



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council  
(301) 952-3600

November 6, 2018

**RE: DSP-18017 JDA Baltimore Avenue  
JSF Management, LLC, Applicant**

## ***NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL***

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on October 22, 2018.

### ***CERTIFICATE OF SERVICE***

This is to certify that on November 6, 2018, this notice and attached Council Order was mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script, reading "Redis C. Floyd", is written over a horizontal line.

Redis C. Floyd  
Clerk of the Council

Case No.: DSP-18017  
JDA Baltimore Avenue

Applicant: JSF Management, LLC

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL

FINAL DECISION — APPROVAL OF DETAILED SITE PLAN

Pursuant to Section 25-210 of the Land Use Article, Md. Ann. Code (2012 Ed. & Supp. 2015) and Sections 27-290 and 27-548.26 of the Prince George's County Code (2011 Ed. & Supp. 2015, or as amended), the District Council issues the final decision in this Detailed Site Plan Application Number 18017 ("DSP-18017").

FINDINGS AND CONCLUSIONS

DSP-18017 requests the following:

- (1) To amend approved Sector Plan to allow a consolidated storage facility with an ancillary office and retail sales in the C-S-C/D-D-O Zone;
- (2) To allow the consolidated storage facility to be six stories in height as opposed to a maximum height of four stories;
- (3) To allow the use of a private easement as the only access to the site;
- (4) To allow the development of the site as a consolidated storage facility to utilize a bioretention area with an underground retention basin to capture onsite stormwater and to not provide a green roof;
- (5) To allow the consolidated storage facility to provide two loading spaces as opposed to the normal required five; and
- (6) To construct a 116,615 square-foot consolidated storage facility which will include an accessory office and an accessory area to sell retail products associated with the consolidated storage facility use, with the above amendments to Development District Standards, as needed.

After an evidentiary hearing, Planning Board took no position on the amendment of the Table of Uses of the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map

Amendment to permit a consolidated storage facility on the subject site but otherwise approved DSP-18017. District Council's review of this case is required by PGCC § 27-548.26(b). Persons of record also appealed the Board's decision to the District Council.

For the reasons set forth below, the District Council will grant Applicant's request to AMEND the Table of Uses of the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment to permit consolidated storage facility on the subject property, APPROVE the amendments to the Development District Standards, and APPROVE DSP-18017, subject to conditions. As a basis for this final decision, the District Council adopts, except as otherwise stated herein, the findings and conclusions set forth by the Planning Board in PGCPB No. 18-73.

- Subject Property

The subject property is located at 9604 Baltimore Avenue, College Park, Maryland, Planning Area 62, Councilmanic District 1. The property sits on the west side of US 1 (Baltimore Avenue) in the northwest quadrant of the intersection of US 1 and Hollywood Road. The property is zoned C-S-C (Commercial Shopping Center) and is within the Corridor Infill Character Area. The property is subject to the Development District Overlay (D-D-O) Zone as designated by the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment ("2010 Plan").

The property consists of approximately 38,528 square feet (0.89± acres) and is situated within the municipal limits of the City of College Park. The property is narrow and slopes significantly from its US 1 frontage to the west (rear). The rear or western part of the property is impacted by sensitive environmental features comprising primary management area. The property drops 16 feet from its front property line along US 1 to the rear. The property is improved with a two-story brick and frame building, which is to be razed for the proposed development. Access to the property is via an existing driveway directly on to US 1. The property is also accessible directly

across from Hollywood Road on US 1, pursuant to a “Mutual Grant of Right-of-Way for All Purposes” recorded in Liber 9846, Folio 108. The right-of-way is a 25-foot wide easement providing access for all purposes to the subject property and to the adjoining property to the south (the “Shin Property”). Fifteen feet of the 25-foot easement is located on the subject property while the remaining 10-feet is located on the Shin Property.

The property is bounded to the north by a parcel used for a private right-of-way that has not been dedicated to public use, known as Park Road, and a hotel, which is under construction in the Commercial Shopping Center (C-S-C)/D-D-O Zones; to the south by developed property in the Mixed Use–Infill (M-U-I)/D-D-O Zones; to the west by vacant property in the Multifamily High Density Residential (R-10) Zone; and to the east by the right-of-way of US 1, and further across US 1 are developed properties in the M-U-I/D-D-O Zones.

- D-D-O Zone

To develop in a D-D-O Zone, approval of a Detailed Site Plan (“DSP”) is required, which is initially reviewed and approved by the Planning Board. PGCC § 27-548.25. Planning Board may also approve development standards different from the Development District Standards contained in the D-D-O Zone. However, certain amendments or modifications to Development District Standards in the D-D-O Zone may only be approved by the District Council. PGCC § 27-548.26.

To construct the proposed development, an amendment to the D-D-O Zone Table of Uses is required to permit a storage facility—including a proposed 940 square-foot office oriented toward the property’s US 1 frontage and between 900 to 950 individual storage units. The proposed development also requires certain amendments to the 2010 Plan’s Development District

Standards—*i.e.*, certain amendments to building forms, and sustainability and environment standards.

- Appeal of the Board's Decision

On August 31, 2018, certain persons of record (Opposition) appealed the Board's decision to the District Council. Finding that Planning Board committed no reversible error, the District Council will summarily address the points raised on appeal and adopt, unless otherwise revised, the findings and conclusion in PGCPB No. 18-73.

The Opposition alleges:

1. That the Central US 1 Corridor Sector Plan envisioned the creation of vibrant, transit oriented walkable nodes complemented by mid-rise street oriented buildings and an urban boulevard along US 1. The District Council finds that the 2010 Plan does not include the property within a walkable node. The 2010 Plan, p. 66, shows potential activity centers and four walkable nodes within the US 1 Corridor. The property is not located within any of those walkable nodes. While sidewalks exist along US 1 in the area near the property, the area is currently not a walkable node. To the contrary, this area along US 1 is automobile oriented and not pedestrian oriented.

2. That the proposed storage facility will create increased traffic congestion and will greatly devastate the quality of life. The District Council finds that the record does not support this claim because the traffic analysis evidence concluded that the storage facility will not create increased traffic congestion and will not greatly devastate the quality of life. The record indicated that similar storage facilities located in surrounding urban areas are not incompatible with surrounding uses. The record also revealed the proposed storage use, with proposed architectural enhancements, will represent an enhancement to the existing property and will continue to support revitalization of the US 1 Corridor.

3. That a storage facility would be in violation of the Corridor Infill recommendations contained in the 2010 Plan. As will be discussed *infra*, the District Council finds that the proposed storage facility is in conformance with the land use recommendation for the subject property which is mixed-use commercial. The District Council also finds that the Corridor Infill designation is not a land use recommendation, but rather a building and development form for character areas.

4. That heavy moving trucks will be coming in and out of the facilities to transport goods. The District Council finds no evidence in the record to support this assertion. To the contrary, the evidence in the record, including the transportation studies, supports the conclusion that the proposed facility will not generate heavy truck traffic.

5. That the proposed storage facility will result in increased vehicular traffic. The District Council finds no evidence in the record to support this contention. The transportation studies indicated that the facility will generate minimal traffic and should have no adverse impact on the adjoining road network or adjoining properties.

6. That the proposed storage facility will dwarf the adjacent businesses to the south, will absorb solar heat and limit the amount of air flowing through the neighborhood, and will cause light pollution. The District Council finds that the proposed storage facility will not dwarf the adjacent businesses to the south or absorb solar heat and limit the amount of air flowing through the neighborhood to cause light pollution. Existing uses in the area include, an adjacent hotel under construction in the Commercial Shopping Center (C-S-C)/D-D-O Zones; to the south by developed property in the Mixed Use-Infill (M-U-I)/D-D-O Zones; to the west by vacant property in the Multifamily High Density Residential (R-10) Zone; and to the east by the right-of-way of US 1, and further across US 1 are developed properties in the M-U-I/D-D-O Zones.

Moreover, there will be no light pollution from the proposed development because, pursuant to the lighting plan, lighting will be minimized for user safety and projected downward to eliminate light pollution and glare in the neighborhood.

7. That there is no need for a storage facility. There is no evidence in the record to support this claim. To the contrary, the area is surrounded by mixed uses, including residential uses, and the University of Maryland. Moreover, the Applicant does not have to demonstrate a need for the proposed use to secure approval of a DSP.

8. That the proposed development should be assembled with other properties to the south to create a larger parcel for development. Assemblage of properties to create a parcel of at least 1.5 acres is recommended when there is a request to rezone property to the M-U-I Zone. The proposed development is not a request to rezone property to the M-U-I Zone.

9. That a 6-story building is not allowed under the 2010 Plan. For reasons set forth below, the District Council finds that an amendment to the Corridor Infill building configuration or principal building height is not required, and in the alternative, will grant the amendment.

10. That the proposed development will create vehicular congestion at the site entrance on US 1. There is no evidence in the record to support this claim. The record indicates that the nearest edge of the proposed building to US 1 is 44-feet from the edge of the US 1 right-of-way. The record also indicates that the first parking space on the subject property will be approximately 110 feet from the access driveway onto US 1. These distances provide sufficient setback for queuing of vehicles. Moreover, transportation studies indicated very few vehicles will visit the site during AM and PM peak hours—minimizing the potential for vehicular congestion at the site entrance on US 1.

- Approval Criteria

As to the specific amendments to Development District Standards, the District Council finds as follows:

Amendments to Development District Overlay Zone standards are expressly permitted pursuant to Section 27-548.26(b). The criteria to amend Development District standards is set forth therein as follows:

The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan, meets applicable site plan requirements, and does not otherwise substantially impair the implementation of any comprehensive plan applicable to the subject development proposal.

The proposed development does not need to conform to every provision of the 2010 Plan. The District Council must consider the entire record to determine whether the proposed development is in conformance with general goals and objectives of the 2010 Plan. Similarly, the proposed development must not substantially impair the recommendations of the 2010 Plan or other applicable comprehensive plans.

- Table of Uses

The Use Table of the 2010 Plan does not permit a storage facility in the C-S-C/D-D-O Zone, but the District Council may approve any amendment requested by the property owner. Section 27-548.26(b). The District Council finds that while a storage facility use is not a permitted use in the 2010 Plan, the express language of the Plan contemplated the use, by amendment, because in the Corridor Infill, building configuration—*i.e.*, principal building height measured in number of stories—excludes storage facilities. In the Corridor Infill, the principal building height is a maximum of 4 stories and a minimum of 2 stories. 2010 Plan, p. 233. Building height is the



vertical extent of a building measured in stories. *Id.*, p. 269. A story is a habitable level within a building. Habitable space is building space whose use involves human presence but excludes parking garages, self-service storage facilities, warehouses, and display windows separated from retail activity. *Id.*, p. 270. Moreover, attics and raised basements are not considered stories for the purposes of determining building height. *Id.*, p. 272.

The proposed storage facility is 6-stories in height. The 2010 Plan excludes storage facilities from measuring principal building height in stories. That is, the maximum 4-story building form configuration in the Corridor Infill is inapplicable to this development because principal building height measured in number of stories excludes storage facilities and display windows separated from retail activity. Moreover, the architectural elevations of the proposed storage facility are constructed—excluding parking garages, display windows separated from retail activity, attics and raised basements—within a 4-story building configuration, which is compatible to the building configuration of the hotel that is adjacent to the subject property. Slides 10-14. Further, the Applicant has demonstrated a substantial commitment to an urban design of a storage facility. Architectural renderings feature the building more as an office building when viewed from the US 1 frontage. Awnings are proposed along the eastern (front) and southern elevations. A metal canopy extends over the entrance door along the eastern elevation. The front of the building is set back to create a balcony area with substantial greenery to enhance the building's visual aesthetics from US 1. The front of the building also includes substantial glazing which extends through the eastern elevation. The building will be constructed of brick, concrete and masonry units, metal panels, substantial glazing and limited EFIS. The addition of metal panels as a contrast to the masonry along with a cornice treatment which runs along the entire top of all elevations creates a heightened architectural articulation and interest. The cornice treatment

also serves to screen rooftop HVAC units. These urban architectural treatments and building materials will result in a storage facility that is more akin to an office building and more compatible with other new construction, such as the adjacent hotel, in the US 1 Corridor. The proposed development will create a “strong sense of place” for the US 1 Corridor.

The use in general is benign. The Applicant’s traffic study confirms that this type of storage facility—with all internal access and climate controlled units—produces minimal traffic. The record indicates that a minimal number of small trucks, as opposed to large trucks, will access the facility. Most vehicles that access the facility will be passenger cars or small vans—as opposed to large trucks. Moreover, the lighting plan for the facility is architecturally pleasing and security features include use of video camera technology for optimum safety and operation. Furthermore, public access to the facility is limited during the day. There is no 24-hour access to the facility.

The storage facility also conforms to the land use recommendations in the 2010 Plan. The Land Use Map recommends that the subject property be developed as “mixed-use commercial.” 2010 Plan, p. 59. Mixed-use commercial is defined as properties which contain a mix of uses which are predominantly nonresidential—such as office, commerce, institutional, civic and recreational uses. *Id.*, p. 57. While a residential component may be present, the use is primarily commercial in nature. Therefore, the proposed storage facility conforms to the “mixed-use commercial” recommendation for the property.

The 2010 Plan also includes the subject property within the Corridor Infill development character area. Corridor Infill is not a land use recommendation. Rather Corridor Infill is a development character recommendation, which includes building form, architectural elements, sustainability and the environment. The 2010 Plan includes a map defining Corridor Infill and the properties impacted by the Corridor Infill development character. *Id.*, p. 228. Numerous properties

within the US 1 Corridor carry the Corridor Infill development character recommendation. Corridor Infill is defined as “mixed use but primarily residential urban fabric. It may have a wide range of building types such as single family, side yard and row houses.” The 2010 Plan also notes that “new development in Corridor Infill areas is regulated in detail by these Development District standards.” Opposition contends that the 2010 Plan’s recommendation for the subject property should include “two to four story residential buildings with green roofs as opportunities for food production and retail on the first floor.” The District Council finds that the Corridor Infill designation is not a land use recommendation *per se* but rather a development character including development standards relating to building form and architectural elements. Moreover, Opposition fails to consider that the 2010 Plan contemplated a storage facility use when it expressly excluded storage facilities from the Corridor Infill building form configuration—*i.e.*, principal building height measured in number of stories.

The District Council further finds that the proposed storage facility would conform to many of the purposes and recommendations of the 2010 Plan. The purpose of the 2010 Plan is to “re-evaluate the US 1 Corridor and College Park in light of newly emerging market conditions and guiding development principles in Prince George’s County which were put in place when the 2002 Prince George’s County Approved General Plan was adopted.” 2010 Plan, p. 6. The Plan also sets forth the intent of the Development District Standards. The express purpose of those standards is “to shape high-quality physical features to create a strong sense of place for College Park and the University of Maryland, consistent with the land use and urban design recommendations of the Sector Plan.” 2010 Plan, p. 227.

The 2010 Plan contains numerous Urban Design policies for Corridor Infill development. 2010 Plan, pp. 70-72.

***Policy 1:***

***Provide a comfortable and safe route for pedestrians and bicyclists to travel along US 1.***

***Strategies 1:***

***Establish wide sidewalks (between 8 and 16 feet wide) and, where appropriate, shared side paths that are buffered from US 1 and can accommodate pedestrians and slow bicyclists.***

The 8-foot sidewalk and substantial landscaping along the property's US 1 frontage satisfies this requirement. The Applicant is also proposing a 15-foot wide shared bikeway along the southern boundary of the property. This bikeway will be asphalt paved and will facilitate and ultimately connect to a pedestrian/bicycle path located on the Mazza residential property to the southwest.

**2.**

***Support the SHA proposed redesign of US 1 to provide median/safe refuges and recommend SHA construct cycle tracks as the preferred bicycle treatment.***

The proposed development conforms to the SHA proposed improvement plan for US 1.

PGCPP No. 18-73, p. 7.

**3.**

***Create a ten-foot wide landscaped planting strip with large shade trees between US 1 and the sidewalk. This will provide adequate buffering for pedestrians on the sidewalk, while also providing space for landscaping to buffer residents occupying lower floors of buildings from the noise and visual impact of US 1 traffic.***

A 10-foot wide landscape strip is proposed and shown on the landscape plan, with a planting strip with shade trees. PGCPP No. 18-73, p. 7.

***Policy 2:***

***Develop a more residential character in the corridor infill areas with park-like landscaping, easy accessibility to nearby goods and services, and redevelopment of the existing strip-commercial character of US 1.***

***Strategies 1:***

***Focus development primarily on residential land uses. Residential buildings or buildings with ground floor retail and residential uses above should be built with heights between two and four stories. An additional attic story may be appropriate to facilitate the desired character for these areas.***

The Applicant's proposed development scenario is not focused primarily on residential land uses. The property is a small parcel with a challenged topography. A primary focus on residential land uses would be very difficult for the subject property. Moreover, the Table of Uses for the C-S-C Zone in the DDOZ is very restrictive for permitted residential use and generally limits dwellings to above first floor retail. PGCPP No. 18-73, p. 7.

**2.**

***Preserve an automobile sales and services area between Indian Lane and Erie Street. Even in an area recommended for multimodal accessibility and the reduction of automobile dependence, these services are still essential to the modern lifestyle. Concentrating all future auto-oriented services in this segment of US 1 will eliminate the need to provide them elsewhere along the corridor.***

This strategy is not applicable. PGCPP No. 18-73, p. 7.

**3.**

***Establish a build-to line between 20 and 25 feet from the ultimate right-of-way of US 1. Coordinate with utilities agencies and other stakeholders to minimize potential conflicts with the public utilities easement.***

The proposed development conforms because it proposes a build-to line 20 feet from the ultimate right-of-way line of US 1. PGCPP No. 18-73, pp. 7-8.

**4.**

***Locate parking mid-block, and visually screen parking from the street. Depending on the density of the area, parking can be located in surface parking lots or structure parking decks. All mid-block parking should be lined with habitable space where it fronts major streets.***

While this is a single lot, parking for this storage facility is in the middle of the lot. When planning development for a single lot, it is not possible to locate parking mid-block. Also, the

parking is located on ground level but beneath the second floor of the building. Therefore, parking is screened from the street. PGCPP No. 18-73, p. 8.

***Policy 3:***

***Provide strong connections to walkable nodes and existing residential neighborhoods.***

***Strategies 1:***

***Initiate an access management plan to study potential new connections for mid-block alleys and interconnected parking lots. Work with property owners to make agreements to share mid-block or rear access to their properties, and close driveways on US 1. Consolidate access points for development along US 1 to cross streets wherever possible. Greater street connectivity will also provide better access to properties along US 1.***

The proposed development conforms. Access to the property will be through a preexisting reciprocal easement shared by the storage use and the automotive uses located on the property to the south. The property's existing access drive on Route 1 will be closed. Therefore, the proposed facility will provide greater street connectivity and better access to properties along US I. PGCPP No. 18-73, p. 8.

***2.***

***Establish pedestrian and bicycle-friendly street connection to existing residential neighborhoods and trails. Provide tree-lined streets with continuous sidewalks along these connections.***

The proposed development conforms. A 15-foot wide bikeway along the property's southern boundary will allow a connection from Baltimore Avenue to the trail located on the Mazza residential property to the southwest. This will provide an easy connection for both bicyclists and pedestrians to connect to US 1. PGCPP No. 18-73, pp. 8-9.

***Policy 4:***

***Establish appropriate residential densities within the corridor infill areas to ensure preservation of existing single-family neighborhoods.***

***Strategies 1:******Limit residential density by reducing the maximum number of dwelling units per acre permitted in the U-U-I Zone.***

This policy is inapplicable because the property is not in the U-U-I Zone. PGCPP No. 18-73, p. 9.

***2.******Require acquisition of at least one and a half acre of property under single ownership to permit rezoning to the M-U-I Zone through the detailed site plan process detailed under Section 27-548.25 of the Zoning Ordinance.***

This policy is inapplicable because the property does not exceed 1-acre. PGCPP No. 18-73, p. 9.

- Building Form — Corridor Infill

In the Corridor Infill, the principal building height is a maximum of 4 stories and a minimum of 2 stories. 2010 Plan, p. 233. Building height is the vertical extent of a building measured in stories. *Id.*, p. 269. A story is a habitable level within a building. Habitable space is building space whose use involves human presence but excludes parking garages, self-service storage facilities, warehouses, and display windows separated from retail activity. *Id.*, p. 270. Moreover, attics and raised basements are not considered stories for the purposes of determining building height. *Id.*, p. 272. The District Council finds that the Corridor Infill building configuration—*i.e.*, principal building height measured in number of stories—**excludes** storage facilities. The District Council finds that the proposed storage facility conforms to the 2010 Plan's building orientation criterion. The proposed storage facility is 6-stories in height. The 2010 Plan excludes storage facilities from measuring principal building height in stories. That is, the maximum 4-story building form configuration in the Corridor Infill is inapplicable to this development because principal building height measured in number of stories excludes storage facilities and display windows separated from retail activity. Therefore, an amendment to the

Development District Standards is not required.

In the alternative, even if principal building height measured in stories did not exclude a storage facility in the Corridor Infill, the District Council finds that the proposed 6-story storage facility conforms to the 2010 Plan's building orientation criterion. The architectural building elevations of the proposed 6-story storage facility—excluding attics and raised basements—will depict a 4-story building configuration. Slides 10-14. Moreover, due to creative architectural elevations and construction, the principal building height of the 6-story facility is less than the principal building height of the adjacent hotel. Slides 10-14. Furthermore, the Applicant has demonstrated a substantial commitment to an urban design of a storage facility. Architectural renderings feature the building more as an office building when viewed from the US 1 frontage. Awnings are proposed along the eastern (front) and southern elevations. A metal canopy extends over the entrance door along the eastern elevation. The front of the building is set back to create a balcony area with substantial greenery to enhance the building's visual aesthetics from US 1. The front of the building also includes substantial glazing which extends through the eastern elevation. The building will be constructed of brick, concrete and masonry units, metal panels, substantial glazing and limited EFIS. The addition of metal panels as a contrast to the masonry along with a cornice treatment which runs along the entire top of all elevations creates a heightened architectural articulation and interest. The cornice treatment also serves to screen rooftop HVAC units. These urban architectural treatments and building materials will result in a storage facility that is more akin to an office building and more compatible with other new construction, such as the adjacent hotel, in the US 1 Corridor. The proposed development will create a "strong sense of place" for the US 1 Corridor. Building design features demonstrate that the proposed storage facility will not overwhelm other buildings along the US 1 frontage.



The District Council concludes that the proposed storage facility conforms to the purpose of the Building Form criteria contained in the 2010 Plan, and the proposed facility will not substantially impair the recommendations of either the 2010 Plan or any other applicable comprehensive plan. The amendment is approved.

- Building Form — Parking Access

In Preliminary Plan of Subdivision 4-17042, the Planning Board authorized, pursuant to Section 24-128(b)(9), access to the site based on a preexisting reciprocal easement. The easement is 25 feet in total width, with 15 feet on the subject site and another 10 feet on the adjacent property. The easement serves as a direct access to US 1. Therefore, the District Council finds that this is an appropriate amendment and modification from the Development District standards and approves the amendment. PGCPB No. 18-73, p. 19.

- Building Form — Parking Spaces

Generally, 5 loading spaces are required for a consolidated storage use. The Applicant has proposed 2 loading spaces. In support of this modification to Development District Standards under the D-D-O Zone, the Applicant submitted an independent traffic analysis. A traffic engineer monitored counts at 2 storage facilities, both of which are similar in nature to the proposed development, but larger in terms of square-footage. Traffic counts were monitored during a 3-hour AM and 3-hour PM peak period for both facilities. In both instances, no large trucks visited either site during the AM and PM peak periods, instead most traffic was limited to passenger cars or small vans. The traffic engineer concluded that no loading spaces would be required for the proposed development because at similar storage facilities, vehicles utilized regular parking spaces. The District Council finds that 2 loading spaces will satisfy loading needs for the proposed development and approves the amendment.

- Sustainability and Environment

Water Efficiency and Recharge. The Applicant requested an amendment of this standard for not using pervious paving materials. However, the language of the standard is discretionary and, therefore, an amendment is not required. For informational purposes, the approved SWM concept plan indicates that the development proposal for the property drains to a bioretention area with an underground detention basin. This underground system promotes groundwater recharge and reduces runoff quantity and flow rates, which are the same goals to be achieved by using pervious paving materials. PGCPB No. 18-73, p. 21. The District Council concurs with Planning Board.

Stormwater Management and the Paint Branch. In the 2010 Plan, there is a recommendation that green roofs be provided as opportunities for food production. The site has an approved Stormwater Management Concept Plan that utilizes a bioretention area with an underground detention basin to capture on-site stormwater, which functions in like manner to using pervious paving materials for the site, to promote groundwater recharge and reduce runoff. Given the nature of the development on the site, a green roof to promote on-site agriculture is not practicable. Moreover, the DSP is aiming to achieve certification under LEED V4 BD+C for Warehouses and Distribution Centers, and proposing sufficient sustainable site and green building techniques to be used to achieve this standard. PGCPB No. 18-73, pp. 20-21. The District Council concurs with Planning Board and approves this amendment.

The District Council APPROVES Detailed Site Plan DSP-18017, JDA Baltimore Avenue, subject to the following conditions:

1. Prior to certificate approval, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
  - a. Obtain signature approval of Preliminary of Subdivision 4-17042.

- b. Adjust the building-mounted lights and to revise the photometric study to ensure that the foot-candle reading around the northern boundary with Park Road and around the southern boundary of the private access easement is as close to zero as reasonably possible.
- c. Remove the landscape schedules for Sections 4.2, 4.3, 4.6, and 4.7 from the landscape plan, and provide a new plant list to document the planting units.
- d. Reflect the correct primary management area (PMA) line, consistent with the PMA, in accordance with the revised PMA exhibit approved with Natural Resources Inventory NRI-134-05-01.
- e. Provide a full Tree Canopy Coverage worksheet on the landscape plan, to be signed and sealed by the professional who prepared it.
- f. Provide Site Plan Notes as follows:

“During the demolition/construction phases of this project, the applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, and the construction noise control requirements as specified in the Code of Maryland Regulations (COMAR).”

“Vehicular access is authorized, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, and reflect that access is denied along US 1 (Baltimore Avenue), saving the area of the approved access easement.”

“Land areas A and B shall be dedicated upon demand for use as a public road.”

- g. Delineate the limit of the proposed 15-foot-wide, bikeway easement along the southern boundary of the subject property.
  - h. Provide an exhibit illustrating the location, limits, specifications, and details of all off-site improvements required by Condition 4 of Preliminary Plan of Subdivision 4-17042.
2. Prior to certificate approval of the detailed site plan, the following changes shall be made to the plans:
- a. Reflect the limit of the proposed 15-foot-wide shared bikeway along the southern boundary of the subject property per Condition 1d of Preliminary Plan of Subdivision 4-17042.

3. Prior to certification of the Detailed Site Plan, the applicant shall revise the site plan to:
  - a. Eliminate the bus pull-off land and cycle track shown along the US 1 property frontage; provide a minimum 10-foot landscape strip with street trees spaced a minimum of 30 feet on center, provide a minimum 8-foot wide sidewalk; and provide pedestrian light fixtures (*Alumilite, VK1340/LED-UV-SL; Pole: DP-12-4-36''-Silver*) spaced not more than 30 feet on center.
  - b. Provide a note to ensure that the building height at the top of the parapet will not exceed the height of the adjoining Townplace Suites hotel parapet (212-feet Above Mean Sea Level-AMSL) located north of the site.
  - c. Prior to certification of the Detailed Site Plan, the Applicant shall submit revised architectural elevations to the City of College Park Planning Department for review and approval by the City that Plans reflect a reduction in the use of Exterior Insulation and Finish Systems (EIFS) in favor of insulated metal panels, thin brick, or split-face Concrete Masonry Units (CMU's). EIFS shall not be used on the ground floor below the height of 8-feet. The Applicant shall also provide metal sashes around all "window" features that are inset a minimum of 2-3-inches from the exterior wall to create a sill. The wall behind the "windows" may be any material that is painted darker than the exterior wall to provide contrast.
4. During hours of operation, vehicles waiting to access the facility shall not be allowed to queue up onto the Route 1, Baltimore Avenue, right of way. To manage traffic during peak usage times, the Applicant shall establish a consumer-friendly method for consumers to schedule pick-up and drop-off to ensure that capacity is not exceeded at the facility. Appropriate signage shall be installed at the facility prohibiting vehicles from backing onto Route 1, Baltimore Avenue, to exit the subject property.

ORDERED this 22<sup>nd</sup> day of October, 2018, by the following vote:

In Favor: Council Members Davis, Franklin, Glaros, Lehman, Patterson, Taveras, Toles and Turner.

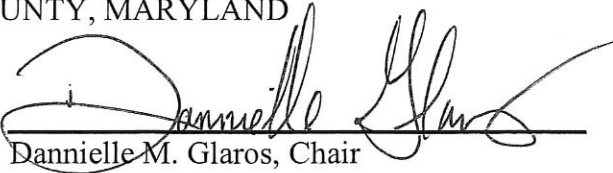
Opposed:

Abstained:

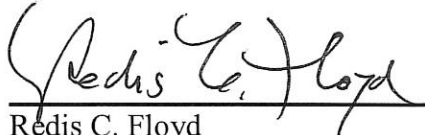
Absent: Council Member Harrison.

Vote: 8-0.

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF  
THE MARYLAND-WASHINGTON  
REGIONAL DISTRICT IN PRINCE GEORGE'S  
COUNTY, MARYLAND

By:   
Dannielle M. Glaros, Chair

ATTEST:

  
Redis C. Floyd  
Clerk of the Council