequacy findings. The development remains commercial and does not result in any change to the adequacy analysis required for a commercial development which would have been conducted at the time of subdivision approval. A new PPS is therefore not required at this time.

Additional Comments:

1. A new final plat application will not be required following approval of the DET.
2. The site has an automatic certificate of adequacy (ADQ) associated with 4-73173, pursuant to Section 24-4503(a)(1), effective April 1, 2022. The ADQ is valid until April 1, 2034, unless it expires in accordance with the provisions of Section 24-4503(c).

Recommended conditions of approval:

1. Prior to signature approval of the detailed site plan (DET), the DET shall be modified as follows:

- a. Revise General Note 1 to state that the existing property is Lot 2 instead of Lot 21.

The referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The plans are in conformance with the approved preliminary plan of subdivision. 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. There are no other subdivision issues at this time.




Countywide Planning Division
Transportation Planning Section

January 24, 2024

MEMORANDUM

TO: Hyojung Garland, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division

VIA:  Noelle Smith, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DET-2023-002 – Temple Hills Storage**

Proposal

The subject Detailed Site Plan (DET) application proposes the construction of a 119,000-square-foot consolidated storage facility, which includes a 1,500-square-foot community space. This application also considers a minor departure from the required amount of off-street parking. The site is located at the southwest quadrant of the intersection of Beech Road and Old Branch Avenue. The Transportation Planning review of this DET application was evaluated using the standards of Section 27 of the current Zoning Ordinance.

Prior Conditions of Approval

The subject property falls under the purview of the preliminary plan of subdivision 4-73173. Records for this plan are unavailable to staff. The applicant has noted that it was not standard practice to establish a trip cap at the time of the preliminary plan of subdivision.

The subject site was located within the Commercial Office (C-O) when the property was subdivided. Under the new zoning ordinance, the site is located within the Commercial, General and Office (CGO). The applicant has submitted a trip generation memo, which provides trip estimates between the proposed consolidated storage use and community space use in comparison to general office use. Using the Institute for Transportation Engineers (ITE) Trip Generation, 11th Edition, the proposed consolidated storage and community space uses would produce 14 AM peak period trips and 21 PM peak period trips. The applicant has noted that a 48,090 square-foot general office use would produce 96 AM peak period trips and 89 PM peak period trips. The applicant also notes that retail uses, which are permitted in the CGO zone, could generate additional trips which would surpass the trips generated by general office use. Staff find this methodology acceptable and find that the proposed uses are within the implied trip cap.

Master Plan Compliance

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*.

Master Plan Right of Way

The subject property has frontage on Beech Road along the eastern bounds of the site. Neither the MPOT nor the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* has right-of-way or lane configuration recommendations for this portion of Beech Road. The applicant's submission displays this portion of Beech Road within a 70-foot-wide right-of-way. This portion of Beech Road is currently constructed and no additional right-of-way dedication is sought along this road.

The subject property also has frontage on Old Branch Avenue along the northern bounds of the site. Neither the MPOT nor the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* has right-of-way or lane configuration recommendations for this portion of Old Branch Avenue. The applicant's submission displays this portion of Old Branch Avenue within a variable width right-of-way. This portion of Old Branch Avenue is also constructed and no additional right-of-way dedication is sought along this road.

Master Plan Pedestrian and Bike Facilities

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT) which recommends the following facilities:

Planned Bicycle Lane: Beech Road

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

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.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

Additionally, the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* contains a recommended list of bikeways, trails, and paths within the sector plan (Table 15 – p.150) which makes the following recommendation:

“Installing bike lane/cycle track on Beech Road which provides connectivity between Branch Avenue and St. Barnabas Road.”

Comment: The applicant's submission displays a bicycle lane along the site's frontage of Beech Road, which is a master plan and sector plan recommended facility. The applicant's submission also displays a five-foot-wide sidewalk along the site's entire frontage of Beech Road and Old Branch Avenue. Two inverted-U-style bicycle racks have been proposed, providing bicycle parking for four bicycles. The enhanced walkability and construction of a new bicycle lane and associated bicycle parking advances MPOT recommendations and establishes a more pedestrian-friendly transportation network surrounding the site.

Transportation Planning Review

Zoning Ordinance Compliance

The proposed development was evaluated using the design guidelines described in sections 27-6 (Development Standards) of the Prince George's County Zoning Ordinance (Ordinance). Additionally, section 27-3605 provides specific requirements for detailed site plans.

Comment: The applicant proposes one point of vehicle entry along Beech Road. The internal drive aisle varies in width from 22-30 feet, which provides sufficient room for vehicles to navigate within the site. The applicant also provided a circulation plan, demonstrating heavy vehicle movement through the site. The submitted plans show that a single unit truck, measuring 30-feet-long by 8-feet-wide can safely maneuver into and within the site without any encumbrances. Staff finds that the site access and circulation are sufficient and meet the required findings of section 27-6 of the Ordinance which examines vehicular and pedestrian circulation as part of a detailed site plan.

Section 27-6305(c) provides guidance on shared parking and is copied below:

(c) Mixed-Use Developments and Shared Parking

(1) Developments consisting of a mix of uses shall provide parking based on their potential to share parking between uses and thus reduce the overall parking footprint that would result from each individual use meeting minimum standards.

This necessarily includes:

- (A) Developments containing more than one principal institutional or commercial use; or**
- (B) One or more institutional or commercial uses along with at least one residential use; or**
- (C) Multiple industrial uses on a single property classified within the IH Zone; or**
- (D) Multiple industrial uses on one or more adjoining properties under the same ownership, and which are located not more than 1,000 feet away from each other, in the IH Zone.**

(2) These developments shall provide parking spaces using the following shared parking method:

- (A) Applicant determines the minimum parking requirement in accordance with Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for each component principal use in the development.**
- (B) Applicant applies the time-of-day demand factors for each of the component uses in accordance with Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors. These represent the time-specific peak demand levels expected for each principal use.**
- (C) Applicant calculates the sum of each column in the resulting table (rounding down all fractions). These sums represent the total estimated shared demand for each time period throughout a typical day.**
- (D) Applicant uses the highest of these sums as the amount of parking required for the development. (This may be subject to further reduction factors and allowances described further in this Section.)**

- (i) For any shared parking that includes an industrial use, the highest sum shall be greater than or equal to the minimum parking**

requirement for the use with the largest gross floor area. If the highest sum is less than the minimum parking requirement for the largest use, then the minimum parking requirement of the use with the largest gross floor area shall be required.

Comment: Planning staff has determined that the proposed uses meet the criteria for shared parking. The applicant provided a shared-parking calculation, which displays the consolidated storage would typically require 21 spaces and the community space would require 6 spaces, totaling the need for 27 spaces. The applicant has applied time-of-day demand factors to determine peak parking demands for each use on-site. The highest sum of each time-of-day calculation is 10 parked vehicles, which is lower than the minimum parking requirement for the use with the largest gross floor area, which in this case is the consolidated storage. Using this methodology, the shared parking calculation would require a minimum of 21 spaces, of which 22 spaces are proposed. Staff finds the applicant's submission to be suitable and in conformance with shared parking requirements as set forth in section 27-6305(c). Staff would also note that the applicant is proposing three loading spaces, which meet the requirements of the zoning ordinance for the number of loading spaces for consolidated storage use.

The applicant has also submitted a waiver requesting relief from sections 27-6206(e)(2)(C), 27-6207(b)(2) and 27-6208(b)(3) of the Zoning Ordinance, which contains requirements for vehicular cross access, pedestrian cross access, and bicycle cross access (respectively). Staff has examined providing cross access to neighboring developments and does not support the implementation of this requirement for the subject site. The property to the south of the subject site (Maryland Tax I.D. #0550616) where cross access would conceivably be placed is an unimproved parcel of land. There are no internal roadways, sidewalks, or bicycle facilities in place to tie into. Additionally, the property to the west of the subject site (Maryland Tax I.D. #0569012) is an existing single-family dwelling. Staff does not recommend cross access between a consolidated storage building and a single-family dwelling. As such, staff recommends that vehicular cross access to adjoining sites be waived per Section 27-6206(e)(2)(C), pedestrian cross access to adjoining sites be waived per Section 27-6207(b)(2), and bicycle cross access to adjoining sites be waived per Section 27-6208(b)(3).

Conclusion

Based on the findings presented above, staff concludes that transportation facilities will exist to serve the subject application as required under Subtitle 27 and will conform to the 2009 *Countywide Master Plan of Transportation* and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*.



Countywide Planning Division
Environmental Planning Section

301-952-3650

February 1, 2024

MEMORANDUM

TO: Hyojung Garland, Acting Supervisor, Urban Design Section, DRD

VIA: Tom Burke, Planning Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Chuck Schneider, Planner III, Environmental Planning Section, CWPD *ACS*

SUBJECT: Temple Hills Storage; DET-2023-002 and TCP2-051-2023

The Environmental Planning Section (EPS) reviewed the Detailed Site Plan DET-2023-002 submitted for Temple Hills Storage, and the Type 2 Tree Conservation Plan TCP2-051-2023, accepted for review on December 18, 2023. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on January 5, 2024. Revised information was received on January 12, 2024, and on January 24, 2024. The EPS finds the application in conformance with the environmental regulations of Sections 27-3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809, within the Sec. 27-6800 Environmental Protection and Noise Control section of the Zoning Ordinance and recommends approval of DET-2023-002 and TCP2-051-2023, subject to the conditions at the end of this memorandum.

BACKGROUND

The EPS previously reviewed the following applications and associated plans for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-049-2023	N/A	Staff	Approved	4/24/2023	N/A
DET-2023-002	TCP2-051-2023	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

The current application is a DET for the development of a five story, consolidated storage facility that will consist of 119,000 square feet and associated infrastructure.

GRANDFATHERING

The project is subject to the current environmental regulations and woodland conservation requirements contained in Subtitles 24, 25, and 27 because the application is for a new DET.

SITE DESCRIPTION

The 2.76-acre property is in the Commercial, General and Office (CGO) Zone, and is located on the southwest corner of Old Branch Road and Beech Road. The property is 89 percent wooded and currently unimproved.

From a review of available information, and as shown on the approved natural resources inventory (NRI), primary management areas (PMA) are not located on-site. A wetland buffer from an offsite isolated non-tidal wetland is located along the western property line. The site does not contain any Wetlands of Special State Concern, as mapped by the Maryland Department of Natural Resources (DNR). The County's Department of the Environment (DOE) watershed map shows the entire site is within the Henson Creek watershed of the Potomac River basin. The site features steep slopes and generally drains to the southeast corner of the property. The site is not identified by DNR as being within a stronghold watershed area or within a Tier II catchment area. According to available information from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), rare, threatened, and endangered (RTE) species are not found to occur on site. The property does not abut to any historic or scenic roads. The site is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 1, formerly the Developed Tier, of the Regulated Environmental Protection Areas Map, as designated by the *Plan Prince George's 2035 Approved General Plan*.

MASTER PLAN CONFORMANCE

The site is located within the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan (April 2013). It is mapped as having Regulated Areas and Evaluation Areas within the *Countywide Green Infrastructure Plan* (2017).

The following sections and their associated policies have been determined to be applicable to the current project.

PLAN PRINCE GEORGE'S 2035 APPROVED GENERAL PLAN (2014)

The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as well as within the Established Communities Area of the General Plan Growth Policy Plan as designated by *Plan Prince George's 2035 Approved General Plan* (Plan 2035).

2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan

The current master plan for this area is the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan (April 2013). In the *Approved Sectional Map Amendment*, the Environmental Section contains recommendations. The following guidelines have been determined to be applicable to the current project. The text in **bold** is the text from the sector plan, and the plain text provides comments on the plan's conformance.

Recommendation 1: Expand tree and forest canopy coverage by ensuring that new development meets its woodland conservation requirements either on site or within the plan area's watersheds. Establish woodland conservation banks within the Piscataway and Henson Creek watersheds for use when off-site woodland conservation acreage is needed as part of new development. Consider the potential sites for these banks shown on Map 46.

The 2.76-acre site area contains 2.47 acres of woodlands. This application proposes to meet their woodland conservation requirement of 0.80 acres entirely on-site within woodland preservation.

Recommendation 2: Protect existing woodland and natural areas, restore wetlands and forests in stream buffers, and stabilize and restore ecosystem functions of receiving streams as part of the stormwater management designs for development projects or as separate, publicly funded projects. See Map 46 and Table 11 for sites identified for specific improvements.

This application proposes to meet all their woodland conservation requirements with on-site woodland preservation. The applicant proposes three micro-bioretenion areas and the existing stormdrain system to address stormwater management requirements for the entire project. This stormwater concept was approved by Prince George's Department of Permitting, Inspections and Enforcement (DPIE), and assigned case number #15849-2023. The Stormwater Management and Stream Retrofit Opportunities in Central Branch Avenue (Table 11) has no project within the subject area.

Recommendation 3: Expand and enhance the green infrastructure network to include regulated areas of local significance in the Oxon Run, Tinkers Creek, and Piscataway Creek watersheds (see Map 46).

The application is located within the Henson Creek watershed. The majority of the site is located within the green infrastructure network with mapped Evaluation Areas and Regulated Areas. The submitted TCP2 proposes to meet all the applications woodland conservation requirements on-site with woodland preservation.

Recommendation 4: Encourage private landowners, including homeowner associations (HOAs) and institutions, such as schools and churches who own large tracts of undeveloped land, to preserve forested stream buffers, minimize forest fragmentation, and establish reforestation banks or woodland banks on their properties.

This application proposes to meet all their woodland conservation requirements with on-site woodland preservation which shall be protected within a woodland and wildlife habitat conservation easement.

Recommendation 5: Promote the use of environmentally sensitive (green) development techniques in redevelopment and new development projects, including the use of bioretention landscaping, minimizing impervious surfaces, and the use of grass channels and swales to reduce runoff and sheet flow into stream and wetland buffers.

The applicant proposes three micro-bioretenion areas and the existing stormdrain system to address stormwater management for the entire project. This stormwater concept was approved by Prince George's Department of Permitting, Inspections and Enforcement (DPIE), and assigned #15849-2023.

CONFORMANCE WITH THE 2017 GREEN INFRASTRUCTURE PLAN

The 2017 *Countywide Green Infrastructure Plan* was approved with the adoption of the *Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017, and shows Regulated and Evaluation Areas.

The following policies and strategies are applicable to the subject application. The text in **bold** is the text from the master plan and the plain text provides comments on plan conformance.

POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan Prince George's 2035.

- 1.1 Ensure that areas of connectivity and ecological functions are maintained, restored, and/or established by:**
- a. Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.**
 - b. Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.**
 - c. Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.**
 - d. Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these.**
- 1.2 Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored, and protected.**
- a. Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.**

The property is within the Henson Creek watershed of the Potomac River basin, but is not within a Tier II catchment area. On-site approved stormwater management practices include constructing three micro-bioretention facilities and using the existing stormdrain systems. The only regulated environmental feature the site contains is a nontidal wetland buffer from an adjacent isolated wetland area. No rare, threatened, and endangered (RTE) species have been identified on-site according to the DNR NHP. This application area is 89 percent woodland with mapped Evaluation Areas and Regulated Areas of the network. The current plan proposes to provide all of the woodland conservation requirement (0.80 acre) with on-site woodland preservation.

POLICY 2: Support implementation of the 2017 GI Plan throughout the planning process.

- 2.4 Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.**

- 2.5 Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.**
- 2.6 Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.**

Although the Green Infrastructure plan depicts Regulated Areas on the property, the approved natural resource inventory plan (NRI) indicates that there are no primary management areas (PMA) on-site, only the unregulated nontidal wetland buffer from an adjacent isolated wetland area along the western property line. A TCP2 is required with this review, which shows that 0.80 acre of the required woodland conservation requirement will be met all on-site as preservation.

POLICY 3: Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.

- 3.3 Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.**
 - a. Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced, or new roads are constructed.**

No fragmentation of regulated environmental features (REF) is proposed with this DET; there are no environmentally sensitive areas on-site, only a buffer to an offsite isolated wetland, which will remain undisturbed.

- b. Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer, they must be designed to minimize clearing and grading and to use low impact surfaces.**

No trail systems or proposed master planned trails exist or are proposed with this DET.

POLICY 4: Provide the necessary tools for implementation of the 2017 GI Plan.

- 4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.**

On-site woodland conservation shall be placed in Woodland and Wildlife Habitat Conservation Easements, prior to the certification of the TCP2. Special conservation areas are not in the vicinity of this property.

POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.

- 5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.**
- 5.9 Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.**

The proposal received a stormwater concept approval, plan #15849-2023. The submitted approved concept plan shows the use of three micro-bioretenion facilities and existing stormdrain systems, to meet the current requirements of the environmental site design (ESD), to the maximum extent practicable (MEP). No regulated environmental features are located on-site.

POLICY 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.

General Strategies for Increasing Forest and Tree Canopy Coverage

- 7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.**
- 7.2 Protect, restore, and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.**
- 7.4 Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.**

The TCP2 proposes to preserve more than 15 percent of the gross tract area in woodland conservation. Retention of existing woodlands, and planting of native species on-site, is required by both the Environmental Technical Manual (ETM), and the Prince George's County Landscape Manual.

Forest Canopy Strategies

- 7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.**

- 7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.**
- 7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.**

Clearing of woodland is proposed with the application. The woodland conservation is designed to minimize fragmentation and reinforce new forest edges. This site does not contain potential Forest Interior Dwelling Species (FIDS). Green space is encouraged to serve multiple eco-services.

POLICY 12: Provide adequate protection and screening from noise and vibration.

- 12.2 Ensure new development is designed so that dwellings or other places where people sleep are located outside designated noise corridors. Alternatively, mitigation in the form of earthen berms, plant materials, fencing, or building construction methods and materials may be used.**

This application is for a consolidated storage facility with parking and infrastructure. No residential dwellings are proposed with this application.

CONDITIONS OF PRIOR APPROVALS

There are no prior approvals for the subject property at 4607 Old Branch Avenue.

ENVIRONMENTAL REVIEW

Natural Resource Inventory (NRI)

Section 27-6802 requires an approved NRI with DET applications. The approved NRI-049-2023 was submitted with the application. The site contains no PMA areas; only a nontidal wetland buffer from an off-site isolated wetland system. The NRI indicates the presence of two forest stands, labeled as Stand A and Stand B, with ten specimen trees identified on-site. The TCP2 and the DET show all required information correctly in conformance with the NRI.

Woodland Conservation

This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the application is for a new DET. This site is also subject to the ETM. The TCP2-051-2023 was submitted with this application and requires a minor revision.

The Woodland Conservation Threshold (WCT) for this 2.76-acre property is 15 percent of the net tract area or 0.41 acre. The total woodland conservation requirement based on the amount of clearing proposed is 0.80 acre. The woodland conservation requirement is proposed to be satisfied with 0.80 acre of on-site woodland preservation. Prior to the certification of the TCP2 for this site, documents for the required woodland and wildlife habitat conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of Law and recorded in the Office of Land Records.

Specimen Trees

Review of Subtitle 25 Variance Request

Section 25-122(b)(1)(G) requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the [Environmental] Technical Manual.” The code, however, is not inflexible.

The authorizing legislation of Prince George’s County’s WCO is the Maryland Forest Conservation Act, which is codified under Title 5, Subtitle 16 of the Natural Resources Article of the Maryland Code. Section 5-1611 of the Natural Resources Article requires the local jurisdiction to provide procedures for granting variances to the local forest conservation program. The variance criteria in Prince George’s County’s WCO are set forth in Section 25-119(d). Section 25-119(d)(4) clarifies that variances granted under Subtitle 25 are not considered zoning variances.

A Subtitle 25 Variance application and a statement of justification (SOJ) dated October 18, 2023, was submitted in support of the variance request.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The SOJ submitted seeks to address the required findings for the removal of the four specimen trees, and details specific to individual trees have been provided in the following chart. The site contains a total of ten on-site specimen trees.

SPECIMEN TREE SCHEDULE SUMMARY - REMOVED

ST #	COMMON NAME	Diameter at Breast Height -DBH (In inches)	CONDITION	Retain/Remove
ST-37	Tulip poplar	31	Fair	Remove
ST-38	Red maple	35	Poor	Remove
ST-39	Tulip poplar	34	Good	Remove
ST-44	Sweet gum	35	Poor	Remove

Statement of Justification Request:

A variance from Section 25-122(b)(1)(G) is requested for the removal of the four on-site specimen trees. The text below in **bold**, labeled A-F, are the six criteria listed in Section 25-119(d)(1). The plain text provides responses to the criteria:

A. Special conditions peculiar to the property have caused the unwarranted hardship;

In relation to other properties in the area, special conditions peculiar to the property would cause an unwarranted hardship if the applicant were required to retain the four specimen trees identified as ST-37, ST-38, ST-39, and ST-44. The property is partially wooded with open areas fronting Old Branch Avenue, and no existing structures. To develop the site, woodland clearing and grading are required. The ten on-site specimen trees are scattered throughout the site, but the four requested for removal are in the central and southeastern portion of the property. The site is sloping to the north and on-site grading is required to provide adequate slope to direct the stormwater. The application proposes to retain the

remaining six specimen trees, which are located within the proposed woodland preservation area in the southwest section of the property.

The proposed use is a significant and reasonable use for the subject site, and it cannot be accomplished elsewhere on the site without additional variances. The site is bounded to the north by Old Branch Avenue, included as part of the master-planned arterial, which limits direct access. The applicant proposes to access the property through Beech Road, three of the specimen trees requested for removal are required to construct this alternative access point. Requiring the applicant to retain these four specimen trees on the site would further limit the area of the site available for development to the extent that it would cause the applicant an unwarranted hardship.

B. Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their critical root zone (CRZ), would deprive the applicant of rights commonly enjoyed by others in similar areas. All variance applications for the removal of specimen trees are evaluated in accordance with the requirements of Subtitle 25 and the ETM for site-specific conditions. Specimen trees grow to such a large size because they were left undisturbed on a site for sufficient time to grow; however, the species, size, construction tolerance, and location on a site are unique for each site. The four trees requested for removal to provide an acceptable area for a commercial design, site access, and on-site grading required to provide adequate slope to drain the stormwater. Based on the location and species of the specimen trees proposed for removal, retaining the trees and avoiding disturbance to the CRZ would have a considerable impact on the development potential of the property. If similar trees were encountered on other sites, they would be evaluated under the same criteria.

C. Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

Not granting the variance would prevent the project from being developed in a functional and efficient manner. This is not a special privilege that would be denied to other applicants. If other similar commercial developments contained specimen trees with needed grading required for stormwater management, it would be given the same considerations during the review of the required variance application.

D. The request is not based on conditions or circumstances which are the result of actions by the applicant.

The applicant has taken no actions leading to the conditions or circumstances that are the subject of the variance request. The request to remove the four trees is solely based on the trees' locations on the site and their condition. These trees are requested for removal to achieve optimal conditions for commercial development, to provide site access, and to provide adequate slope to drain the stormwater.

E. The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property;and

There are no existing conditions, existing land, or building uses on the site, or on neighboring properties that have any impact on the location or size of the four specimen trees. The trees identified as ST-37, ST-38, ST-39, and ST-44 have grown to specimen tree size based on natural conditions and have not been impacted by any neighboring land or building uses.

F. Granting of the variance will not adversely affect water quality.

The removal of four specimen trees will not adversely affect water quality. Requirements regarding stormwater management (SWM) will be reviewed and approved by DPIE. Erosion and sediment control requirements are reviewed and approved by the Soil Conservation District (SCD). Both SWM and sediment and erosion control requirements are to be met in conformance with state and local laws to ensure that the quality of water leaving the site meets the state's standards. State standards are set to ensure that no degradation occurs.

Recommendation:

The required findings of Section 25-119(d) have been adequately addressed for the removal of four specimen trees ST-37, ST-38, ST-39, and ST-44. Staff found that the required findings of Section 25-119(d) were adequately addressed for the removal of the four specimen trees and recommends that the Planning Board approve the variance request. No additional specimen trees are proposed for removal with DET-2023-002.

Regulated Environmental Features (REF)

Section 27-6808 refers to Section 24-4303(d)(5) of the Subdivision Regulations and states: "Where land is located outside the Chesapeake Bay Critical Area Overlay (CBCAO) zones, the preliminary plan of subdivision (minor or major) and all plans associated with the application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state, to the fullest extent possible, consistent with the Environmental Technical Manual established in accordance with Subtitle 25: Trees and Vegetation, of the County Code.

Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required in accordance with Subtitle 27: Zoning Ordinance, of the County Code, for the reasonable development of the lot outside the regulated feature."

This site does not contain REFs; however, the buffer to an offsite nontidal wetland is required to be preserved and/or restored to the fullest extent possible under Section 27-6808 of the Zoning Ordinance. This proposal fully preserves the buffer to the offsite nontidal wetland.

PMA Impacts

The application area does not contain PMA areas; therefore, no PMA impacts are proposed with this DET application. The buffer for an offsite isolated nontidal wetland encroaches onto the property; however, this wetland is not considered PMA and the buffer will remain undisturbed.

Stormwater Management

Section 27-3605(c)(F)(x) of the Zoning Ordinance requires a SWM concept approval prior to acceptance of a DET. An approved Concept Plan (#15849-2023) was submitted with the submission material showing the use of three micro-bioretention facilities and existing stormdrain systems. This stormwater management plan was approved on October 20, 2023, and expires on October 20, 2026. No SWM fee is required for providing on-site attenuation and quality control measures.

Soils

Section 27-6809, Unsafe Lands of the Zoning Ordinance, requires all applications to conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations. This application is using the prior Subdivision Regulations, and Section 24-131 states "The Planning Board shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to natural conditions, such as, but not confined to, flooding, erosive stream action, high water table, unstable soils, or severe slopes, or to man-made conditions on the property, such as, but not confined to, unstable fills or slopes."

According to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), soils present include Croom-Marr complex and Croom-Marr-Urban land complex. Marlboro and Christiana clays are not found to occur on this property.

Erosion and Sediment Control

Section 27-6805 of the Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. Prior to certification of the TCP2, a copy of the Erosion and Sediment Control Technical Plan must be submitted so that the ultimate LOD for the project can be verified and shown on the TCP2.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The Environmental Planning Section has completed the review of DET-2023-002 and TCP2-051-2023, and recommends approval, subject to the following findings and conditions:

Recommended Findings

1. The required findings of Section 25-119(d) have been adequately addressed for the removal of four specimen trees identified as ST-37, ST-38, ST-39, and ST-44.
2. There are no regulated environmental features (REF) on the subject property.

Recommended Conditions:

1. Prior to certification of the detailed site plan, the TCP2 shall be revised as follows:

- a. Add TCP2-051-2023 to the Environmental Planning Section approval block.
2. Prior to the certification of the TCP2 for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George’s County Land Records at Liber ____ Folio ____.
Revisions to this TCP2 may require a revision to the recorded easement.”



Countywide Planning Division
Historic Preservation Section

301-952-3680

January 9, 2024

MEMORANDUM

TO: Hyojung Garland, Urban Design Section, Development Review Division

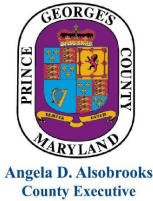
VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **twg**

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

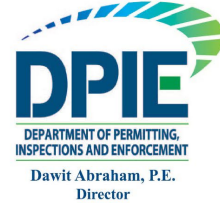
SUBJECT: DET-2023-002 Temple Hills Storage

The subject property comprises 2.84 acres and is located in the southwest quadrant of Beech Road and Old Branch Avenue. The subject property is zoned Commercial, General Office (CGO), and located within the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* area. The subject application proposes a 119,000 square-foot consolidated storage facility.

The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* includes goals and policies related to historic preservation (pages 10-20). However, these are not specific to the subject site or applicable to the proposed development. 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 archeology survey is not recommended. The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation staff recommend approval of DET-2023-002, Temple Hills Storage, with no conditions.



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



MEMORANDUM

January 26, 2024

TO: Hyojung Garland, Subdivision and Zoning Section
Development Review Division, M-NCPPC

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

RE: Temple Hills Storage
DET-2023-002

CR: Beech Road
CR: Old Branch Avenue

In response to (DET-2023-002), the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- This site (Parcel approximately 2.84 acres) is zoned CGO and is located at 4607 Old Branch Avenue.
- The subject request proposes the development of a five-story, consolidated storage facility that will consist of 119,000 square feet of parking and other site improvements.
- This site is accessed from Beech Road and Old Branch Avenue. Old Branch Avenue is a state-maintained roadway; therefore, coordination with the State Highway Administration (SHA) is required.
- In the permitting stage, the applicant shall provide frontage improvements on Beech Road, including but not limited to a 5' sidewalk, ADA ramps with detectable warning surface at the access, street trees, and LED street lighting.
- DET-2023-002 meets the intent of the Site Development Concept Plan No.15849-2023-0 which has been approved by DPIE with an expiration date of October 20, 2026.
- Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.

- All Easements (grading, outfall, surface) will need to be recorded before permit issuance.
- A detailed soil investigation report that includes subsurface exploration and site grading, stormwater management BMPs, and geotechnical engineering evaluation is required.
- All storm drainage systems and facilities are to be by the Department of Public Works and Transportation (DPW&T) requirements.
- All DPIE and State permits are required for development.
- DPIE has no objection to the DET-2023-002.

This memorandum incorporates the Site Development Plan Review on Stormwater Management (County Code 32-182(b)). The following comments are provided on this approval phase:

- a) Final site layout, exact impervious area locations are not shown on plans.
- b) Exact acreage of impervious areas has not been provided.
- c) Proposed grading is not shown on plans.
- d) Stormwater volume computations have been provided with the concept submittal. These computations shall be further updated with site development fine grading permit submission.
- e) 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.
- f) A narrative following the code has not been provided.
- g) Applicant shall provide items (a-g) at the time of filing final site permits.

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

cc: Rey de Guzman, P.E., Chief, S/RPRD, DPIE
 Rene Lord-Attivor, Chief, S/RPRD, DPIE
 Nanji Formukong, District Engineer, S/RPRD, DPIE
 Salman Babar, CFM, Engineer, S/RP, RD, DPIE
 M.J. Labban, Geotechnical Engineer, S/RPRD, DPIE
 Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
 Jordan Feldman 3323 NE 163rd Street, Suite 506 33160.
 Shipley & Horne, P.A. 1101 Mercantile Lane, Suite 240 MD 20774

Additional Back-up


For

DET-2023-002

Temple Hills Storage

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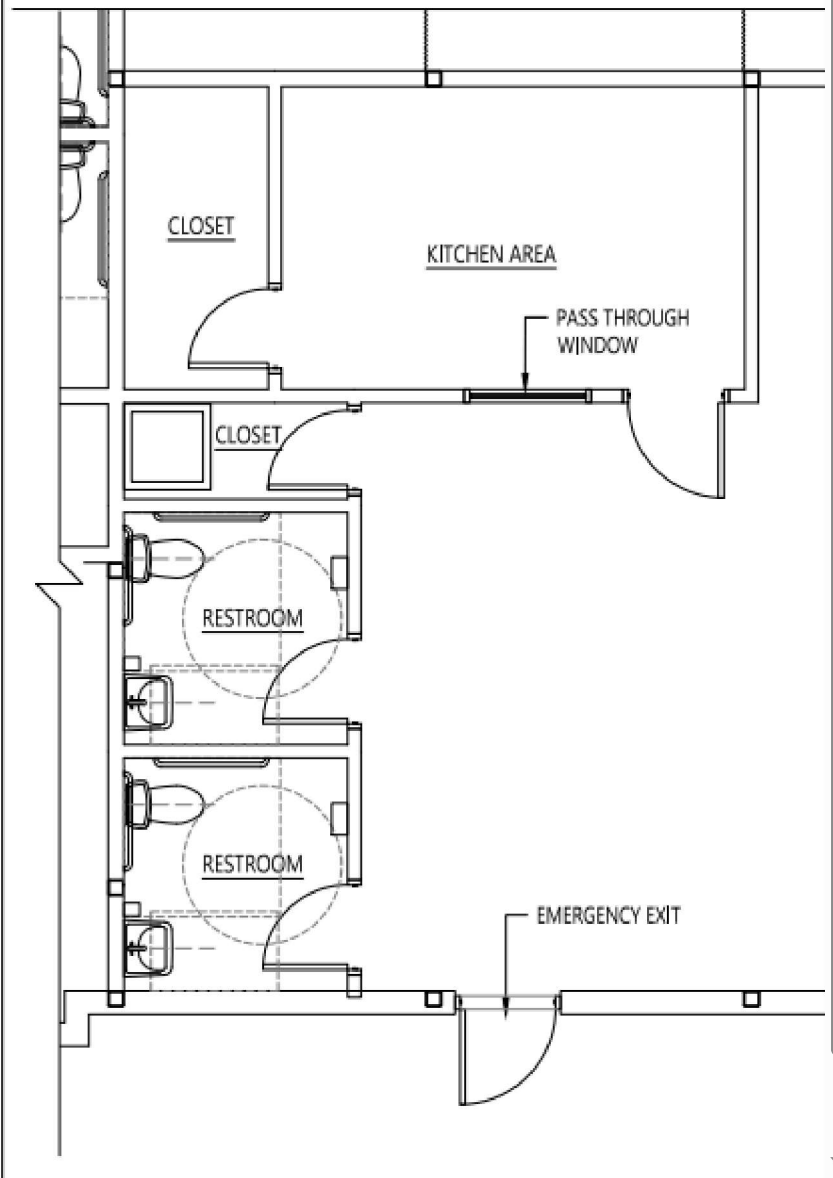
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Additional Back-up

For

DET-2023-002

Temple Hills Storage

