

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 <http://mncppc.iqm2.com/Citizens/Default.aspx>.

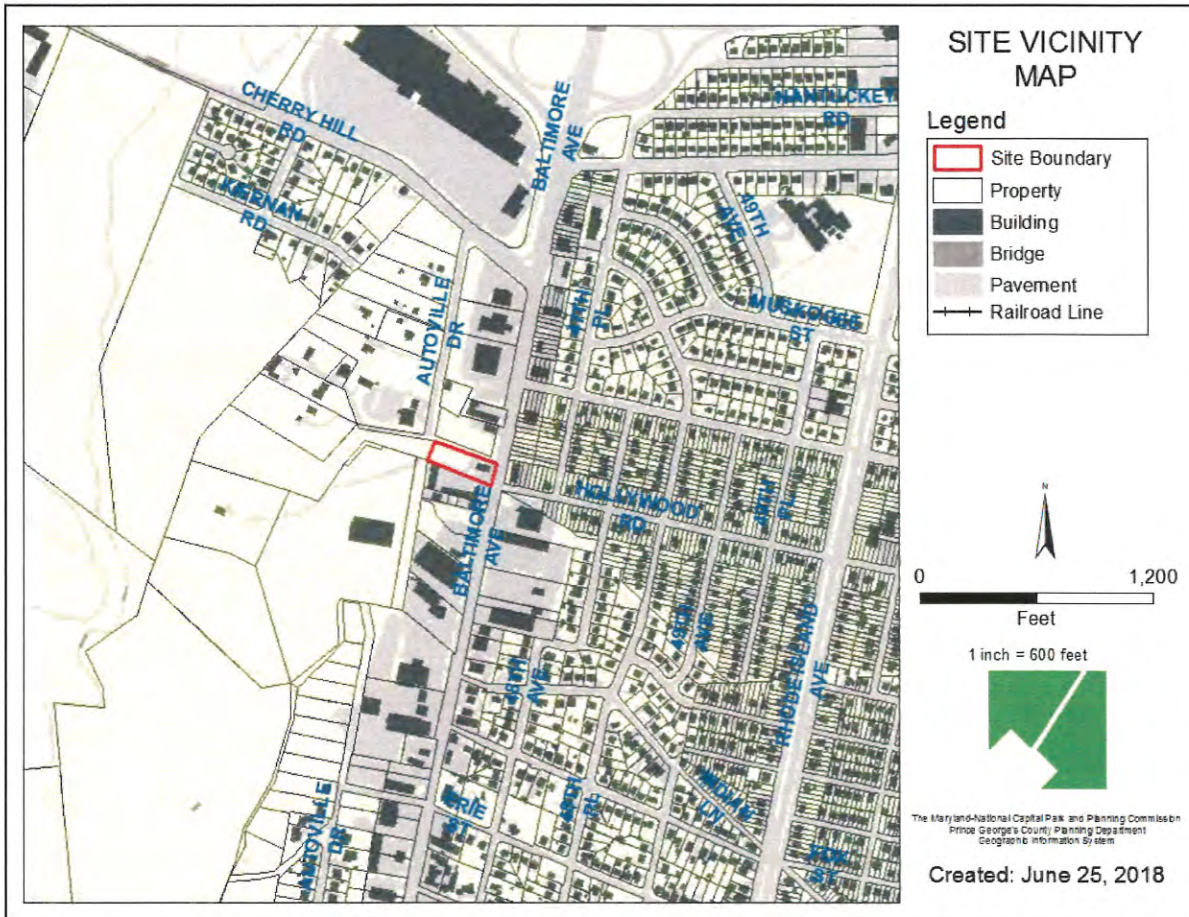
Detailed Site Plan

DSP-18017

| Application | General Data | |
|--|------------------------------|-----------------|
| Project Name: JDA Baltimore Avenue Location: West of the intersection of US 1 (Baltimore Avenue) and Hollywood Road. Applicant/Address: JSF Management, LLC 100 Dunbar Street, Suite 400 Spartanburg, SC 29306 | Planning Board Hearing Date: | 07/26/18 |
| | Staff Report Date: | 07/11/18 |
| | Date Accepted: | 05/23/18 |
| | Planning Board Action Limit: | 07/31/18 |
| | Plan Acreage: | 0.88 |
| | Zone: | C-S-C |
| | Dwelling Units: | N/A |
| | Gross Floor Area: | 116,615 sq. ft. |
| | Planning Area: | 66 |
| | Council District: | 01 |
| | Election District: | 21 |
| | Municipality: | N/A |
| | 200-Scale Base Map: | 212NE04 |

| Purpose of Application | Notice Dates | |
|---|------------------------|----------|
| Amend the list of permitted uses to allow a consolidated storage facility on the subject property and construct a 116,615-square-foot building. | Informational Mailing: | 03/05/18 |
| | Acceptance Mailing: | 05/18/18 |
| | Sign Posting Deadline: | 06/26/18 |

| | | | |
|-----------------------------|---------------------------------|---|-------------------|
| Staff Recommendation | | Staff Reviewer: Henry Zhang, AICP, LEED AP Phone Number: 301-952-4151 E-mail: Henry.Zhang@ppd.mncppc.org | |
| APPROVAL | APPROVAL WITH CONDITIONS | DISAPPROVAL | DISCUSSION |
| | X | | |



MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-18017
JDA Baltimore Avenue

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

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

- a. The requirements of the Development District Overlay (D-D-O) Zone standards of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*;
- b. The requirements of the Commercial Shopping Center (C-S-C) and Development District Overlay (D-D-O) Zones and site design guidelines of the Prince George's County Zoning Ordinance;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- f. Referral comments.

FINDINGS

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

1. **Request:** With the subject detailed site plan (DSP), the applicant is requesting to modify the Table of Uses of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA), to expressly permit a consolidated storage facility on the subject site and construct a 116,615-square-foot building.
2. **Location:** The subject property is located on the west side of US 1 (Baltimore Avenue), in the northwest quadrant of the "T" intersection of US 1 and Hollywood Road, at 9604 Baltimore Avenue. The site is in Planning Area 66, Council District 3. The site is also within the Corridor Infill Character Area and is subject to the Development District Overlay (D-D-O) Zone standards found in the Central US 1 Corridor Sector Plan and SMA.

3. **Surrounding Uses:** The subject site 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.

4. **Development Data Summary:**

| | EXISTING | PROPOSED |
|----------------------------------|---------------------|----------------------|
| Zone(s) | M-U-I/D-D-O | M-U-I/D-D-O |
| Use(s) | Retail | Consolidated Storage |
| Acreage | 0.89 | 0.89 |
| Parcel | 1 | 1 |
| Total gross floor area (sq. ft.) | 1,653 (to be razed) | 116,615 |

OTHER DEVELOPMENT DATA

The project is proposed with 950 storage units with direct access interior to the building, 940 square feet of office, and a resident manager.

| Parking Requirements (per Zoning Ordinance) | Required | Provided |
|--|-----------------|--------------------|
| 1 per 50 storage units plus 2 for manager and @ 4/1,000 sq. ft. office | 13* | 12* |
| Handicap Space | 1 | 1 (van-accessible) |
| Bike Parking (per Sector Plan) | | |
| @ 1/3 vehicle spaces | 4 | 4 |
| Loading Spaces (per Section 27-582) | | |
| 1 up to 10,000 GFA and 1/40,000 after | 5 spaces | 2 spaces** |

Notes: *Calculation per page 239 of the Central US 1 Corridor Sector Plan and SMA. A consolidated storage is not a retail use, but is identified as a storage use in Section 25-568. An amendment to the D-D-O Zone parking standard is permitted and is requested. Staff recommends approval, as discussed further.

**The Central US 1 Corridor Sector Plan and SMA does not have specific requirements for the number of loading spaces; therefore, the applicable section of the Zoning Ordinance serves as the requirement. A departure from the required number of loading spaces is required, as discussed further.

5. **Prior approvals:** The Central US 1 Corridor Sector Plan and SMA retained the property in the D-D-O/C-S-C Zones. A Preliminary Plan of Subdivision (PPS) 4-17042 was approved by the Planning Board (PGPCB Resolution No. 18-55) on June 28, 2018, for one parcel, subject to nine conditions, as discussed further.

The site has an approved Stormwater Management (SWM) Concept Plan (59156-2017-0) that is in conformance with the current code and is valid until March 1, 2021.

6. **Design Features:** The subject site is rectangular in shape and has frontage on the west side (southbound lanes) of US 1. The site is located within the municipal limits of the City of College Park. The property is presently improved with an existing two-story brick and frame building, which is to be razed. A small parking compound exists, adjoining the east and south sides of the building. The site topography slopes at a relatively steep grade from front to back. Only approximately 40 percent of the site is cleared and improved. The balance of the property is wooded. Sensitive environmental features are located at the rear western edge of the property. These include primary management area (PMA) and a stream buffer.

There are presently two points of access. A driveway located in the northern portion of the site onto US 1 and a second access exists along the southern property line across US 1 from Hollywood Road. The intersection of the southern access driveway and Hollywood Road is controlled by a traffic signal. Hollywood Road is located on the east side (northbound lanes) of US 1. A private, shared, vehicular access easement is located on the west side of US 1, at the Hollywood Road intersection. Access at that point is established pursuant to a document titled "Mutual Grant of Right of Way for All Purposes," which is dated October 12, 1994 and recorded among the Land Records of Prince George's County, Maryland, in Liber 9846, Folio 108. Pursuant to this document, a right-of-way for all purposes, including vehicular and pedestrian access, is granted mutually between the prior owners of the property (Harry and Isabel Silkman) and Nyun Shin and Young Shin, the owners of the property located immediately south (the "Shin Property"), known as Parcel 35. Fifteen feet of the 25-foot-wide easement is located on the subject property. The remaining 10 feet is located on the Shin Property, outside the boundary of this DSP.

Architecture—This DSP proposes to construct and operate a six-story consolidated storage facility with a gross floor area (GFA) of 116,615 square feet. The building footprint for the first floor of the building is approximately 17,050 square feet. Within the first floor, in addition to the individual storage units, there will be a small office space of 940 GFA. The applicant has indicated that there will be incidental retail sales for items such as boxes, tape, locks, etc., which will be items needed by patrons of the consolidated storage facility. Subsequent floors located above the first floor will contain more than 17,050 square feet of floor area. This is due to the fact that parking and loading areas are proposed to be located on the ground level. As the building increases in height, the square footage of the building increases, in that the building will be cantilevered to cover the first-floor parking and loading spaces.

The balance of the building will be devoted to individual consolidated storage units. In total, the building will include between 900 to 950 individual units accessed interior to the building. The units will be available in different sizes to accommodate the needs of patrons, including 5 feet by 5 feet, 5 feet by 10 feet, 10 feet by 10 feet, 10 feet by 15 feet, 10 feet by 20 feet, and 10 feet by 30 feet. The exact mix of sizes will be determined at a later date but will not exceed 950 units. The office area is proposed to be oriented toward the property's US 1 frontage.

The architectural elevations show a flat roof building with the front section along US 1 as five stories, and rises to six stories, with a setback of approximately 20 feet from the front. Substantial effort and commitment has been expended in order to provide an architectural style which appears as an office building, when viewed from the US 1 frontage. The first floor of the building contains substantial glazing to provide windows and doors for the office area. Awnings are proposed for portions of the eastern and southern elevations to enhance architectural interest. A

metal canopy will extend over the entrance door along the eastern elevation. The area above the fifth floor on the eastern elevation will consist of a terrace/balcony area, with substantial greenery to enhance the building's visual aesthetics from US 1. The front (east) elevation of the building contains glazing, which extends the entire five floors. The first two floors of the eastern elevation will be constructed of split-face concrete masonry units (CMUs) that needs to be consistent with the above. The three floors above will be constructed of attractive red brick.

Exterior insulation finishing system (EIFS) treatments in light grey color will accent portions of the building. The southern and northern elevations of the building also include split-face CMUs along the lower levels of the building that needs to be replaced with the same brick finish as those above. As stated, the upper floors of a portion of both the southern and northern elevations will include substantial areas of attractive red brick. Both the southern and northern elevations will also include EIFS treatments, with inset EIFS panels, to create architectural articulation and visual interest. A cornice treatment runs along the entire top of all of the elevations, in order to further enhance architectural articulation and to screen rooftop heating, ventilation and air conditioning (HVAC) equipment. The rear (or western) elevation of the building will consist of split-face CMUs along the bottom, with EIFS above. The CMUs are proposed to be dark grey in color. The EIFS treatments are a lighter grey. These contrasts provide interest, along with the red brick and substantial glazed areas of the building. As previously stated, significant design efforts have been made on the main elevations that are visible from US 1. For example, the eastern elevation (main façade) has been designed as a faux two-story storefront and extensive glazing is used to create an active street front. In consistency with the buildings adjacent to this site, the street level finish materials are primarily brick. The proposed finish material at street level should be replaced with brick, which can be in a darker color tone than those above, to create a consistent streetscape. A condition has been included in the Recommendation section requiring the replacement of split-face CMUs at the lower level on the eastern, southern, and northern elevations to match the brick finish above, prior to certification of the DSP, to be reviewed and approved by the Urban Design Section as designee of the Planning Board.

Signage—A signage plan has been filed with this application. A total of four signs are proposed. Two signs are proposed to be located on the front (or eastern) elevation of the building. A single sign is proposed to be located on both the northern and southern elevations of the building, close to the front of the building. These signs are proposed in order to advise patrons as to the location of the building. The building carries a primary identification sign of “CubeSmart,” a national consolidated storage operator. CubeSmart will operate the business on the property on behalf of the developer, Johnson Co. Three building signs will be located beneath the cornice area on the eastern, southern, and northern elevations of the building. These signs are to read “CubeSmart self-storage.” It is proposed that the lettering of the signs will be red, in order to be complimentary with the red brick treatment on the building. The fourth sign will indicate “office” and will be more directional in nature, in order to guide patrons to the entrance of the office area. This fourth sign will be located immediately above the entry door to the office on the eastern elevation.

In addition to the building signs, certain directional signs will be located on-site. A detail sheet for these directional signs is included as part of the site plan package. The D-D-O Zone signage standards on sign area allow up to 10 percent of the façade area in signage where the building sign is located. The largest sign is around 220 square feet, which is well below the maximum sign area allowed by the D-D-O Zone standards.

Lighting—A photometric plan was provided with this application. The DSP, landscape plan, and photometric plan should be revised to show the number and placement of pedestrian lighting along US 1, with the latter also showing the pedestrian lighting footprints. Streetlight fixture heights should generally be no higher than 15 feet, in accordance with the development district standards in the Central US 1 Corridor Sector Plan (page 266). In addition, the photometric plan should show that no light trespass will impact properties to the north and south. Lighting details should clearly indicate the height of the specific poles proposed and should all be full cut-off fixtures.

Green Building Techniques—A LEED (Leadership in Energy and Environmental Design) Score Card for LEED V4 BD+C (Building Design and Construction) Warehouses and Distribution Centers Rating System has been submitted with this DSP. In accordance with the score card, this project will achieve certification under the respective rating system.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Central US 1 Corridor Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a D-D-O Zone on the US 1 Corridor. The purpose of the standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for College Park and the University of Maryland. The land use concept of the sector plan divides the entire area into four character areas: Natural Area, Existing Residential, Corridor Infill, and Walkable Node. The subject property is located in the Corridor Infill Character Area.

The vision for Central US 1 is a vibrant hub of activity, highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

As discussed in the amendment sections of this report, the applicant has requested an amendment to the D-D-O Zone use table to permit a consolidated storage at this location in the C-S-C/D-D-O Zones. The subject application proposes a use that is not permitted in the Table of Uses Permitted—Commercial Zones on page 318 of the sector plan. The applicant has also filed amendments to the development standards, as discussed in the Amendment sections of this report.

8. **Approval of Detailed Site Plan:** Section 27-548.25(b) requires that the Planning Board find that the site plan meets the applicable development district standards for approval, unless amendments are approved pursuant to Section 27-548.25(c). The development district standards are organized into several categories: Building Form, Architectural Elements, Sustainability and the Environment, and Streets and Open Spaces. Based on the analysis, the DSP meets the development district standards, with amendments.

2010 Sector Plan Recommendations

The subject property is located within a corridor infill area (page 61) of the Central US 1 Corridor Sector Plan and SMA. The land use vision for corridor infill properties are set forth, as follows:

Consists of 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. Setbacks and landscaping are variable. New development in corridor infill areas are regulated in detail in these development district standards (page 228).

The sector plan recommends mixed-use commercial land uses on the subject property. On page 57, defines mixed-use commercial as:

Properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic and recreational uses. These properties may include a residential component but are primarily commercial in nature.

This DPS building is designed to fulfill the land use recommendations for the mixed-use commercial infill area, in general.

Corridor Infill Policies

The US 1 Corridor Sector Plan elaborates on the development patterns for each character area in Chapter 3. A key goal of the sector plan is to transform US 1 from an auto-oriented strip corridor into a series of compact, walkable nodes that will become memorable places. The subject DSP is designed to implement this goal.

The sector plan also established specific land use and urban design policies for each character area. The urban design policies for corridor infill properties are set forth on pages 70 through 72 of the sector plan. The subject DSP has incorporated the four policies and specific strategies, as follows:

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 combination of the six-foot-wide sidewalk and the five-foot-wide cycle track along the property's US 1 frontage satisfies this wide sidewalk requirement. In addition, the applicant is proposing to provide a four-foot-wide bicycle/ pedestrian path adjacent to its building. This four-foot-wide path will be asphalt paved and will 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 DSP conforms to the Maryland State Highway Administration's (SHA) proposed improvement plan for US 1.

- 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 ten-foot-wide landscape strip is proposed and shown on the landscape plan, with a planting strip with shade trees.

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 proposed development scenario does not include residential uses. However, the property is a small 38,528-square-foot parcel, with a challenged topography which would make development of a residential component difficult. In addition, the table of uses for the C-S-C Zone in the D-D-O Zone is very restrictive in terms of the type of residential uses that would be permitted, and generally limits dwellings to above first floor retail.

- 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 to this site, which will be redeveloped with a building containing five to six stories, consistent with the D-D-O Zone standards with an amendment, as discussed further.

- 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 DSP proposes a build-to line 20 feet from the ultimate right-of-way line of US 1, that meets the requirement.

- 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, small, rectangular lot, parking for this building is located in the middle of the lot, on the south side of the building. When planning development for a single lot, it is not possible to locate parking mid-block. As also discussed previously,

parking is located on the ground level, but beneath the second floor of the building. It is therefore screened from the street by the proposed building.

5. Establish a more traditional residential building frontage by providing stoop, porches, and balconies.

As discussed, the architectural elevations incorporate appropriate articulation for the mixed-use infill site, which does not include a residential component.

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 access to the property is via a reciprocal access easement, 25 feet in width, which is to be shared by the consolidated storage use and the automotive uses located on Parcel 35 abutting to the south. Since the property's existing northernmost access drive will be closed, this development proposal will encourage the consolidation of access points along US 1, to the existing shared access easement across from Hollywood Road, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, access which was authorized by the Planning Board with the approval of the PPS.

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

As discussed above, the applicant is proposing to secure the ability to implement a four-foot-wide bicycle/pedestrian path/trail, which will connect from US 1 to the trail located on the Mazza Property to the southwest, when access off-site to the Mazza property is obtained. This will provide an easy connection for both bicyclists and pedestrians to access the bicycle path, which will be located parallel to US 1.

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 not applicable to the property because it is zoned C-S-C.

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 not applicable because the property is 38,528 square feet under single ownership.

Staff finds that this DSP conforms to the development district standards with amendments as set forth below and proposes to redevelop this infill site with an urban prototype of a facility of five to six stories high. Through design articulation, a faux storefront, with extensive glazing, has been achieved that contains two stories of storage units. Redevelopment of this site will implement recommendations for this general area. Redevelopment of this site will be consistent with development along this segment of US 1. The building is designed, articulated, and finished in a compatible way as those building on both sides. This redevelopment project will upgrade the existing site and continue the revitalization of the US 1 Corridor. The Urban Design Section recommends approval of the detailed site plan based on the findings contained in this technical staff report and the referrals adopted herein by reference subject to conditions and approval of the development district standard amendments.

9. **Amendment of Approved Development District Overlay Zone Table of Uses:** The Central US 1 Corridor Sector Plan sets forth the table of uses in commercial zones, commencing on page 318. It is noted that, if a use is not expressly listed as permitted or prohibited, it is deemed to be prohibited. The table of uses for the C-S-C Zone in the D-D-O Zone does not list consolidated storage. Therefore, consolidated storage is not a permitted use on this property.

Pursuant to the provisions of Section 27-548.22, uses allowed in the D-D-O Zone shall be the same as those allowed in the underlying zone for the particular property, unless modified by the development district standards approved by the District Council. In this case, the sector plan amends the use table for the C-S-C Zone to prohibit consolidated storage on the subject site.

Section 27-548.26(b) provides that a property owner may request that the District Council amend the development requirements for an owner's property, in order to (a) request changes to the boundary of the approved D-D-O Zone or (b) request changes to the underlying zones or the list of allowed uses, as modified by the development district standards. The request to amend the table of uses is considered by the District Council through its consideration of a DSP.

The applicant has requested an amendment to the table of uses to permit the consolidated storage use. This use change must be approved by the Prince George's County District Council. While staff takes no position on the use amendment, staff does recommend approval of the DSP site development, which has been reviewed for conformance to the D-D-O Zone standards. The site plan as proposed could be occupied by an alternative permitted use.

Section 27-548.26(b)(2) of the Prince George's County Zoning Ordinance provides that, as part of a request to amend the table of uses, the applicant shall include a statement showing how the proposed development conforms with the purposes and recommendations of the master plan, master plan amendment or sector plan. The applicant's representative, Edward C. Gibbs, Jr., filed a statement of justification (SOJ) to address the required findings. Staff has quoted that portion of the SOJ specific to the amendment to the use table below (a), followed by information from staff for consideration by the decision makers (b).

a. **“COMPLIANCE WITH SECTOR PLAN AND ZONING ORDINANCE PROVISIONS”**

“In 2008, Prince George’s County commenced a process which led, in 2010, to the Adoption and Approval of the Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment. The Sector Plan area consists of approximately 842 acres. A copy of a map depicting the Sector Plan boundaries is marked Exhibit ‘D’ and attached hereto.

“Pursuant to the provisions of Section 27-548.19 of the Prince George’s County Zoning Ordinance (‘Zoning Ordinance’), the Prince George’s County Council, sitting as the District Council (‘District Counsel’) is authorized to superimpose a Development District Overlay Zone (‘DDOZ’) over land within the Sector Plan area. The purpose of a DDOZ is to ensure that development within a designated Development District meets the goals and standards established by the applicable Sector Plan.

“The Property was zoned C-S-C prior to the adoption of the Sector Plan. That underlying zoning classification did not change. (See Map 28, ‘Existing Zoning North’, page 276 of the Sector Plan text document and Map 31 ‘Approved Zoning North’, page 281 of the Sector Plan text document). However, as authorized pursuant to Section 27-548.21 of the Zoning Ordinance, the DDOZ may modify provisions of the underlying zone.

“Within the Sector Plan text document, (Map 7 ‘Approved Land Use North’, found on page 59 of the text, recommends the Property as well as other parcels north and south of the Property for ‘Mixed-Use Commercial’. At page 57, the text document defines Mixed-Use commercial as follows:

“Properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic and recreational uses. These properties may include a residential component but are primarily commercial in nature.

“Based upon this definition, the use recommendation of ‘Mixed-Use Commercial’ does not require a residential component. Further, varying types of commercial uses are envisioned to be permitted. The applicant submits a consolidated storage use should be considered a service use as it is commercial in nature. In fact, consolidated storage is a permitted use in the C-S-C Zone as set forth in Section 27-461 of the Zoning Ordinance under a limited circumstance. Clearly, a consolidated storage use can be designed in such a manner as to be compatible with other commercial uses.

“The Sector Plan provides that development within the DDOZ is subject to certain Development District Standards. Further, wherever a conflict appears between the DDOZ regulations and the Zoning Ordinance, the DDOZ shall prevail (text document page 223).

“Pursuant to the provisions of Section 27-548.22 of the Zoning Ordinance, uses allowed in the DDOZ shall be the same as those allowed in the underlying zone for the particular property, unless modified by the Development District Standards approved by the District Council. Pursuant to Section 27-548.22(d), a Table of Uses is to be incorporated in each DDOZ setting forth the uses in each underlying zone which will be permitted, prohibited or otherwise restricted. A Table of Uses appears for the C-S-C in the DDOZ starting on page 319 of the text document. Pursuant to the C-S-C Zone Use Table, numerous general retail/office/service commercial uses are permitted in the C-S-C Zone as a matter of right. However, consolidated

storage is not listed as either a permitted or prohibited use. It simply is not listed at all and therefore must be considered as not permitted.

“The Sector Plan text document at page 226 provides that two types of amendments are required to be heard and decided by the District Council. These are changes to the boundary of the DDOZ and changes to the underlying uses and the list of permitted uses. These amendments may be considered as part of a Detailed Site Plan application. This provision in the text document is actually a reference to the provisions of Section 27-548.26(b)(1) of the Zoning Ordinance.

“Pursuant to the provisions of Section 27-548.19 of the Zoning Ordinance, in the DDOZ any new development is subject to the approval of a Detailed Site Plan by the Planning Board pursuant to the provisions of Part 3, Division 9 of the Zoning Ordinance. Pursuant to Section 27-548.23(a) of the Zoning Ordinance, Development District Standards are authorized to be imposed as part of a DDOZ. The purpose of Development District Standards in each DDOZ is to allow flexibility in the development review process. It is intended that the Development District Standards will ‘foster high quality development through application of design guidelines and standards which promote the purposes’ of the Sector Plan. Pursuant to this enabling legislation, and as referenced above, the Central US 1 Corridor Sector Plan included Development District Standards which govern all development in the DDOZ.

“REQUEST TO AMEND USE TABLE

“The Central US 1 Corridor Sector Plan text document sets forth the Table of Uses in Commercial Zones commencing on page 318 of the Text document. There it is noted that if a use is not expressly listed as permitted or prohibited, it is deemed to be prohibited. The Table of Uses for the C-S-C Zone in the DDOZ does not list consolidated storage. Therefore, consolidated storage is not a permitted use. As noted above, both the Sector Plan and the Zoning Ordinance provide that changes to the Table of Uses may only be permitted by the District Council pursuant to its review of a Detailed Site Plan. Section 27-548.26(b) provides that a property owner may request that the District Council amend development requirements for an owner’s property in order to (A) request changes to the boundary of the approved DDOZ or (B) request changes to the underlying zones or the list of allowed uses as modified by the Development District Standards. The request to amend the Table of Uses is considered by the District Council through its consideration of a Detailed Site Plan.

“In this instance, Johnson requests the approval of the District Council to modify the Table of Uses in order to expressly permit a consolidated storage facility, subject to the review and approval of a Detailed Site Plan. While consolidated storage facilities are not expressly permitted, Johnson submits an amendment should be approved in this instance. There are a number of factors which support allowing a consolidated storage use to be permitted as a matter of right subject to the review and approval of a Detailed Site Plan. First, the impact of a consolidated storage use is benign. Consolidated storage facilities do not, for the most part, generate peak hour traffic. Instead, traffic generation is light and most of the vehicles coming on site will do so during the middle and early afternoon portions of the day. In addition, the use itself is quiet and does not generate noise. That is particularly true in the instant case since all operations associated with patrons entering or exiting the site and the delivery of goods and materials will occur primarily inside the building. Second, the construction and operation of a consolidated storage facility on the property would provide a needed service within the area. Johnson has conducted an analysis of the number of other consolidated storage uses within general proximity of the Property. While there are a limited number of other consolidated storage

operations in the general area, the market radius for a consolidated storage use is quite restricted. There are no other consolidated storage uses within the Baltimore Avenue Corridor from the Beltway to the University of Maryland. Within that corridor, there are numerous offices, commercial uses and residences. In addition, there is an obvious need which will be generated by students at the University of Maryland. Therefore, Johnson submits there is a need for this use in the area. Third, since a Detailed Site Plan is required in order to obtain approval of a use, the Planning Board and the District Council have an opportunity to require that the building be designed in such a manner as to complement the architecture in the area. In this case, Johnson submits that it has committed to use high architectural standards in designing a building which to a large extent resembles an office building. The architectural treatments are detailed and tasteful. Therefore, there will be no adverse impact which will result by allowing this use at this location.

“Section 27-548.26(b)(2) also provides that as part of a request to amend the Table of Uses, the applicant shall include a statement showing how the proposed development conforms with the purposes and recommendations of the Master Plan, Master Plan Amendment or Sector Plan. Johnson submits that its proposal, while not expressly permitted in the Use Table, does conform to the overall purposes and recommendations of the Sector Plan. As discussed above, the land use recommendation for the Property is Mixed-Use Commercial. Johnson submits that its proposed consolidated storage facility conforms to that recommendation. In addition, the Property is located within a Corridor Infill Area (see map, page 61 of text document). The land use and urban design policies for Corridor Infill properties are set forth on pages 70 through 72 of the Text document. An analysis of those policies follows:

“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 combination of the six-foot wide sidewalk and the five foot wide cycle track along the Property’s Route 1 frontage satisfies this wide sidewalk requirement. In addition, the Applicant is proposing to provide a four foot wide bicycle/pedestrian path adjacent to its building. This four foot wide path will be asphalt paved and will 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 Applicant’s Site Plan filed in support of this Application conforms to the SHA proposed improvement plan for US 1.

“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.

“The ten foot wide landscape strip is proposed on the Landscape Plan filed with this case.

“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 does not include residential uses. However, the Property is a very small parcel with a challenged topography which would make development of a residential component very difficult. In addition, the Table of Uses for the C-S-C Zone in the DDOZ is very restrictive in terms of the types of residential uses that would be permitted

“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.

“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 Applicant’s Detailed Site Plan proposes a build-to line 20 feet from the ultimate right-of-way line of US 1.

“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, the parking for this consolidated storage facility is located in the middle of the lot. When planning development for a single lot, it is not possible to locate parking mid-block. As also discussed previously, the parking is located on ground level but beneath the second floor of the building. It is therefore screened from the street.

“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.

“As discussed above, access to the Property will be gained via a reciprocal easement 25 feet in width which is to be shared by the consolidated storage use and the automotive uses located on the Property to the south. Since the Property’s existing access drive will be closed, this development proposal will encourage the consolidation of access points along US 1.

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

“As discussed above, the applicant is proposing a four foot wide bicycle/pedestrian path/trail which will connect from Baltimore Avenue to the trail located on the Mazza Property to the southwest. This will provide an easy connection for both bicyclists and pedestrians to connect to the bicycle path which will be located parallel to US 1.

“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 to the Property as it is zoned C-S-C and is proposed to be allocated to commercial use.

“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.*

“As will be discussed infra, this proposal will also conform to virtually every Development District Standard from both a civil engineering and architectural perspective. A civil engineering matrix and architectural matrix demonstrating conformance to the Development District Standards has been attached to this Application.

“In view of the foregoing, Johnson submits that the purposes of the Sector Plan as they relate to the Property are met and satisfied in this instance.”

b. Information for Consideration on Use Amendment

Staff has not analyzed the applicant’s request and takes no position on this policy decision for a zoning change, but offers the following for consideration by the decision makers:

Pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendment to the use table of the Central US 1 Corridor D-D-O Zone must conform with the purposes and recommendations for the development district, as stated in the Central US 1 Corridor Sector Plan and compliment the intent of the Corridor Infill Zone Character Area.

General Plan

This application is in an Employment Area. “The Employment Areas were identified because of two major County plans: the 2013 *Strategic Development Plan* and the 2014 *Southern Green Line Station Area Plan*. These designated employment areas have the highest concentrations of economic activity in our four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government. Plan 2035 recommends continuing to support business growth in these geographic areas—in the targeted industry clusters—concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies” (see page 19).

The property is also part of the *Plan Prince George’s 2035 Approved General Plan’s* Innovation Corridor (see map, page 22). The Innovation Corridor “[e]ncompasses parts of the City of College Park, City of Greenbelt, areas along the US 1 corridor and areas surrounding the Beltsville Agricultural Research Center. The Innovation Corridor capitalizes on the synergy that comes from businesses, research institutions, and incubators being in close proximity to one another. The Innovation Corridor has countywide importance as a key opportunity to leverage existing strengths and act as an employment catalyst” (see page 288).

Master Plan

The Central US 1 Corridor Sector Plan and SMA recommends mixed-use commercial land uses on the subject property. The SMA retained the subject property in the C-S-C Zone and superimposed a D-D-O Zone. The subject property is in the Corridor Infill Character Area, in Planning Area 66, in the College Park and Vicinity Community. Corridor infill “consists of 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. Setbacks and landscaping are variable. New development in corridor infill areas are regulated in detail in these development district standards” (see page 228).

The proposed amendment to the Central US 1 Corridor D-D-O Zone use table must conform with the purposes and recommendations of the development district, as stated in the sector plan, which states that “[t]he purpose of [the] standards is to shape high-quality public spaces with buildings and other 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” (page 227).

Consolidated storage facilities are not a permitted use in the C-S-C Zone, with the exception of specific provisions, as previously indicated, which are not applicable to this site. The sector plan and SMA recommends mixed-use commercial land uses on the subject property. Mixed-use commercial land use is intended to be developed with “properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic, and recreational uses. These properties may include a residential component but are primarily commercial in nature” (page 57). Consolidated storage is identified in the Zoning Ordinance as a use that is permitted in industrial zones.

Consequently, the C-S-C Zone, which limits consolidated storage, was retained on the subject property and the Central US 1 Corridor D-D-O Zone was superimposed. Retention of the C-S-C Zone contemplates the desired commercial uses for the subject site.

The proposed consolidated storage land use must conform to the recommendations and intent of the Corridor Infill Character Area. The intent of the Corridor Infill Character Area “consists of 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” (page 228).

10. **Amendment of Approved Development District Overlay Zone Standards:**

Section 27-548.26(b)(5) specifically prescribes the findings that need to be made for the District Council to approve a request by the property owner, as follows:

- (5) **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, and meets applicable site plan requirements.**

If approved with conditions, the subject application and the amendments requested will conform to all of the purposes and recommendation for the Development District as stated in the Master Plan, Master Plan Amendment, or Sector Plan and meets the applicable site plan requirements, and finds that the granting of the amendment will not substantially impair the implementation of the sector plan, as set forth below:

The applicant requests amendments of the following development district standards:

Amendment 1

Building Form—Character Area 4: Corridor Infill (page 233)

Building Configuration

- **Principal Building Height, 4 stories max, 2 min.**

The proposed building is the new prototype that is designed to serve urban areas for this type of facility. A lot of design consideration has been put into specific elevation design to create a visual office/storefront appearance. The building will be primarily six stories in building height. However, the first 20 feet of the eastern elevation (main façade) on US 1 is five stories and will look like an office with faux storefronts. After a setback of 20 feet at the fifth floor, the building will rise to six stories. Specifically, from US 1, the elevation from the finished floor will be 199 feet, which is lower than the hotel building to the north. The finished elevation changes to 212 feet at the sixth story. It should be noted that, while the building is proposed to have six floors, the overall building height is consistent with the height of the hotel being constructed on the property immediately north. Further, due to the fact that the grade of US 1 slopes down proceeding from north to south, in this area, plus the deceiving first floor design, the appearance of the building from US 1 street level will look like four stories only, and the building is shorter than the

hotel because the pedestrian along the street cannot see the top of the sixth floor. Because of the specific design of this façade and significant glazing on the entire elevation, along with deceiving storefront design at the street level (looks like one store, but it is actually two floors of storage units), the Urban Design Section recommends **approval** of this amendment.

Amendment 2

Building Form—Parking (page 239)

Number of Spaces

- **The number of parking spaces required for uses not listed here shall be reduced fifty percent from the number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Any deviation from this standard shall require a modification of the development standards.**

The parking ratio for the consolidated storage consists of several components. For a storage unit, 1 parking space per 50 units is required. For 950 storage units, 19 parking spaces are required. For office, 4 parking spaces are required for each 1,000 square feet. In addition, two parking spaces are required for a resident manager. A total of 25 parking spaces are required in accordance with Section 27-568(2). Fifty percent of 25 parking spaces, after rounding up, is 13 parking spaces. The site plan shows 12 parking spaces. Therefore, an amendment to the parking standard is required to allow one parking space less than the required parking for this use.

There is a bus stop along the US 1 frontage. Any reduction in parking encourages alternate means of access to the proposed use, which is preferred by the sector plan. In addition, the site also provides bicycle parking and may also include a third-party bikeshare program.

The Urban Design Section recommends **approval** of this amendment.

Amendment 3

Building Form—Parking Access (page 241)

- **When alleys are not present, secondary frontage or side streets may be used as the primary source of access to off-street parking.**

The site has received authorization from the Planning Board for access via an existing private easement connecting to US1 with the recent approval of Preliminary Plan of Subdivision 4-17042. The easement is 25 feet in total width, with 15 feet on the subject site and another 10 feet on the adjacent property. This private easement serves as a direct access to US 1. The easement is authorized, pursuant to Section 24-128(b)(9) and is a driveway by definition and does not meet the definition of a street or alley, although it will serve the purpose of the standard.

As stated previously, the 15-foot driveway on the subject site will serve as the sole vehicular access to the proposed facility, as authorized by the PPS, and allows adequate access.

Staff would note that Section 23-139, Driveway Entrance, Nonresidential Driveway Entrances, of the Prince George's County Code requires a minimum width of 30 feet and a maximum width of 45 feet within the right-of-way. This proposed facility should provide an additional five feet to meet the requirement that will be sufficient to serve the site, which will be reviewed with street construction permits.

The Urban Design Section recommends **approval** of this amendment.

Amendment 4

Sustainability and the Environment (page 257)

Water Efficiency and Recharge

- **Surface parking areas, alleyways, and driveways *should* be constructed with durable pervious paving materials (grass paver systems or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discourage because of issues related to dust generation. (*emphasis added*)**

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, staff would note that 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.

Amendment **not required**.

Amendment 5

Sustainability and the Environment (page 257)

Stormwater Management and the Paint Branch

- **Underground or above-grade cisterns shall be integrated into the site plan for all new development within or abutting the Paint Branch buffer. These cisterns will both reduce the amount of stormwater flowing into the Paint Branch and will help to store water onsite for uses, such as landscape irrigation.**

There is also a recommendation on the same page, in the illustration, that green roofs be provided as opportunities for food production. As discussed above, this site has an approved SWM 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.

Further, 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.

The Urban Design Section recommends **approval** of this amendment.

Pursuant to Section 27-548.25 and based on the foregoing analysis, staff finds that the amendments requested are found to benefit the development and the development district, and do not substantially impair implementation of the master plan, master plan amendment, or sector plan.

Staff finds that Amendment 2 is not required and recommends **Approval** of Amendments 1, 3, 4, and 5.

11. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the C-S-C Zone, the D-D-O Zone, and the site design guidelines of the Zoning Ordinance.
 - a. Section 27-548.25(b) requires that the Planning Board will find that the site plan meets the applicable development district standards in order to approve a DSP. As discussed, this DSP complies with the applicable D-D-O Zone standards, with the exception of the four standards for which amendments are requested and recommended for approval.
 - b. The applicant has proposed a site plan in accordance with Section 27-283, Site design guidelines, of the Zoning Ordinance that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, specifically in regard to parking, loading, internal circulation (except for entrance driveway), service areas, and lighting. Landscaping, where not provided for in the sector plan, has been provided in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements. The D-D-O Zone standards supersede the requirements of Sections 4.2, 4.3, and 4.7 of the Landscape Manual, as discussed in the findings below.

Section 27-274(a)(2), Design guidelines on parking, loading and circulation, states:

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(ii) Entrance drives should provide adequate space for queuing;

The only access to this site is through a 25-foot driveway, which provides the minimum width of 22 feet for a two-way driveway, in accordance with Section 27-560 of the Zoning Ordinance. However, the private easement of 25 feet does not have a minimum of 30 feet of width in the right-of-way of US 1, which will be reviewed with street construction permits for improvements within the right-of-way.

- c. The Central US 1 Corridor Sector Plan and SMA does not have specific requirements for the number of loading spaces. The D-D-O Zone states that, “[f]or development standards not covered by the Central US 1 Corridor D-D-O Zone, the other applicable sections of the Zoning Ordinance and Landscape Manual shall serve as the requirement.” Therefore, Part 11 of the Zoning Ordinance serves as the requirement for loading. A departure from the required number of loading spaces has been requested. The site requires five loading spaces and the applicant is proposing two.

Section 27-548.25(e), Site plan approval for the D-D-O Zone specifically states:

If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.

Pursuant to the District Council’s delegation of authority in Council Resolution CR-54-2011 and the City of College Park Amended Ordinance 11-0-03 adopted on May 10, 2011, the City has claimed sole authority to review departures from parking and loading. Therefore, the Planning Board has no jurisdiction to approve a departure in the City of College Park. A condition of approval requires that the applicant obtain that approval prior to building permit.

12. **Preliminary Plan of Subdivision 4-17042:** The Planning Board approved Preliminary Plan of Subdivision 4-17042 on June 28, 2018, with nine conditions (PGCPB Resolution No. 18-55). The applicant must obtain signature approval to address Condition 1 of this approval, prior to certification of this DSP. Other conditions pertinent to the review of this DSP are discussed, as follows:

3. **Prior to approval of a detailed site plan, the use of full cut-off optic light fixtures shall be demonstrated. Lighting shall be focused away from the primary management area, to encourage wildlife.**

A photometric study has been provided with this DSP. The applicant indicated that full cut-off lighting fixtures have been used on this site. However, no details were provided with this application. A condition has been included in the Recommendation section requiring the details of the full cut-off lighting fixtures to be provided prior to certification. In addition, the foot-candle readings show on-site building-mounted lights spilling over the property line to both the north and south sides. For the north side, the lighting intensity should be adjusted to make certain that the foot-candle reading should be close to zero around the northern boundary of Park Road. For the southern boundary area, the foot-candle reading should be close to zero around the southern boundary of the private access easement. A condition has been provided in the Recommendation section of this report requiring the adjustments prior to certification.

5. **Total development shall be limited to uses that would generate no more than 17 AM and 30 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

In accordance with the review by the Transportation Planning Section (Masog to Zhang, July 5, 2018), the use, with the proposed quantity, can be accommodated under the trip caps.

6. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.**

The proposed DSP is consistent with this condition. The exact layout has been shown, which is identical to the approved PPS 4-17042.

7. **Development of this site shall be in conformance with approved Stormwater Management Concept Plan 59156-2017 and any subsequent revisions.**

The DSP is consistent with the approved SWM Concept Plan (59156-2017-0), which is valid until March 1, 2021.

13. **2010 Prince George's County Landscape Manual:** Per page 226 of the Central US 1 Corridor Sector Plan and SMA, if a development standard is not covered in the plan area D-D-O Zone, the applicable sections of the Landscape Manual shall serve as the requirement. The provisions of the Landscape Manual regarding Requirements for Landscape Strips Along Streets (Section 4.2), Parking Lot Requirements (Section 4.3), and Buffering Incompatible Uses (Section 4.7) are superseded by the requirements of the D-D-O Zone standards in the sector plan. The DSP is subject to the requirements for Section 4.4, Screening Requirements, and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

- a. The landscape plan shows the landscape schedules for Sections 4.2, 4.6, and 4.7 that should be removed from the plan. A new plant list should be provided, and the landscaping should be retained to meet the D-D-O Zone recommendations. A condition has been included in the Recommendation section of this report to remove the landscape schedules that are not applicable.
- b. **Section 4.4 Screening:** Section 4.4 requires that loading and maintenance areas be screened from residential properties and street, that trash facilities be completely concealed, and that all mechanical equipment be screened from adjacent properties, streets, and parking facilities. The proposed loading spaces and a trash receptacle are designed with the building and are properly screened and meet the requirement.
- c. **Section 4.9, Sustainable Landscaping Requirements:** Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of each plant type required to be native species and/or native species cultivars and the percentage to be provided with this application are specified below:

| Tree type | Required | Provided |
|------------------|----------|----------|
| Shade trees | 50% | 100% |
| Ornamental trees | 50% | 100% |
| Evergreen trees, | 30% | 100% |
| Shrubs | 30% | 35% |

The landscape plan demonstrates conformance with the requirements of Section 4.9.

14. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is less than 40,000 square feet in size and has no previous tree conservation plan approvals. A standard letter of exemption from the WCO was issued for this site (S-165-2017), which expires on September 29, 2019. No additional information is required regarding woodland conservation.

An approved Natural Resources Inventory Equivalency Letter (NRI-134-05-01) was submitted with the review package, which expires on September 29, 2022. A revised PMA exhibit demonstrates that the site only contains a buffer and PMA associated with an off-site stream, to the west of the subject site. The on-site woodlands are not subject to woodland conservation.

15. **Prince George’s County Tree Canopy Coverage Ordinance:** The DSP is subject to the requirements of the Tree Canopy Coverage Ordinance. Section 25-128 of the County Code requires a minimum percentage of tree canopy coverage (TCC) on properties requiring a grading permit. Properties zoned C-S-C are required to provide a minimum of 10 percent of the gross tract area in TCC.

| | REQUIRED | PROPOSED |
|-------------|---------------|----------------|
| Tree Canopy | 3,856 sq. ft. | 12,434 sq. ft. |

The overall development has a gross tract area of 0.885 acre and, as such, a TCC of 3,856 square feet is required. The submitted landscape plan provides a summarized worksheet indicating that this requirement will be addressed through the proposed planting of 13 deciduous shade trees, 6 minor shade trees, and retaining approximately 5,000 on-site existing woodland. The total area covered in tree canopy meets and exceeds the TCC requirements. The full worksheet of TCC should be provided and should be signed and sealed by the professional who prepared the worksheet.

16. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
- a. **Community Planning**—In a memorandum dated June 21, 2018, the Community Planning Division offered comments specific to the requested amendment to allow consolidated storage on this site, which are set forth in the Use Table Amendment section of this report.
 - b. **Transportation Planning**—In a memorandum dated July 5, 2018 (Masog to Zhang), the Transportation Planning Section offered the following comments:

The applicant is proposing to demolish an existing commercial building on the site and construct a new 116,615-square-foot multi-story consolidated storage facility. Recently, the site was the subject of PPS 4-17042. The table below summarizes trip generation for the site:

| Trip Generation Summary, DSP-18017, JDA Baltimore Avenue | | | | | | | | |
|---|---------------------|---------------|---------------------|------------|------------|---------------------|------------|------------|
| Land Use | Use Quantity | Metric | AM Peak Hour | | | PM Peak Hour | | |
| | | | In | Out | Tot | In | Out | Tot |
| Consolidated Storage | 116,615 | square feet | 10 | 7 | 17 | 15 | 15 | 30 |
| Total Trips (Existing Plus Proposed) | | | 10 | 7 | 17 | 15 | 15 | 30 |
| Approved Trip Cap for PPS 4-17042 | | | | | 17 | | | 30 |

As determined above, the use, with the proposed quantity, can be accommodated under the trip cap. There are no other outstanding traffic-related conditions on the PPS.

The use is proposed to be served by a single access driveway, of which 15 feet is within the limits of this plan and 7 feet (of the required 22 feet for a standard driveway) is on an adjacent property. The Planning Board’s approval of the PPS included authorization for the use of a shared access easement, as a means of vehicular access to the site, pursuant to Section 24-128(b)(9). Given that approval for use by the Planning Board during the PPS process, the access is sufficient for access for this site plan. Except for the access easement, access is denied along the site’s frontage of US 1. There are no further access and circulation issues. Adequate dedication of 50 feet from centerline along US 1, a planned major collector, was determined during the PPS process, and shown for dedication on the approved plan. The site plan reflects this dedication and poses no master plan right-of-way issues.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance, if approved.

- c. **Trails**—In a memorandum dated July 5, 2018 (Lewis-DeGrace to Zhang), the Transportation Planning Section provided a review of the DSP’s conformance with the applicable conditions attached to PPS 4-17042. The review of the DSP’s conformance with the sector plan is as follows:

The subject property is located on the west side of the intersection of US 1 and Hollywood Road. The applicant proposes the construction of a multi-story building with a total area of 117,000 square feet. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Central US 1 Corridor Sector Plan and SMA (area master plan) to implement planned trails, bikeways, and pedestrian improvements.

Because the site is located within the Central US 1 Corridor, it was subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2” at the time of PPS. Conditions of approval of PPS 4-17042 addressed the required off-site improvements.

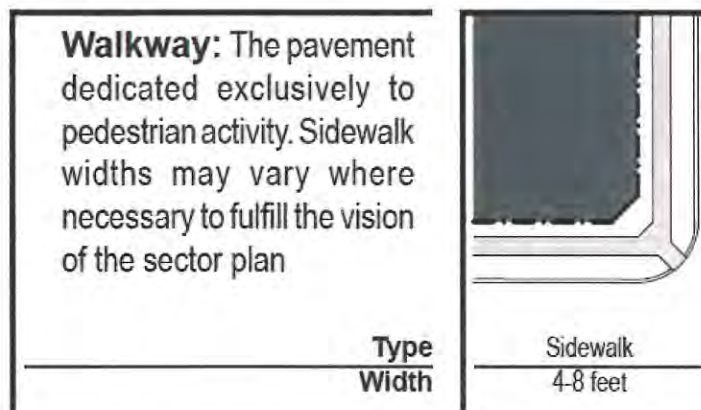
The sector plan includes a number of policies, recommendations, and standards that are applicable to the subject site. The text related to bicycle and pedestrian facilities is noted below.

Policies in the sector plan recommend streetscape improvements along multiple local roads, including the possible future extension of Hollywood Road, which abuts the subject site to the south. The sector plan recommends pedestrian-friendly, urban trails to connect existing residential neighborhoods with park trails, and the provision of street trees and continuous sidewalks along these connections.

Policy 4, Strategy 1, recommends:

1. Provide all walkable nodes with clearly-marked, easy-to-follow paths leading to the Paint Branch Stream Valley Park Trail.

Streetscape and open space standards require four- to eight-foot-wide sidewalks along new roads in corridor infill areas. These types of improvements may be appropriate along the streets/access easements serving the subject site.

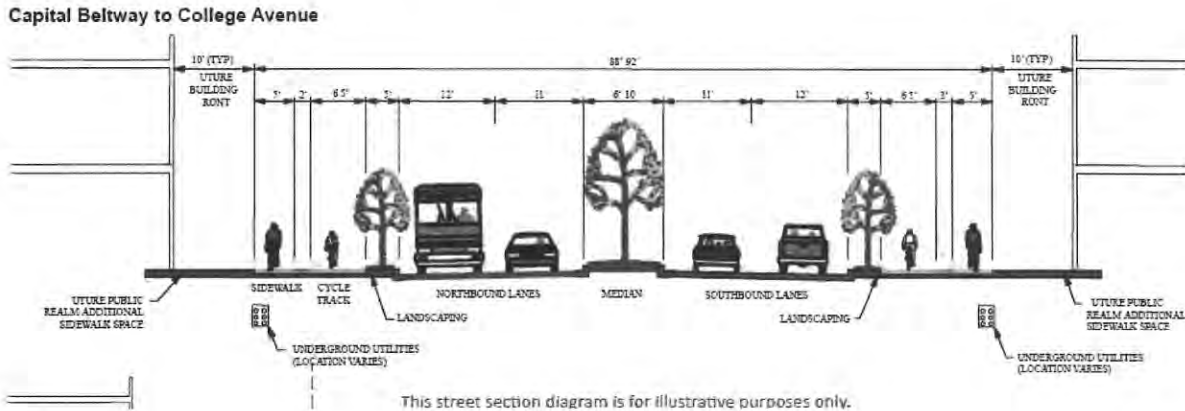


The following standards for sidewalks are included in the sector plan:

- **At the time of development, the developer/property owner (including the developer and the applicant's heirs, successors, and/or assignees) should be required to install sidewalks within the public ROW with the review and approval of street construction and frontage improvements by the operating agencies.**
- **Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas.**
- **Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings.**

Crossing improvements at Hollywood Road are recommended in the sector plan:

- **Improve the US 1 and Hollywood Road intersection with crosswalks and a traffic light.**



Frontage improvements along US 1 and along the internal roads/drive aisles abutting the subject site should be consistent with these standards.

While the applicant has agreed to reflect the limit of the shared bikeway along the southern property boundary, it has not been reflected in the DSP, and should be. The applicant must provide updated plans depicting the limit of the shared bikeway along the southern property boundary.

Prior to signature approval of the DSP, the applicant should provide an exhibit of the required off-site improvements noted in Condition 4 of PPS 4-17042. This exhibit should show the location, limits, specifications, and details of all off-site improvements that can be provided within the cost cap specified in Section 24-124.01(c). The facilities in Condition 4 of the PPS are listed in priority order, and the exhibit should clearly demonstrate what the applicant intends to provide within the constraints of the cost cap.

The Transportation Planning Section recommends approval of this DSP, with one condition that has been included in the Recommendation section of this report.

- d. **Subdivision Review**—In a memorandum dated July 5, 2018 (Onyebuchi to Zhang), the Subdivision Review Section offered a discussion of those conditions attached to approved Preliminary Plan of Subdivision 4-17042, that has been included above.
- e. **Environmental Planning**—In a memorandum dated June 21, 2018 (Juba to Zhang), the Environmental Planning Section provided the following summarized analysis of the subject application:

A stream tributary exists off-site to the west on Parcel 24, with the associated stream buffer extending on-site. The PMA on-site is entirely comprised of the stream buffer. The site drains into the Paint Branch subwatershed of the Anacostia River, which drains into the Potomac River basin. The site is located within a stronghold watershed. The predominant soils found to occur on-site, according to the U.S. Department of

Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), are in the Sassafras and Woodstown series. According to available information, soils containing neither Marlboro clay nor Christiana complexes are not found on the property. This site is not located within a Sensitive Species Protection Review Area based on a review of a GIS layer prepared by the Natural Heritage and Wildlife Service, Maryland Department of Natural Resources. According to the 2017 Countywide Green Infrastructure Plan, the site contains both Regulated and Evaluation Areas. This site is not within an Aviation Policy Area (APA) associated with the College Park Airport. The site is located within Environmental Strategy Area #1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

Preservation of Regulated Environmental Features/Primary Management Area: As previously mentioned, the site contains stream buffer and PMA associated with an off-site stream to the west. A PMA exhibit submitted by the applicant demonstrates that no impacts to the PMA are proposed as part of this project. It was noted that not all of the associated plans reflect this revised PMA line consistent with the exhibit. All plans must be revised to reflect the PMA line consistent with the revised PMA exhibit.

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible because no impacts are proposed to the PMA.

Soils: The predominant soils found to occur on-site, according to the USDA NRCS WSS, include Sassafras sandy loam (5-10% slopes), Sassafras-Urban land complex (5-15% slopes), Urban Land-Sassafras complex (0-5% slopes), Woodstown sandy loam (2-5% slopes) Northern Coastal Plain, and Woodstown-Urban land complex (0-5% slopes). According to available information soils containing neither Marlboro clay nor Christiana complexes are found on the property.

This information is provided for the applicant's benefit. No further action is needed as it relates to this Detailed Site Plan. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit process review.

Stormwater Management: The site has an approved SWM Concept Plan 59156-2017-0, which is valid until March 1, 2021. The approved concept plan is consistent with the preliminary plan of subdivision. The plan includes one micro-bioretenion area located adjacent to the PMA on the western portion of the site. The project will be subject to further review at the time of permit and DPIE reserves the right to impose restrictions, if necessary, prior to permit.

The Environmental Planning Section recommends approval of this DSP with one condition that has been included in the Recommendation Section of this report.

- f. **Historic Preservation**—In a memorandum dated May 30, 2018 (Stabler to Zhang), the Historic Preservation Section provided comments on this DSP as follows:

According to tax records, the building located on the subject property was constructed in 1935. It was previously recorded on a Determination of Eligibility form in 1998 and was not found to be eligible for listing in the National Register of Historic Places. Historic Preservation staff should be allowed to photograph all buildings on the subject property that are proposed to be demolished.

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. There are no historic sites or resources on or adjacent to the subject property. This proposal will not impact any historic sites, historic resources or known archeological resources.

- g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**— In a memorandum dated June 18, 2018, DPIE provided comments on the site development plan, the erosion/sediment control plan, etc. Their comments will be enforced through their separate permitting process.
 - h. **Maryland State Highway Administration (SHA)**—At the time this report was written, no comments were received from SHA. However, SHA recommended consolidation of the access points to the subject site, to allow one access that has been included in the approval of Preliminary Plan of Subdivision 4-17042.
 - i. **Prince George's County Police Department**— At the time this report was written, no comments were received from the Police Department.
 - j. **Prince George's County Health Department**—At the time this report was written, no comments were received from the Health Department.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—In an email received on July 28, 2016, WSSC provided standard comments on this application regarding existing water and sewer systems in the area, along with requirements for service and connections, requirements for easements, spacing, work within easements, meters, etc. These issues must be addressed at the time of permits for the site work. The applicant has been made aware of these comments.
 - l. **Verizon**—At the time this report was written, Verizon had not offered comments on the subject application.
 - m. **Prince George's County Fire/EMS Department**—At the time this report was written, the Fire/EMS Department had not provided comments on the application.
 - n. **City of College Park**—At the time this report was written, no comments were received from the City of College Park. The City Council's resolution will be presented at the time of the public hearing for this case.
17. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central US 1 Corridor Sector Plan and SMA. The amendments to the development district standards required for this development, as discussed previously, would benefit the development and the development district, as required by Section 27-548.25(c), and would not substantially impair implementation of the sector plan.
18. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the conditions recommended below, represent a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

19. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(15).

The Environmental Planning Section concluded that the regulated environmental features on the subject property have been preserved and/or restored, to the fullest extent possible.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and recommend APPROVAL of Detailed Site Plan DSP-18017, JDA Baltimore Avenue, to the District Council, as follows:

- A. APPROVAL of the following alternative development district standards:

(Note: The page numbers are referenced in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*)

1. **Building Form, Character Area 4, Corridor Infill** (page 233)—To allow a maximum building height of six stories.
2. **Building Form, Parking, Number of Spaces** (page 239)—To allow 12 parking spaces on the site.
3. **Building Form, Parking Access** (page 241)—To allow the site to use private easement as the only access to the site, as authorized in accordance with Preliminary Plan of Subdivision 4-17042, subject to a condition that sufficient entrance width be provided.
4. **Sustainability and the Environment, Stormwater Management and the Paint Branch**—To allow the development to utilize a bioretention area, with an underground detention basin to capture on-site stormwater, and not to provide green roof, but seeking certification under LEED V4 BD+C for Warehouses and Distribution Centers rating system.

- B. 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 consolidated storage facility on the subject site.

- C. APPROVAL of 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 to be zero around the northern boundary of Park Road and around the southern boundary of the private access easement.
 - 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, shared, road bikeway 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.
 - i. Replace the split-face concrete masonry units at lower levels on the eastern, southern, and northern elevations to match the brick finish above prior to certification of the DSP, to be reviewed and approved by the Urban Design Section as designee of the Planning Board.
2. Prior to approval of building permits the applicant and the applicant’s heirs, successors, and/or assigns shall obtain approval of a departure of parking and loading from the City of College Park, pursuant to the District Council’s delegation of authority in Council Resolution CR-54-2011 and the City of College Park Amended Ordinance 11-0-03 adopted May 10, 2011, wherein the City has claimed sole authority to review departures from parking and loading.

3. 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.
 - b. 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.

ITEM:

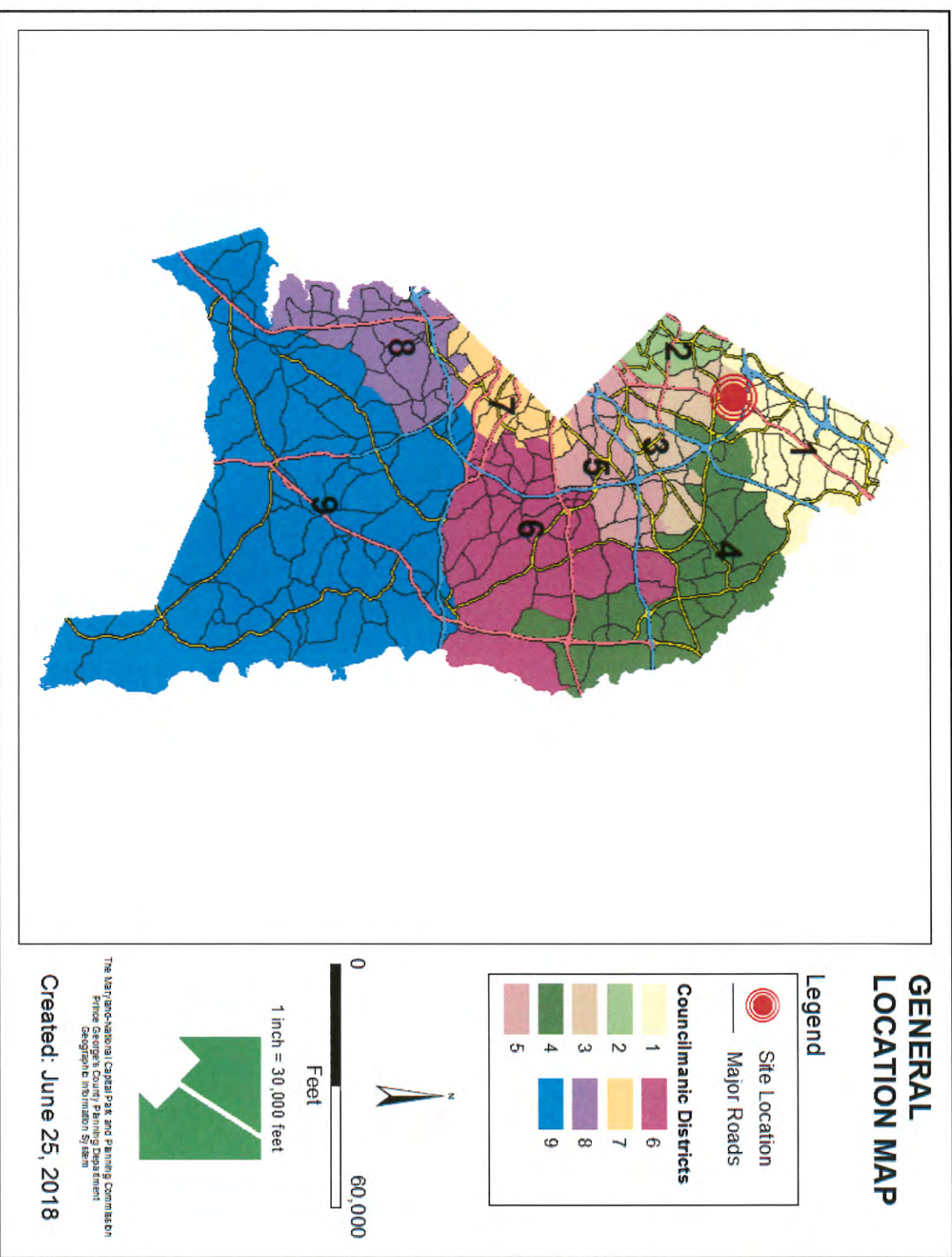
CASE: DSP-18017

JDA BALTIMORE AVENUE

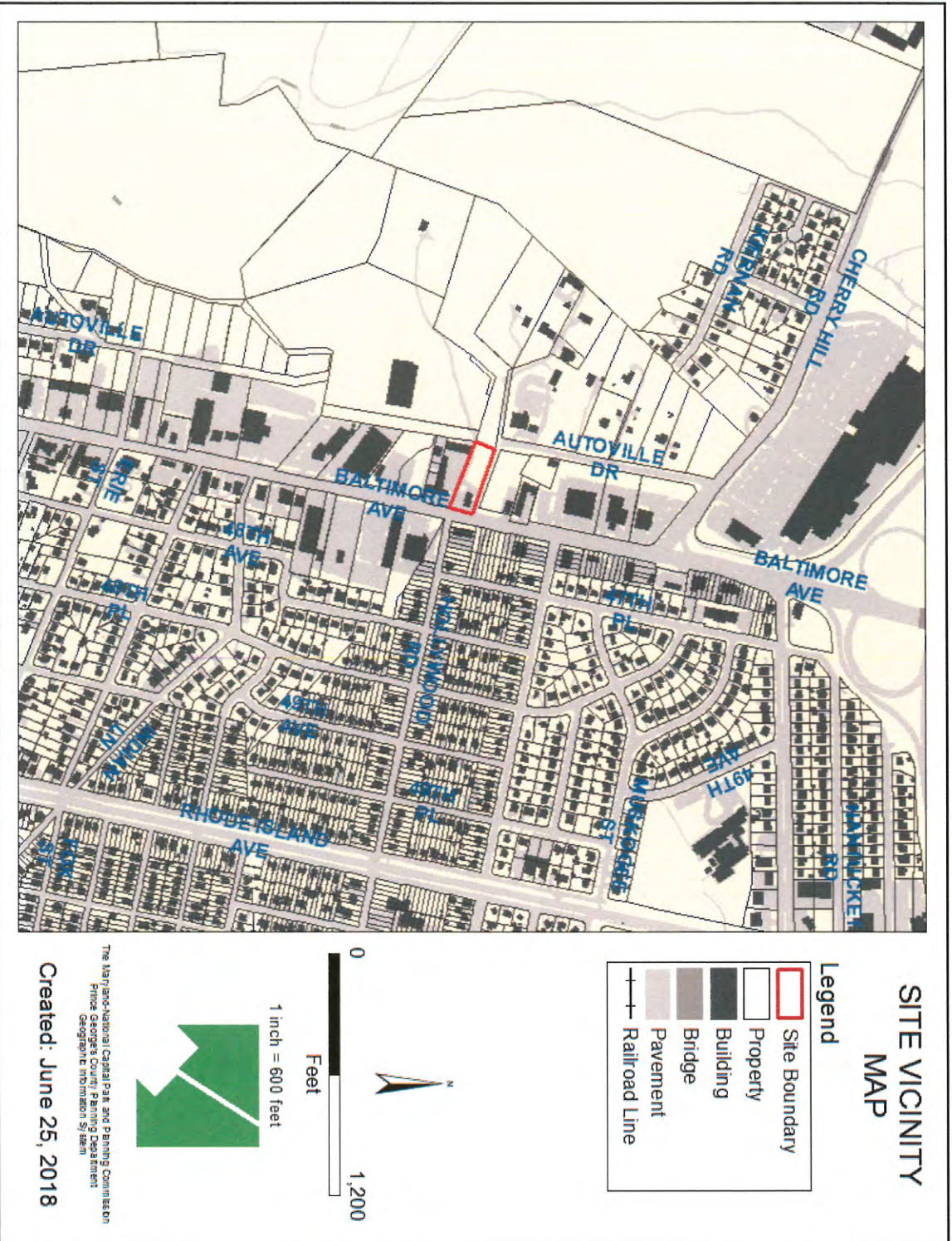
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



GENERAL LOCATION MAP

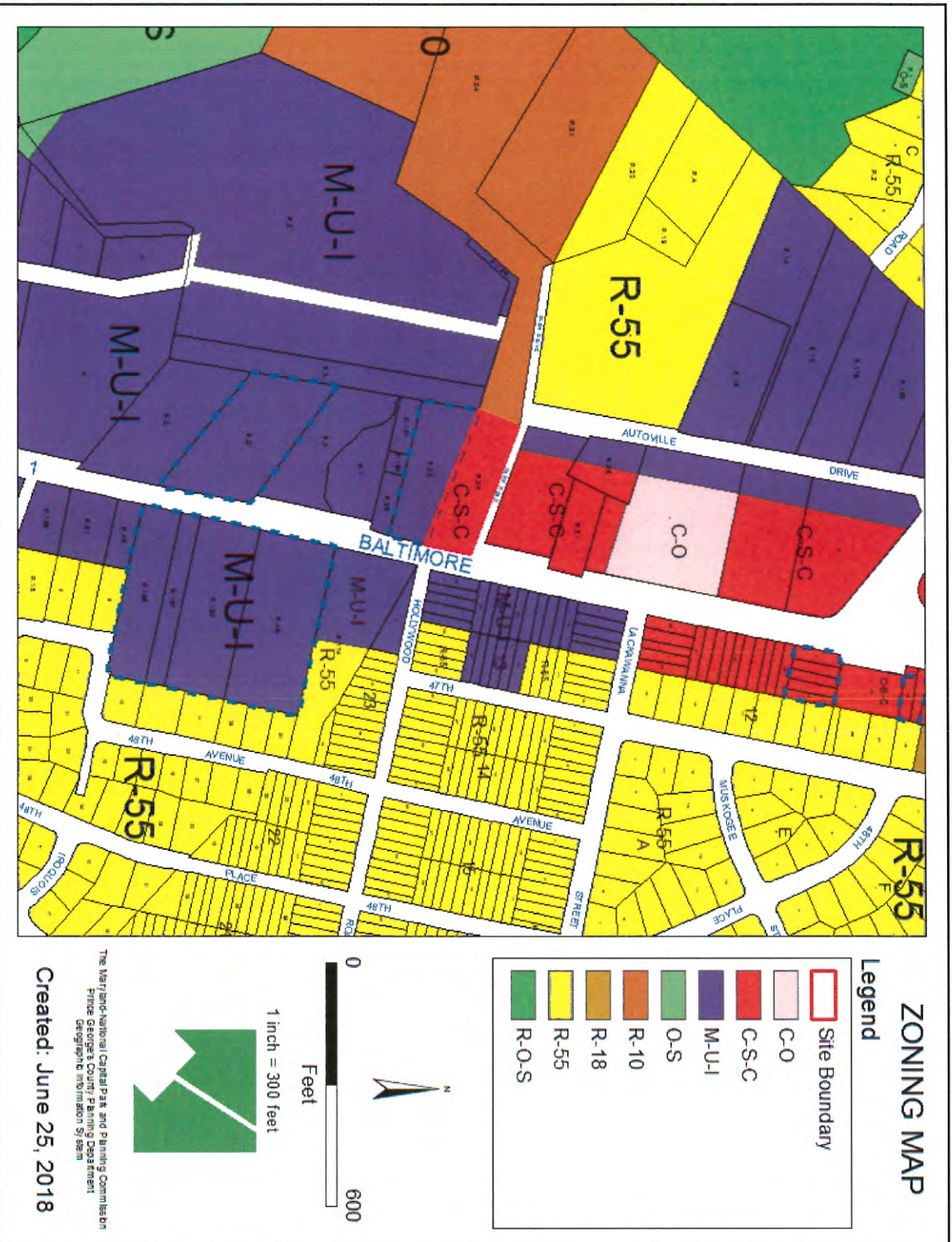


SITE VICINITY

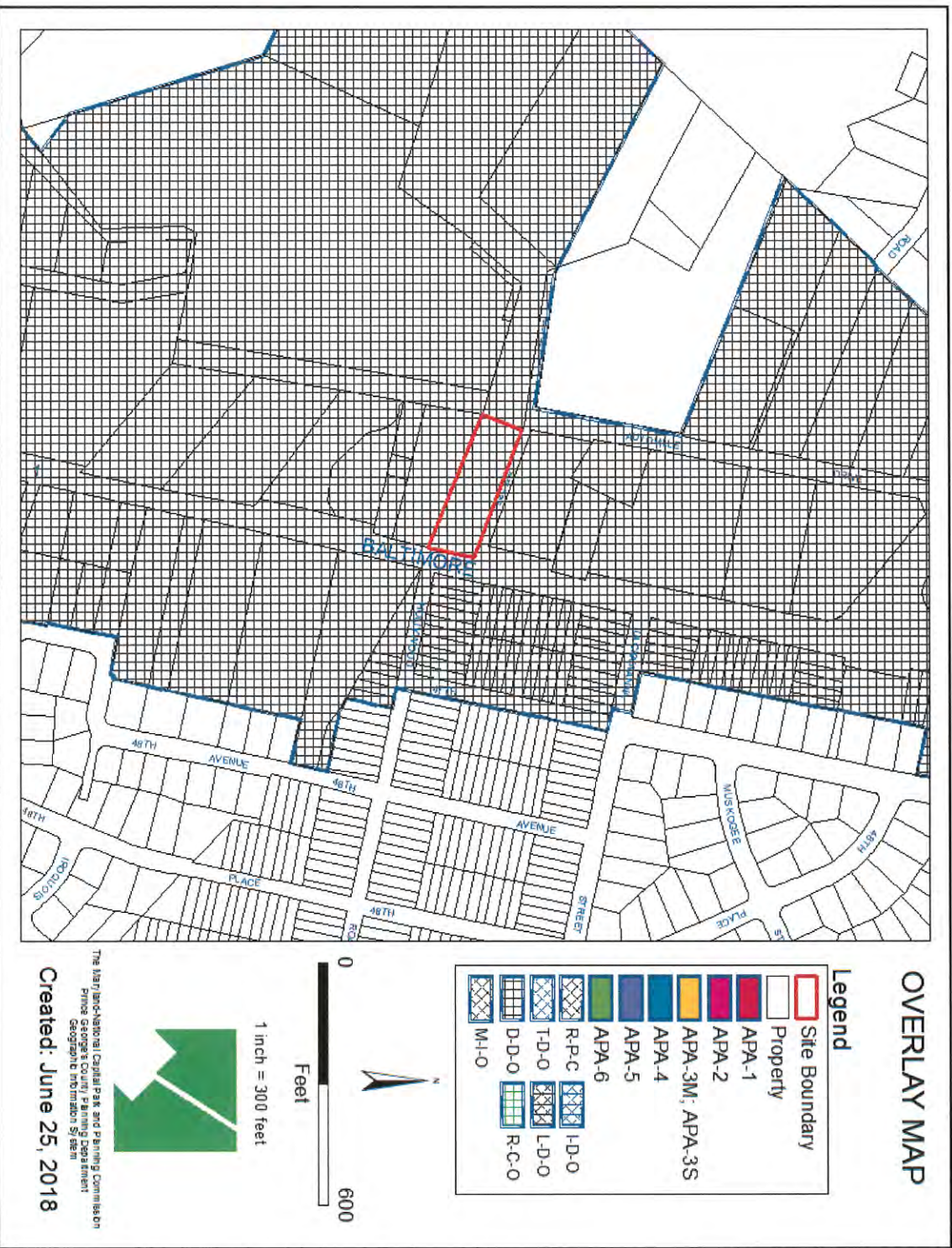


ZONING MAP

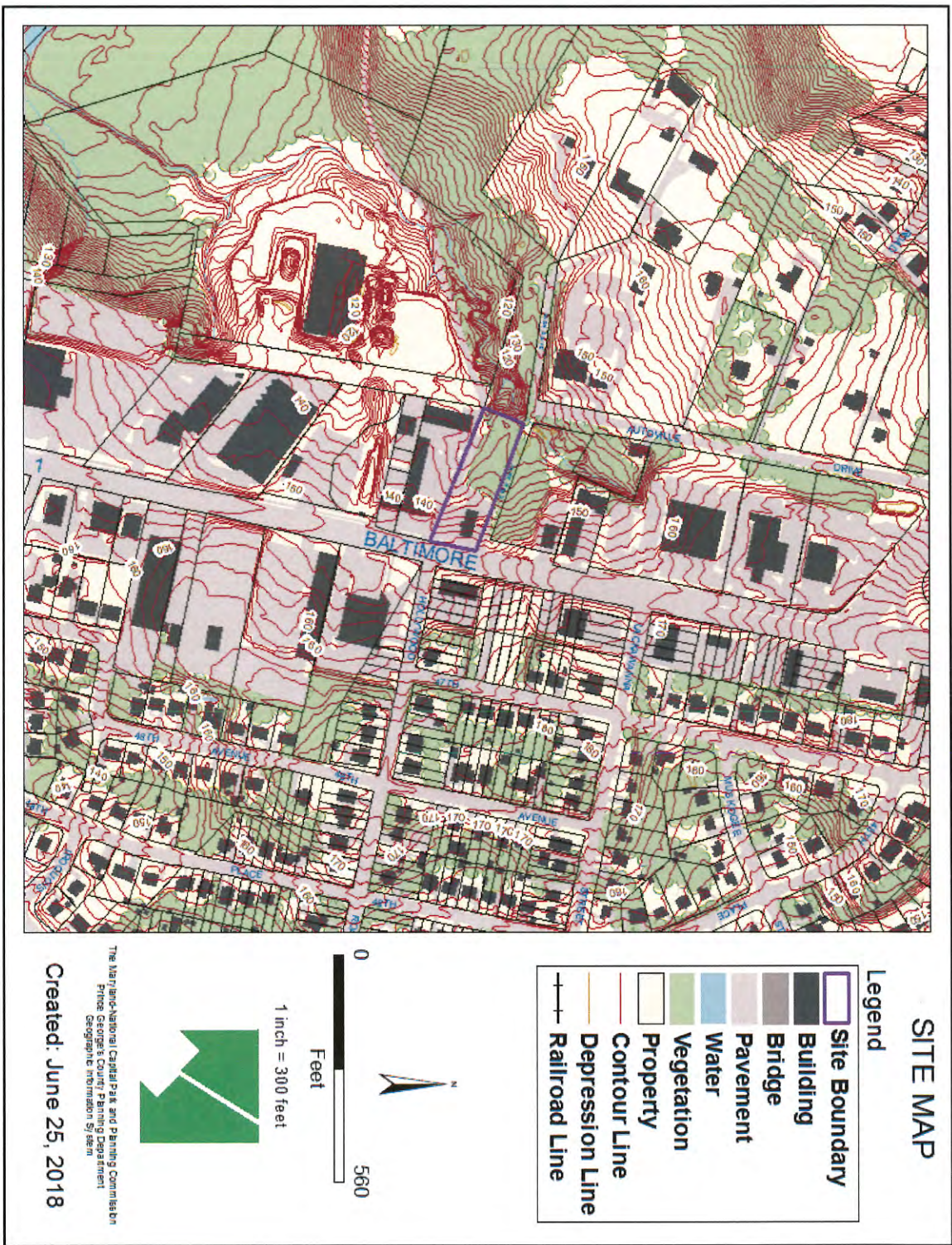
Case # DSP-18017



OVERLAY MAP



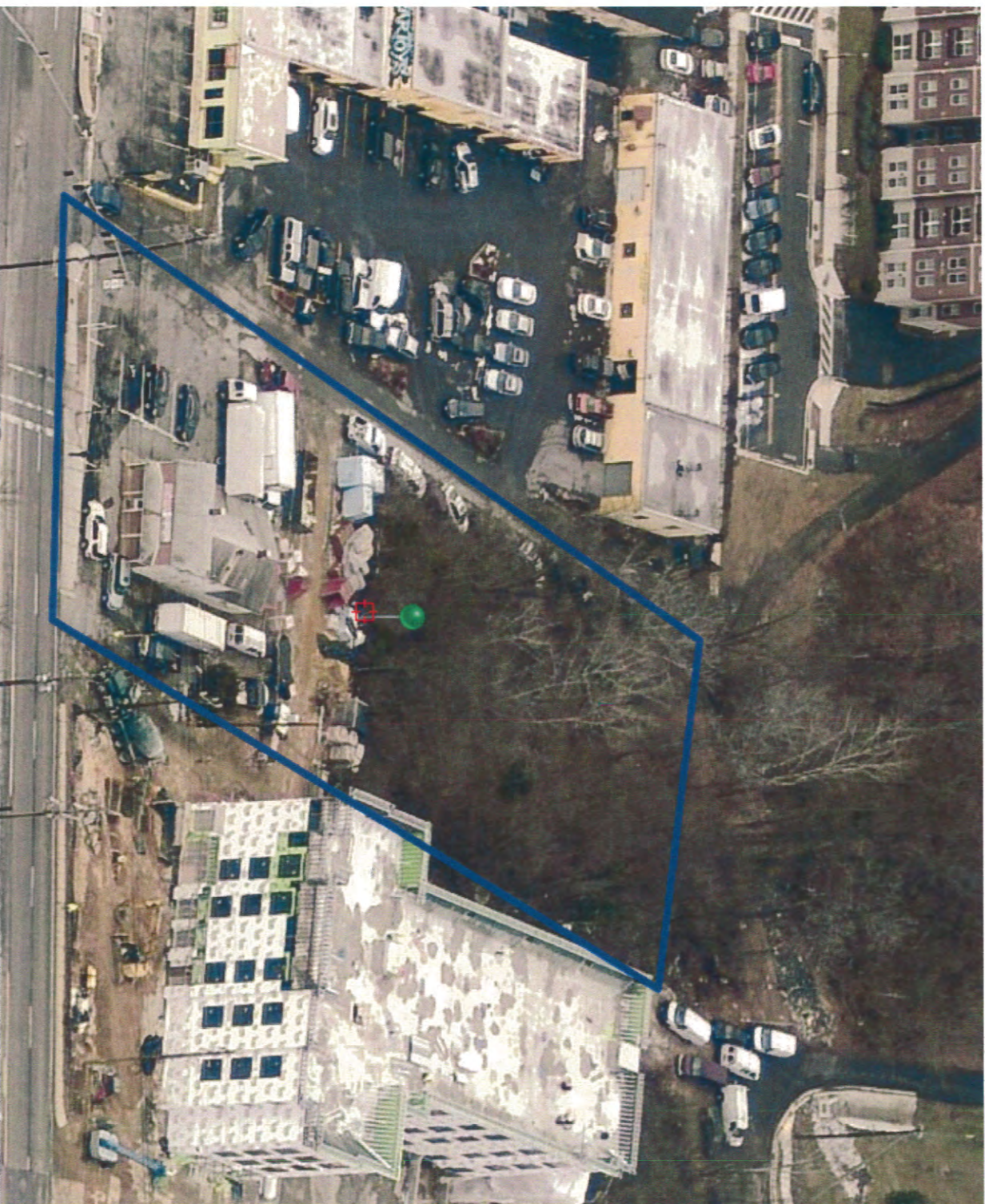
SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

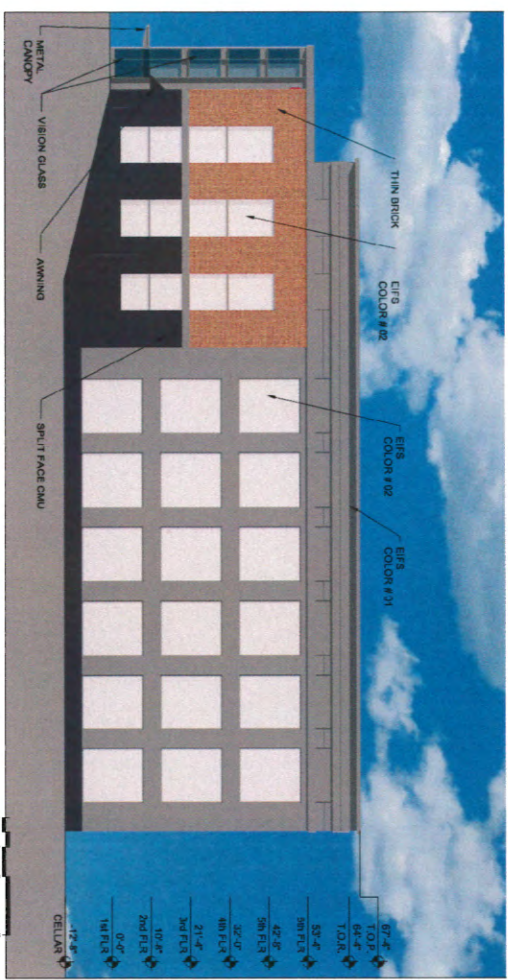
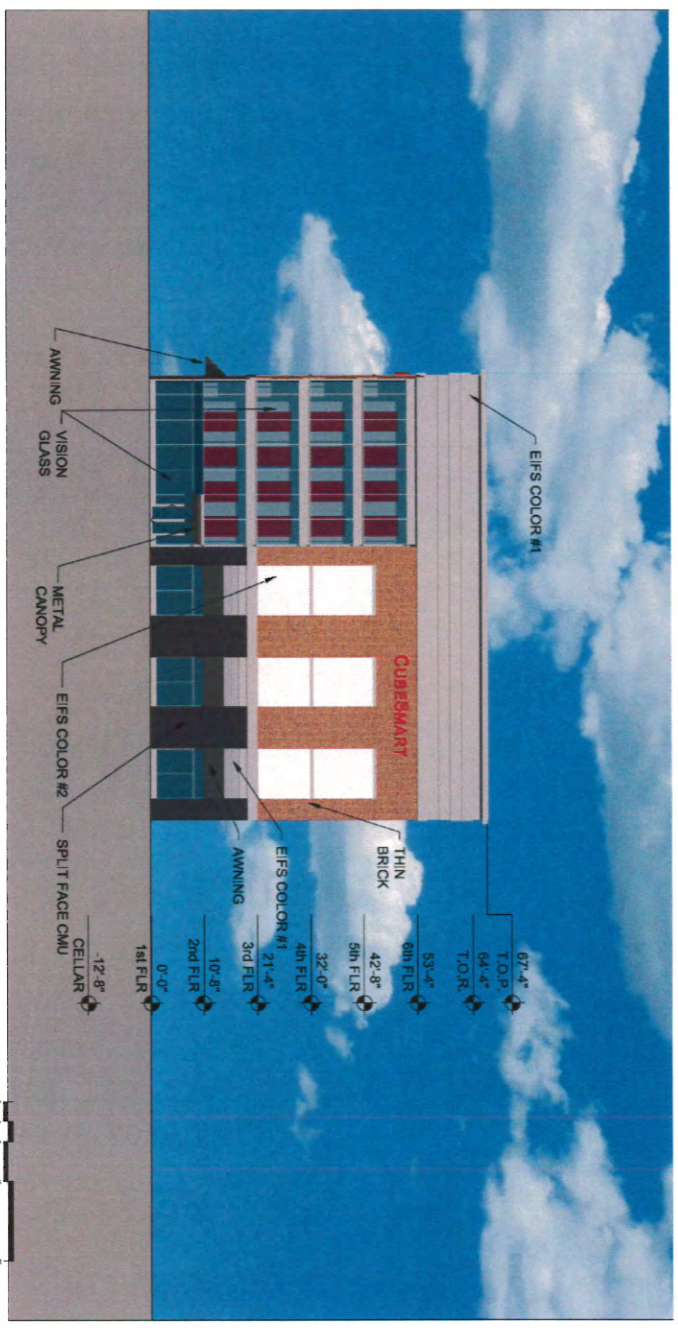


ILLUSTRATED SITE PLAN

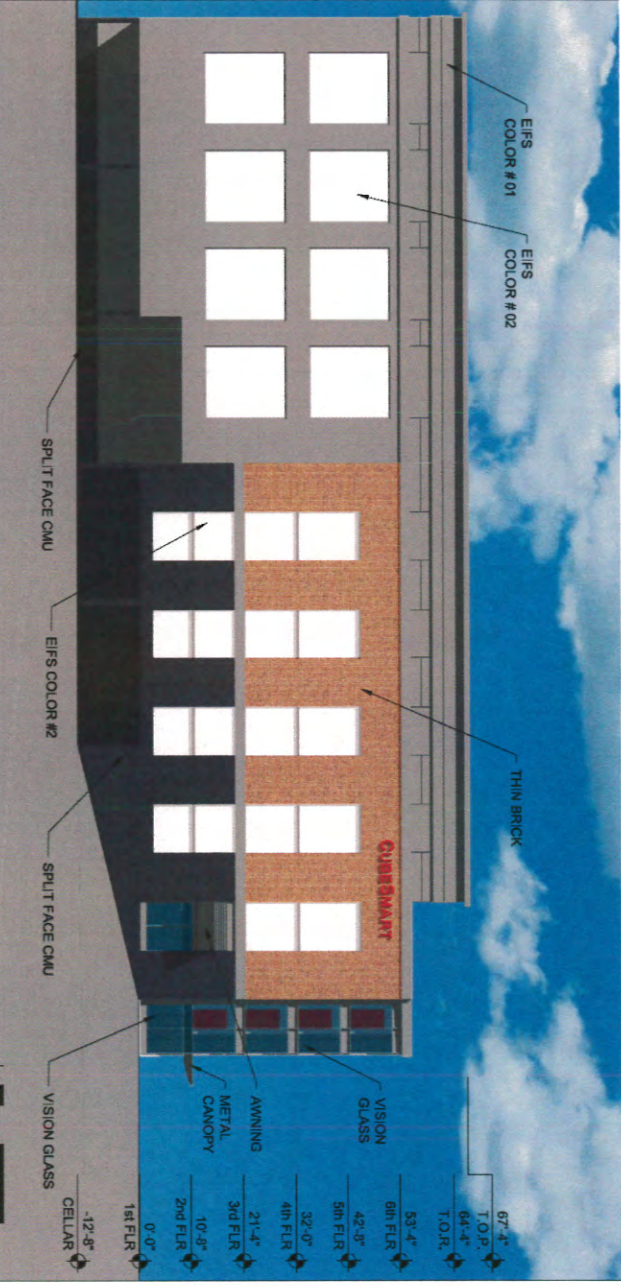


9604 BALTIMORE AVE. STORAGE FACILITY

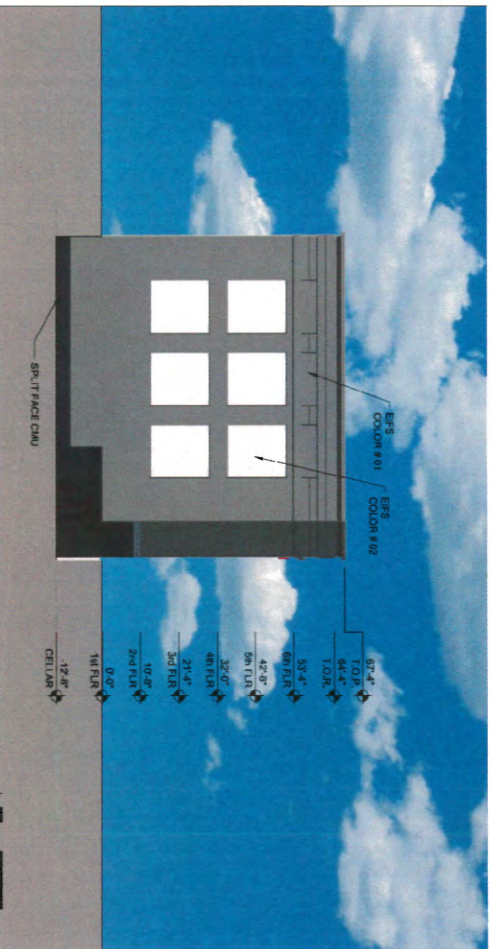
ARCHITECTURAL ELEVATIONS



ARCHITECTURAL ELEVATIONS



JDA BALTIMORE AVE
a project for
JOHNSON DEVELOPMENT ASSOCIATES, INC.

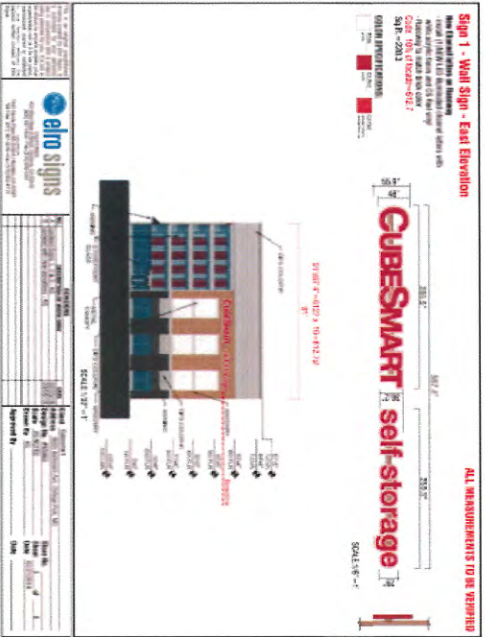


JDA BALTIMORE AVE
a project for
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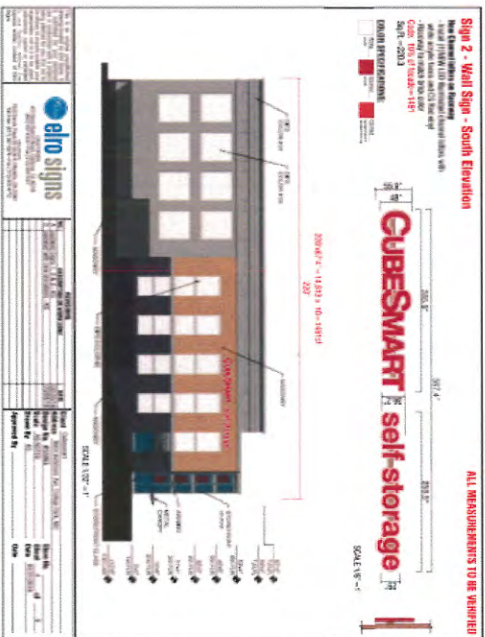


BUILDING SIGNAGE

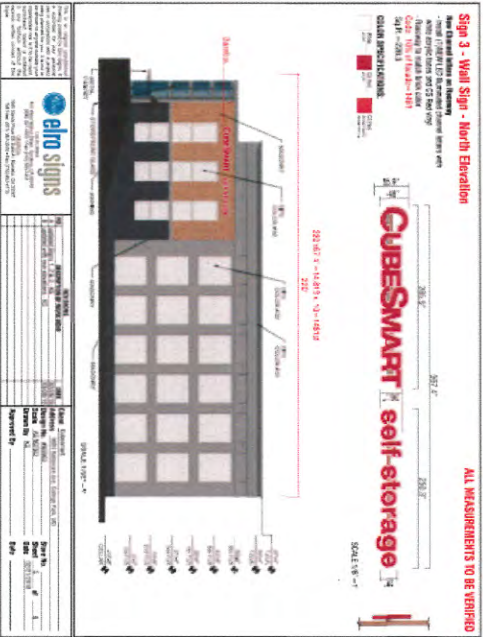
Sign 1 - Wall Sign - East Elevation



Sign 2 - Wall Sign - South Elevation



Sign 3 - Wall Sign - North Elevation



Sign 4 - Window Sign - East Elevation



SIGN LOCATION MAP

June 21, 2018

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section, Development Review Division

VIA: Kipling Reynolds, AICP, Division Chief, Community Planning Division
David A. Green, Master Planner, Community Planning Division

FROM: Daniel Sams, Planner Coordinator, Neighborhood Revitalization Section,
Community Planning Division

SUBJECT: **DSP-18017 JDA Baltimore Avenue**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendments to the Central US 1 Corridor Development District Overlay Zone do not conform with the purposes and recommendations for the Development District, as stated in the 2010 *Central US 1 Corridor Sector Plan*.

BACKGROUND

Application Type: Detailed Site Plan in a Development District Overlay Zone

Location: 9604 Baltimore Avenue, College Park, MD, 20740

Size: .88 acre

Existing Uses: The site is currently improved with a single-family dwelling used for commercial purposes.

Proposal: Demolish existing building and construct a multi-story consolidated storage facility.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan:

This application is in an Employment Area. “The Employment Areas were identified because of two major County plans: the 2013 *Strategic Development Plan* and the 2014 *Southern Green Line Station Area Plan*. These designated employment areas have the highest concentrations of economic activity in our four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government. Plan 2035 recommends continuing to support business growth in these geographic areas—in the targeted industry clusters—concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies,” (see page 19).

The property is also part of the General Plan’s Innovation Corridor (see map, page 22). The Innovation Corridor “[e]ncompasses parts of the City of College Park, City of Greenbelt, areas along the US 1 corridor and areas surrounding the Beltsville Agricultural Research Center. The Innovation Corridor capitalizes on the synergy that comes from businesses, research institutions, and incubators being in close proximity to one another. The Innovation Corridor has countywide importance as a key opportunity to leverage existing strengths and act as an employment catalyst,” (see page 288).

Master Plan:

The 2010 *Central US 1 Corridor Sector Plan* recommends “Mixed Use Commercial” land uses on the subject property. The subject property is in the Corridor Infill Character Area. Corridor Infill “consists of 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. Setbacks and landscaping are variable. New development in corridor infill areas are regulated in detail in these development district standards” (see page 228).

Planning Area:

66

Community:

College Park & Vicinity

Aviation/MIOZ:

This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning:

The 2010 *Central US 1 Corridor Sectional Map Amendment* retained the subject property in the C-S-C (Commercial Shopping Center) Zone and superimposed a DDO (Development District Overlay) Zone.

REQUESTED AMENDMENTS TO DEVELOPMENT DISTRICT STANDARDS

Community Planning Division staff finds that, pursuant to Section 27-548.25(b), this application is not in conformance with the mandatory requirements of the Central US 1 Corridor Development District Overlay Zone. The applicant requests amendments to the Development District Standards pursuant to Section 27-548.26(b). Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5).

The following proposed amendments to the *Central US 1 Corridor Development District Overlay Zone* may conform with the purposes and recommendations for the Development District, as stated in the Central US 1 Corridor Sector Plan.

- The applicant is seeking to amend the standards to permit the installation of impervious at-grade walks and pathways, and not install an underground or above-grade cistern because the site will drain to a bio-retention area. This does not conform with the sector plan standards that state: “All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials;” and “Underground or above-grade cisterns shall be integrated into the site plan for all new development within or abutting the Paint Branch buffer. These cisterns will both reduce the amount of storm water flowing into the Paint Branch and will help to store water on-site for uses, such as landscape irrigation.” (Page 257.) The applicant’s proposal may be acceptable if the applicant can demonstrate their design will have the same effect as the methods mandated by the standards.

However, the following proposed amendments to the *Central US 1 Corridor* Development District Overlay Zone do **not** conform with the purposes and recommendations for the Development District, as stated in the Central US 1 Corridor Sector Plan, which states: “The purpose of [the] standards is to shape high-quality public spaces with buildings and other 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.” (Page 227.)

- Consolidated Storage is not a permitted use in the C-S-C Zone. (Page 238). It does not conform to with the recommendations for the CI (Corridor Infill) character area. Corridor Infill “consists of 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.” (Page 228.)
- The applicant is seeking to amend the development district standards to permit a six-story building. The principal building height in the CI (Corridor Infill) character area is a maximum of four stories. (Page 233.) The sector plan states: “Building heights in excess of those specified in the development district standards shall be considered detrimental to the vision of the sector plan and the goals of this development district.” (Page 237.) To satisfy this required the applicant must submit elevations of the proposed consolidated storage facility that show it is compatible with the recommendations of the CI (Corridor Infill) character area.

c: Long-range Agenda Notebook
Frederick Stachura, J.D., Planning Supervisor, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

July 5, 2018

MEMORANDUM

TO: Henry Zhang, Urban Design Section, Development Review Division
FROM: Tom Masog, Transportation Planning Section, Countywide Planning Division
SUBJECT: DSP-18017, JDA Baltimore Avenue

The Transportation Planning Section has reviewed the detailed site plan application referenced above. The subject property consists of approximately 0.88 acres of land in the CSC/DDO Zone. The property is located in the southwest quadrant of US 1 at Hollywood Road in College Park. The applicant is proposing to construct a consolidated storage facility.

Review Comments for Traffic

The applicant is proposing to demolish an existing commercial building on the site and construct a new 116,615 square foot multi-story consolidated storage facility. Recently, the site was the subject of preliminary plan of subdivision (PPS) 4-17037. The table below summarizes trip generation for the site:

| Trip Generation Summary, DSP-18017, JDA Baltimore Avenue | | | | | | | | |
|--|--------------|-------------|--------------|----------|-----------|--------------|-----------|-----------|
| Land Use | Use Quantity | Metric | AM Peak Hour | | | PM Peak Hour | | |
| | | | In | Out | Tot | In | Out | Tot |
| Consolidated Storage | 116,615 | square feet | 10 | 7 | 17 | 15 | 15 | 30 |
| Total Trips (Existing Plus Proposed) | | | 10 | 7 | 17 | 15 | 15 | 30 |
| Approved Trip Cap for PPS 4-17037 | | | | | 17 | | | 30 |

As determined above, the use with the proposed quantity can be accommodated under the trip cap. There are no other outstanding traffic-related conditions on the preliminary plan of subdivision.

The use is proposed to be served by a single access driveway, of which 15 feet is within the limits of this plan and 7 feet (of the required 22 feet for a standard driveway) is on an adjacent property. The Planning Board's approval of the PPS included authorization for the use of a shared access easement, as a means of vehicular access to the site, pursuant to Section 24-128(b)(9) of the Subdivision Regulations. Given that approval for use by the Planning Board during the preliminary plan process, the Transportation Planning Section would deem that access to be sufficient for access for this site plan. Except for the access easement, access is denied along the site's frontage of US 1. There are no further access and circulation issues. Adequate dedication of 50 feet from centerline along US 1, a planned major collector, was determined during preliminary plan, and shown for dedication on the approved plan. The site plan reflects this dedication and poses no master plan right-of-way issues.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance if approved.





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

July 5, 2018

MEMORANDUM

TO: Henry Zhang, AICP Development Review Division
VIA:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division
FROM:  Marc Lewis-DeGrace, AICP, Transportation Planning Section, Countywide Planning Division
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following preliminary plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan to provide the appropriate recommendations.

Preliminary Plan Number: DSP-18017

Name: JDA- 9604 Baltimore Avenue

Type of Master Plan Bikeway or Trail

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

*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* master plan to implement planned trails, bikeways, and pedestrian improvements.

Background:

The subject property is located on the west of the intersection of Baltimore Avenue and Hollywood Road. The proposes the demolition of an existing building and the construction of a multi-story consolidated storage facility with a total area of 117,000 square feet. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the *Approved 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (area master plan) to implement planned trails, bikeways, and pedestrian improvements.

Because the site is located within the Central US 1 Corridor, it was subject to Section 24-124.01 and the Transportation Review Guidelines – Part 2 at the time of Preliminary Plan. Conditions of approval of the approved Preliminary Plan 4-17042 addressed the required off-site improvements.

Review Comments (Master Plan Compliance and Prior Approvals)

The sector plan includes a number of policies, recommendations and standards that are applicable to the subject site. The text related to bicycle and pedestrian facilities are noted below.

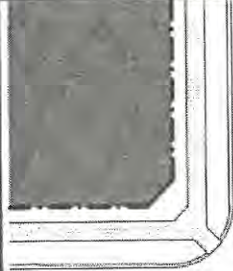
Policies in the sector plan recommend streetscape improvements along multiple local roads. An extension of Hollywood Road abuts the subject sit.

- 2. Redesign Hollywood Road, Erie Street, Cherokee Street, Greenbelt Road, Berwyn Road, and Berwyn House Road as pedestrian-friendly, urban trails to connect existing residential neighborhoods with park trails. Provide street trees and continuous sidewalks along these connections.

Policy 4 recommends:

- 1. Provide all walkable nodes with clearly-marked, easy-to-follow paths leading to the Paint Branch Stream Valley Park Trail.

Streetscape and Open Space Standards require 4- to 8-foot wide sidewalks along new roads in the Corridor Infill areas. These types of improvements may be appropriate along the streets/access easements serving the subject site.

| | |
|---|--|
| <p>Walkway: The pavement dedicated exclusively to pedestrian activity. Sidewalk widths may vary where necessary to fulfill the vision of the sector plan</p> |  |
| <p>Type Width</p> | <p>Sidewalk 4-8 feet</p> |

The following standards for sidewalks are included in the sector plan:

At the time of development, the developer/property owner (including the developer and the applicant’s heirs, successors, and/or assignees) is required to install sidewalks.

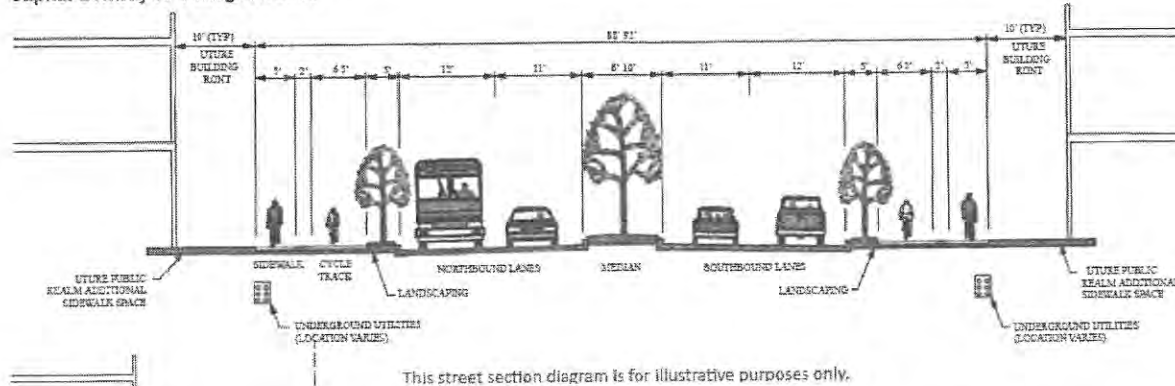
Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas.

Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings.

Crossing improvements at Hollywood Road are recommended in the Sector Plan:

Improve the US 1 and Hollywood Road intersection with crosswalks and a traffic light.

Capital Beltway to College Avenue



Frontage improvements along US 1 and along the internal roads/drive aisles abutting the subject site need to be consistent with these standards. Major issues and preliminary recommendations are noted below and a final memo will be submitted upon submittal of the required BPIS.

The approved Preliminary Plan 4-17042 had several bicycle and pedestrian related conditions that will be discussed below:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:
 - d. Reflect the limit of the proposed 15 foot wide shared bikeway along the southern boundary of the subject property.

Comment: While the applicant has agreed to reflect the limit of the shared bikeway along the southern property boundary, it has not been reflected in the in the Detailed Site Plan documents dated 4/12/2018. The applicant must provide updated Plans depicting the limit of the shared bikeway along the southern property boundary.

4. The applicant and the applicant's heirs, successors, and/or assignees shall provide the following off-site adequate pedestrian and bikeway facilities, in priority order, as designated below subject to the cost cap of \$39,550.00 specified in Section 24-124.01(c) of the Subdivision Regulations. Prior to issuance of any building permit, said improvements shall have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. Construct 1,582 linear feet of planned sidewalks on Hollywood Road, east of US 1 (Baltimore Avenue) to 49th Avenue, if sufficient right-of-way exists.
 - b. Provide two bus shelters on both the east and west sides of US 1 (Baltimore Avenue), if sufficient right-of-way exists, for the existing bus stops in front of the subject property

and across the street.

Comment: Prior to signature approval of the Detailed Site Plan, the applicant shall provide an exhibit of the required off-site improvements noted in Condition 4 of Preliminary Plan 4-17042. This exhibit should show the location, limits, specifications and details of all off-site improvements that can be provided within the cost cap specified in Section 24-124.01(c). The facilities in Condition 4 are listed in priority order and the exhibit should clearly demonstrate what the applicant intends to provide within the constraints of the cost cap.

Recommendations:

1. Prior to signature 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 4-17042.
 - b. Provide an exhibit illustrating the location, limits, specifications and details of all off-site improvements required by Condition 4 of 4-17042.

July 5, 2018

MEMORANDUM

TO: Henry Zhang, Urban Design Section
VIA: Sherri Conner, Subdivision and Zoning Section
FROM: Joseph Onyebuchi, Subdivision and Zoning Section
SUBJECT: JDA Baltimore, DSP-18017

The subject property is located on Tax Map 25 in Grid E2 and is known as Lot 34 recorded in the Prince George's County Land Records in Liber 22801 at folio 435. The site is approximately 38,332 square feet and is located in the Commercial Shopping Center (C-S-C) Zone, within the Development District Overlay (D-D-O) Zone subject to the 2010 *Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment*. The applicant is proposing the development of a 113,000 square-foot consolidated storage facility which is not a permitted use in the D-D-O Zone. However, pursuant to Section 27-548.26(b)(1)(B), the applicant, by submission of the instant DSP application, is requesting the District Council to amend the list of allowed uses in the D-D-O to include consolidated storage. The site is currently improved with a retail store which is proposed to be razed.

The property is the subject of preliminary plan of subdivision (PPS) 4-17042 which was approved by the Planning Board (PGPCB Resolution #18-55) on June 28, 2018 for one parcel totaling 38,332 square feet, subject to 9 conditions. The Planning Board's approval of the PPS included authorization for the use of a shared access easement, as a means of vehicular access to the site, pursuant to Section 24-128(b)(9) of the Subdivision Regulations and conditioned that a secondary easement over the entrance driveway be provided for future implementation of the master planned trail facility that traverses the site. The following conditions are applicable to the review of this application:

1. **Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:**
 - a. **Note on the plans that 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.**
 - b. **Reflect the revised primary management area in accordance with Applicant's Exhibit 4.**

- c. **Reflect the limits of that portion of the 25-foot-wide, shared, private right-of-way recorded in the Prince George's County Land of Records, Maryland, in Liber 9846 folio 108, which impact the property, in accordance with Applicant's Exhibit 4.**
- d. **Reflect the limit of the proposed 15-foot-wide, shared, road bikeway along the southern boundary of the subject property.**

The revision and notations which were required to be shown on the approved PPS should be dually noted on the DSP.

- 3. **Prior to approval of a detailed site plan, the use of full cut-off optic light fixtures shall be demonstrated. Lighting shall be focused away from the primary management area, to encourage wildlife.**

Conformance to Condition 3 should be reviewed and determined by the Urban Design Section.

- 5. **Total development shall be limited to uses that would generate no more than 17 AM and 30 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

Conformance to Condition 5 should be reviewed and determined by the Transportation Planning Section.

- 6. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.**

The use proposed is consistent with that evaluated with the PPS.

- 7. **Development of this site shall be in conformance with approved Stormwater Management Concept Plan 59156-2017 and any subsequent revisions.**

Conformance to Condition 7 should be reviewed and determined by the Environmental Planning and Urban Design Sections.

- 9. **Applicant's Exhibit 1 identifies two areas of land (A and B), which are part of the subject site and which are areas which may be needed for construction of public roads. The applicant shall, upon demand by the appropriate governmental entity, convey one or both said areas (A and B) by deed to said governmental entity for use as public roads, pursuant to Section 24-107(c)(5) of the Subdivision Regulations. A note to this effect shall be placed on the final plat, along with an inset drawing of Exhibit 1 identifying areas A and B. Exhibit 1 shall be placed on the PPS prior to signature approval, with a restatement of this condition.**

Land areas A and B, for dedication upon demand, should also be shown on the DSP.

Recommended Conditions

1. Prior to certification of the detailed site plan, the plans shall be revised in accordance with the approved preliminary plan of subdivision to reflect the following:
 - a. Note on the plans that 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.
 - b. The revised primary management area.
 - c. The limits of that portion of the 25-foot-wide, shared, private right-of-way recorded in the Prince George's County Land of Records, Maryland, in Liber 9846 folio 108, which impacts the property.
 - d. The limit of the proposed 15-foot-wide, shared, road bikeway along the southern boundary of the subject property.
 - e. Land areas A and B, noting that they are for dedication upon demand for use as a public road.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The preliminary plan has not obtained signature approval however, the DSP has been found to be in conformance with the applicable conditions set forth by the PPS subject to the recommended conditions for this DSP. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Historic Preservation Section

(301) 952-3680
www.mncppc.org

May 30, 2018

MEMORANDUM

TO: Henry Zhang, Master Planner
Urban Design Section
Development Review Division

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

FROM: Jennifer Stabler, Archeology Planner Coordinator *JAS*
Historic Preservation Section
Countywide Planning Division

SUBJECT: **DSP-18017, JDA Baltimore Avenue**

The subject property comprises 0.88 acres located west of the intersection of Baltimore Avenue and Hollywood Road, at 9604 Rhode Island Avenue in College Park, Maryland. The subject application proposes the demolition of the existing building on the property and the construction of a 116,615 square foot consolidated storage facility. The subject property is zoned C-S-C.

According to tax records, the building located on the subject property was constructed in 1935. It was previously recorded on a Determination of Eligibility form in 1998 and was not found to be eligible for listing in the National Register of Historic Places. Historic Preservation staff should be allowed to photograph all buildings on the subject property that are proposed to be demolished.

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. There are no historic sites or resources on or adjacent to the subject property. This proposal will not impact any historic sites, historic resources or known archeological resources.

I:\HISTORIC\Referrals\2018\DSP-18017 JDA Baltimore Avenue_HPS 30 May 2018.docx



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Environmental Planning Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

June 21, 2018

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Review Section
VIA: Katina Shoulars, Supervisor, Environmental Planning Section
FROM: Marc Juba, Senior Planner, Environmental Planning Section
SUBJECT: JDA Baltimore Avenue; Detailed Site Plan DSP-18017

Handwritten in blue ink: "for MNTS"

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan (DSP) received by the Environmental Planning Section on May 22, 2018. The Environmental Planning Section recommends approval of DSP-18017 subject to the following findings and conditions.

Background

The Environmental Planning Section previously reviewed the following application and associated plans for the subject site:

| Development Review Case # | Associated Tree Conservation Plan # | Authority | Status | Action Date | Resolution Number |
|---------------------------|-------------------------------------|----------------|----------|-------------|-------------------|
| 4-17042 | N/A | Planning Board | Pending | 6/14/2018 | Pending |
| NRI-134-05-01 | N/A | Staff | Approved | 9/29/2018 | N/A |
| S-165-17 | N/A | Staff | Approved | 9/29/2018 | N/A |

Grandfathering

The project is subject to the current regulations of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance) that came into effect on September 1, 2010 because the application is for a new Detailed Site Plan and the site has no previous preliminary plans approved prior to September 2010.

Proposed Activity

The current application is for the demolition of an existing building and the proposed construction of a 17,050-square multi-story consolidated storage facility.

Site Description

The overall site is 0.88-acres, zoned C-S-C, and located within the City of College Park. The site is located at the southwestern quadrant of the intersection of Park Road with Baltimore Avenue (MD Route 1). A stream tributary exists off-site to the west on Parcel 24 with the associated stream buffer extending on-site. The Primary Management Area (PMA) on-site is entirely comprised of the stream buffer. The site drains into the Paint Branch subwatershed of the Anacostia River, which drains into the Potomac River basin. The site is located within a Stronghold Watershed. The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) are in the Sassafras and Woodstown series. According to available information soils containing neither Marlboro clay nor Christiana complexes are not found on the property. This site is not located within a Sensitive Species Protection Review Area (SSPRA) based on review of a GIS layer prepared by the Natural Heritage and Wildlife Service, Maryland Department of Natural Resources. According to the 2017 Countywide Green Infrastructure Plan, the site contains both Regulated and Evaluation Areas. This site is not within an Aviation Policy Area (APA) associated with the College Park Airport. The site is located within Environmental Strategy Area #1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

Environmental Review

As revisions are made to the plans, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

Natural Resource Inventory

An approved Natural Resource Inventory equivalency letter (NRI-134-05-01) was submitted with the review package, which expires on September 29, 2022. A revised PMA exhibit demonstrates that the site only contains a buffer and PMA associated with an off-site stream to the west of the subject site. The on-site woodlands are not subject to woodland conservation.

Woodland Conservation

The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is less than 40,000 square feet in size, and has no previous Tree Conservation Plan (TCP) approvals. A standard letter of exemption from the Prince George's County Woodland Conservation Ordinance was issued for this site (S-165-2017), which expires on September 29, 2019. No additional information is required regarding woodland conservation.

Preservation of Regulated Environmental Features/Primary Management Area

As previously mentioned, the site contains stream buffer and PMA associated with an off-site stream to the west. A PMA exhibit submitted by the applicant demonstrates that no impacts to the PMA are proposed as part of this project. It was noted that not all of the associated plans reflect this revised PMA line consistent with the exhibit. All plans must be revised to reflect the PMA line consistent with the revised PMA exhibit.

Recommended Finding: The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible because no impacts are proposed to the Primary Management Area.

Recommended Condition: Prior to certification of the Detailed Site Plan, all plans shall reflect the correct PMA line consistent with the PMA in accordance with the revised PMA exhibit approved with NRI-134-05-01.

Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Sassafras sandy loam (5-10% slopes), Sassafras-Urban land complex (5-15% slopes), Urban Land-Sassafras complex (0-5% slopes), Woodstown sandy loam (2-5% slopes) Northern Coastal Plain, and Woodstown-Urban land complex (0-5% slopes). According to available information soils containing neither Marlboro clay nor Christiana complexes are found on the property.

This information is provided for the applicant's benefit. No further action is needed as it relates to this Detailed Site Plan. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit process review.

Stormwater Management

The site has an approved Stormwater Management Concept Plan #59156-2017-0, which is valid until March 1, 2021. The approved concept plan is consistent with the preliminary plan of subdivision. The plan includes one micro-bioretention area located adjacent to the PMA on the western portion of the site. The project will be subject to further review at the time of permit and DPIE reserves the right to impose restrictions, if necessary, prior to permit.

Summary of Recommended Findings and/or Conditions

The Environmental Planning Section recommends approval of Detailed Site Plan DSP-18017 subject to the following findings and/or conditions:

Recommended Findings

1. The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible because no impacts are proposed to the Primary Management Area.

Recommended Conditions

1. Prior to certification of the Detailed Site Plan, all plans shall reflect the correct PMA line consistent with the PMA in accordance with the revised PMA exhibit approved with NRI-134-05-01.

If you have any questions concerning these comments, please contact me at 301-883-3239 or by e-mail at marc.juba@ppd.mncppc.org.

MJ: ks



Rushern L. Baker, III
County Executive

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



MEMORANDUM

June 18, 2018

TO: Henry Zhang, Urban Design Section
Development Review Division, M-NCPPC

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

mg 6/19/18

RE: JDA Baltimore Avenue
Detailed Site Plan No. DSP-18017

CR: Baltimore Avenue (MD 1)
CR: Peru Road

In response to the Detailed Site Plan Number DSP-18017 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The proposed development is located at 9604 Baltimore Avenue in College Park, approximately 80 feet north of Baltimore Avenue (US 1) and Hollywood Boulevard. No County-maintained roadways are to be impacted by this proposed development.
- The applicant is proposing to construct a 116,615 square foot Consolidated Storage Facility.
- The proposed Detailed Site Plan is consistent with approved Site Development Concept Plan No. 59156-2017-00, dated March 1, 2018. Environmental Site Design (ESD) regulations are to be addressed through the use of micro-bioretenion.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.
 - b) Exact acreage of impervious areas has not been provided.
 - c) Proposed grading is shown on plans.
 - d) Stormwater volume computations have not been provided.

Henry Zhang
June 18, 2018
Page 2

- e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.
- f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- g) A narrative in accordance with the code has not been provided.
- h) Applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or require additional information, please contact Mr. Steve Snyder, P.E, District Engineer for the area, at (301) 883-5710.

MCG:DJK:dar

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Salman Babar, Engineer, S/RPRD, DPIE
Yonas Tesfai, Engineer, S/RPRD, DPIE
JSF Management, LLC, 100 Dunbar Street, Suite 400,
Spartanburg, South Carolina 29306
Gibbs and Haller, 1300 Caraway Court, Suite 102, Upper
Marlboro, Maryland 20772

**STATEMENT OF JUSTIFICATION
DETAILED SITE PLAN DSP-18017
JDA BALTIMORE AVENUE CONSOLIDATED STORAGE**

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APPLICANT AND OWNER

The applicant for this Detailed Site Plan is JSF Management LLC . JSF Management LLC is a wholly owned subsidiary of Johnson Development Associates, Inc. ("Johnson"). Johnson is a South Carolina corporation. Johnson is diversified in its development and construction efforts. However, one of its primary areas of focus is the development, construction and operation of consolidated storage facilities. The company is headquartered in Spartanburg, South Carolina. The instant application represents Johnson's second proposal to develop a consolidated storage facility in Prince George's County, Maryland.

The owner of the property forming the subject matter of this application is 9604 College Park, LLC. That entity obtained title to the property pursuant to a deed dated May 18, 2005 and recorded among the Land Records of Prince George's County, Maryland in Liber 22081, Folio 435. Johnson is the contract purchaser of the property.

PROPERTY

The property forming the subject matter of this application comprises approximately 0.88± acres (approximately 38,899 square feet). It is presently an unsubdivided deed parcel (the "Property"). The Property is rectangular in shape. It has frontage on the west side (southbound lanes) of Baltimore Avenue (US Route 1) and is located within the municipal limits of the

City of College Park. The Property is presently improved with an existing two-story brick and frame building. A garage addition was added to the rear of the building. A small parking compound exists adjoining the east and south sides of the building. The Property slopes at a relatively steep grade from the front to back. Only approximately 40 percent of the site is actually cleared. The balance of the Property is wooded. Sensitive environmental features are located at the extreme rear (western edge) of the Property. These include Primary Management Area and a Stream Buffer.

Access may be gained directly to the Property from Baltimore Avenue. There are presently two points of access. A driveway apron was constructed many years ago on to Baltimore Avenue. However, a more significant and natural access exists at the intersection of Baltimore Avenue and Hollywood Road. That intersection is controlled by a traffic signal. Hollywood Road is located on the east side (northbound lanes) of Baltimore Avenue. A private shared driveway is located on the west side of Baltimore Avenue at the Hollywood Road intersection. Access at that point is established pursuant to a document titled "Mutual Grant of Right of Way for All Purposes" which is dated October 12, 1994 and recorded among the Land Records of Prince George's County, Maryland in Liber 9846, Folio 108. A copy of this easement and right-of-way is marked Exhibit "A" and attached

hereto. Pursuant to this document, a right-of-way for all purposes, including vehicular and pedestrian access, is granted mutually between the prior owners of the Property (Harry and Isabel Silkman) and Nyun Shin and Young Shin, the owners of the property located immediately south (the "Shin Property").

Pursuant to this document, a 25-foot wide easement is established. Fifteen feet of the easement is located on the Property. The remaining 10 feet is located on the Shin Property. An exhibit depicting the easement area is attached as part of the right-of-way document (Exhibit "A"). The easement driveway is paved but is in poor condition. As part of its development proposal, Johnson plans to repair, re-pave and stripe the 25 foot wide access driveway in order to provide more efficient and safer access for employees and invitees, not just for the Johnson consolidated storage business, but for the businesses located on the Shin Property as well.

SURROUNDING NEIGHBORHOOD

As noted above, the Property is improved with an existing structure. Attached as Exhibit "B" is a copy of an aerial photograph with the Property outlined in blue. The properties in the general vicinity of the Property along the Baltimore Avenue Corridor are in general developed with commercial uses.

Immediately south of the Property is the Shin Property identified

above. It is improved with a series of buildings, most of which are used for automotive purposes. The portion of the Shin Property closest to Baltimore Avenue is improved with a building which includes a vintage furniture store. Farther south is the entrance driveway to the Mazza Grandmarc Apartments. Beyond that entrance drive and to the south are various commercial retail and automotive facilities, including new car dealerships. Most of the properties south of the Property are zoned M-U-I. Immediately north of the Property is a hotel which is nearing completion, an existing EconoLodge, an office building and a Hampton Inn hotel located at the intersection of Maryland Avenue and Cherry Hill Road. In the northwest quadrant of the intersection of Baltimore Avenue and Cherry Hill Road is the College Park Marketplace Shopping Center which contains various retail commercial uses. Most properties to the north are zoned C-S-C. On the east side of Baltimore Avenue both north and south of Hollywood Road are office buildings, a post office and once again various commercial retail and service uses. These properties fronting on Baltimore Avenue are generally zoned M-U-I. To the west is Autoville Drive along which are located scattered single-family detached dwellings and the Chinese Bible Church of College Park. Immediately west of the Property is unimproved land which is zoned R-10. A copy of a zoning map depicting the zoning classifications of those parcels contiguous

to the Property is marked Exhibit "C" and attached hereto. The frontage of Baltimore Avenue in the vicinity of the Property may be fairly described as being developed with numerous commercial retail and commercial service uses.

DEVELOPMENT PROPOSAL

As noted earlier, the Property is presently improved with a two-story brick and frame structure. These improvements will be razed. This Detailed Site Plan application seeks approval to construct and operate a consolidated storage facility. The building is proposed to have six floors with an approximate total square footage of 116,615 square feet. The footprint for the first floor of the building is approximately 17,050 square feet. Within the first floor, in addition to the individual storage units, there will be a small office space with an associated retail sales area. In total, this allocation of space will comprise approximately 900 square feet. The retail sales area will sell items such as boxes, tape, locks, etc. which will be items needed by patrons of the consolidated storage facility. Subsequent floors located above the first floor will contain more than 17,050 square feet of floor area. This is due to the fact that parking and loading areas are proposed to be located on the ground level. As the building increases in height, the square footage of the building will increase in that the building will

be cantilevered to cover the first floor parking and loading spaces.

The balance of the building will be devoted to individual consolidated storage units. In total, it is proposed that the building will include between 900 to 950 individual units. The units will be available in different sizes to accommodate the needs of patrons. In general, the units will be sized as follows: 5' x 5', 5' x 10', 10' x 10', 10' x 15', 10' x 20' and 10' x 30'. The exact mix of sizes will be determined at a later date. The office area is proposed to be oriented toward the Property's Baltimore Avenue frontage.

Elevations as well as an artist's rendering which depict the proposed building have been filed with this application. Substantial effort and commitment on the part of Johnson has been expended in order to provide an architectural style which very much appears to be an office building. The highest quality building materials are being proposed. The first floor of the building contains substantial glazing to provide windows and doors for the office area. Awnings are proposed for portions of the east and south elevations to enhance architectural interest. A metal canopy will extend over the entrance door along the east elevation. As noted above, the building will be a total of six floors with a maximum height of approximately 67'4". However, the east or front elevation of the building has been reduced in

height to five floors with a maximum elevation of approximately 53'4". The area above the fifth floor on the east elevation will consist of a terrace/balcony area with substantial greenery to enhance the building's visual aesthetics from Baltimore Avenue. The front (east) elevation of the building contains glazing which runs the entire five floors. The first two floors of the east elevation will be constructed of split face concrete masonry units. The three floors above will be constructed of attractive red brick. EFIS treatments which are light grey in color will accent portions of the building. The south and north elevations of the building also include split face concrete masonry units along the lower levels of the building. Once again, upper floors of a portion of both the south and north elevations will include substantial areas of attractive red brick. Both the south and north elevation will also include EFIS treatments with inset EFIS panels to create further architectural articulation and visual interest. A cornice treatment runs along the entire top of all elevations in order to further enhance architectural articulation and to screen rooftop HVAC equipment. The rear or west elevation of the building will consist of split face concrete masonry units along the bottom with EFIS above. The concrete masonry units are proposed to be dark grey in color. The EFIS treatments are a lighter grey. These contrasts provide interest along with the red brick and substantial glazed areas of the building.

As noted above, access to the facility is proposed to be achieved through utilization of the 25-foot wide easement area at the traffic signal located at the intersection of Baltimore Avenue and Hollywood Road. The Transportation Division of the Maryland-National Capital Park and Planning Commission ("M-NCPPC") has advised that two 11-foot wide travel lanes within the easement area will be required. Again, Johnson proposes to repair and re-pave the easement area. Striping is proposed along the newly constructed travel way to delineate lane markings. A curb area will be provided along a portion of the aisle way running contiguous to the consolidated storage building.

Patrons desiring to access their storage units will turn into the site from Baltimore Avenue and proceed in a westerly direction to twelve parking spaces and two loading spaces which will be provided along the southern side of the building. As noted above, the construction of the building is cantilevered so that access to the parking spaces and two loading areas is easily accessible from the access drive. It is envisioned that cars and small vans will pull in to the parking spaces and the loading areas to load and unload personal items for storage. Again, all floors above the first level will be constructed in such a manner as to cover the parking and loading areas and create a visual screen for the parking and loading areas from Baltimore Avenue. The orientation and location of the parking and loading spaces is

shown depicted on the site plan. An access door into the building will be located in the general vicinity of the parking and loading spaces. Elevators will be located inside of the building and will afford patrons the opportunity to transport storage materials to units within the building. Once loading operations are concluded, vehicles will exit along the access driveway. All trash collection will take place internal to the building.

A signage plan has been filed with this application. A total of four signs are proposed. Two signs are proposed to be located on the front or east elevation of the building. A single sign is proposed to be located on both the north and south elevations of the building close to the front of the building. These signs are proposed in order to advise patrons as to the location of the building. Johnson will continue to own the building. However, Johnson will enter into an agreement with CubeSmart, a national consolidated storage operator. CubeSmart will actually operate the business on the Property on behalf of Johnson. Three building signs will be located beneath the cornice area on the east, south and north elevations of the building. These signs are to read "CubeSmart self-storage". It is proposed that the lettering of the signs will be red in order to be complimentary to the red brick treatment on the building. The fourth sign will simply read "office" and will be more

directional in nature in order to guide patrons to the entrance of the office area. This fourth sign will be located immediately above the entry door to the office on the east elevation.

In addition to the building signs, certain directional signs will be located on site. A detail sheet for these directional signs is included as part of the site plan package.

Since the Property is presently only a deed parcel, Johnson has filed a Preliminary Subdivision Plan. That application is presently pending before M-NCPPC and has been assigned the number 4-17042. Pursuant to pre-acceptance review comments received for that application, the Transportation Division of M-NCPPC has advised that the right-of-way line for Baltimore Avenue should be shown as 50 feet from the center line. That right-of-way is observed with this Detailed Site Plan application.

In addition, Johnson proposes to observe the State Highway Administration proposed frontage section along Baltimore Avenue. This will involve the provision of a six-foot wide concrete sidewalk along the Property frontage as well as a five-foot wide paved bicycle track. Details for both of these are shown on the Site Plan package filed with this application.

Johnson has expended considerable time meeting with representatives from the City of College Park as well as interested citizens in the area. In particular, meetings have taken place with the staff of the City's Planning Department and

with representatives of the North College Park Civic Association as well as an ad hoc citizens group largely representing properties immediately west and north of the Property. During the course of those meetings, it was identified that it would be desirable to provide a new trail connection to a trail which exists on the Mazza Grandmarc property. Pursuant thereto, Johnson met with the Trails Coordinator for M-NCPPC. He advised that a four foot wide asphalt paved trail running in an east-west direction on the Property from Baltimore Avenue in order to connect to the existing trail on the Mazza property would be appropriate. Accordingly, this trail connection is being proposed and shown on the Detailed Site Plan submittal. In addition, four bicycle racks are proposed to be located along the front of the Property along with a bus shelter. These will be provided by Johnson.

Substantial landscaping is also proposed for the site. All of the landscaping is shown on a Landscape Plan filed as part of the Site Plan package. The Landscape Plan includes a planting schedule, identification of proposed landscaping and landscape buffer yards and strips. All of the landscaping conforms to the requirements of the Prince George's County Landscape Manual.

COMPLIANCE WITH SECTOR PLAN AND ZONING ORDINANCE PROVISIONS

In 2008, Prince George's County commenced a process which led, in 2010, to the Adoption and Approval of the Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment. The Sector Plan area consists of approximately 842 acres. A copy of a map depicting the Sector Plan boundaries is marked Exhibit "D" and attached hereto.

Pursuant to the provisions of Section 27-548.19 of the Prince George's County Zoning Ordinance ("Zoning Ordinance"), the Prince George's County Council, sitting as the District Council ("District Counsel") is authorized to superimpose a Development District Overlay Zone ("DDOZ") over land within the Sector Plan area. The purpose of a DDOZ is to ensure that development within a designated Development District meets the goals and standards established by the applicable Sector Plan.

The Property was zoned C-S-C prior to the adoption of the Sector Plan. That underlying zoning classification did not change. (See Map 28, "Existing Zoning North", page 276 of the Sector Plan text document and Map 31 "Approved Zoning North", page 281 of the Sector Plan text document). However, as authorized pursuant to Section 27-548.21 of the Zoning Ordinance, the DDOZ may modify provisions of the underlying zone.

Within the Sector Plan text document, (Map 7 "Approved Land Use North", found on page 59 of the text, recommends the Property as well as other parcels north and south of the Property for

"Mixed-Use Commercial". At page 57, the text document defines Mixed-Use commercial as follows:

Properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic and recreational uses. These properties may include a residential component but are primarily commercial in nature.

Based upon this definition, the use recommendation of "Mixed-Use Commercial" does not require a residential component. Further, varying types of commercial uses are envisioned to be permitted. The applicant submits a consolidated storage use should be considered a service use as it is commercial in nature. In fact, consolidated storage is a permitted use in the C-S-C Zone as set forth in Section 27-461 of the Zoning Ordinance under a limited circumstance. Clearly, a consolidated storage use can be designed in such a manner as to be compatible with other commercial uses.

The Sector Plan provides that development within the DDOZ is subject to certain Development District Standards. Further, wherever a conflict appears between the DDOZ regulations and the Zoning Ordinance, the DDOZ shall prevail (text document page 223).

Pursuant to the provisions of Section 27-548.22 of the Zoning Ordinance, uses allowed in the DDOZ shall be the same as those allowed in the underlying zone for the particular property,

unless modified by the Development District Standards approved by the District Council. Pursuant to Section 27-548.22(d), a Table of Uses is to be incorporated in each DDOZ setting forth the uses in each underlying zone which will be permitted, prohibited or otherwise restricted. A Table of Uses appears for the C-S-C in the DDOZ starting on page 319 of the text document. Pursuant to the C-S-C Zone Use Table, numerous general retail/office/service commercial uses are permitted in the C-S-C Zone as a matter of right. However, consolidated storage is not listed as either a permitted or prohibited use. It simply is not listed at all and therefore must be considered as not permitted.

The Sector Plan text document at page 226 provides that two types of amendments are required to be heard and decided by the District Council. These are changes to the boundary of the DDOZ and changes to the underlying uses and the list of permitted uses. These amendments may be considered as part of a Detailed Site Plan application. This provision in the text document is actually a reference to the provisions of Section 27-548.26(b)(1) of the Zoning Ordinance.

Pursuant to the provisions of Section 27-548.19 of the Zoning Ordinance, in the DDOZ any new development is subject to the approval of a Detailed Site Plan by the Planning Board pursuant to the provisions of Part 3, Division 9 of the Zoning Ordinance. Pursuant to Section 27-548.23(a) of the Zoning

Ordinance, Development District Standards are authorized to be imposed as part of a DDOZ. The purpose of Development District Standards in each DDOZ is to allow flexibility in the development review process. It is intended that the Development District Standards will "foster high quality development through application of design guidelines and standards which promote the purposes" of the Sector Plan. Pursuant to this enabling legislation, and as referenced above, the Central US 1 Corridor Sector Plan included Development District Standards which govern all development in the DDOZ.

REQUEST TO AMEND USE TABLE

The Central US 1 Corridor Sector Plan text document sets forth the Table of Uses in Commercial Zones commencing on page 318 of the Text document. There it is noted that if a use is not expressly listed as permitted or prohibited, it is deemed to be prohibited. The Table of Uses for the C-S-C Zone in the DDOZ does not list consolidated storage. Therefore, consolidated storage is not a permitted use. As noted above, both the Sector Plan and the Zoning Ordinance provide that changes to the Table of Uses may only be permitted by the District Council pursuant to its review of a Detailed Site Plan. Section 27-548.26(b) provides that a property owner may request that the District Council amend development requirements for an owner's property in

order to (A) request changes to the boundary of the approved DDOZ or (B) request changes to the underlying zones or the list of allowed uses as modified by the Development District Standards. The request to amend the Table of Uses is considered by the District Council through its consideration of a Detailed Site Plan.

In this instance, Johnson requests the approval of the District Council to modify the Table of Uses in order to expressly permit a consolidated storage facility, subject to the review and approval of a Detailed Site Plan. While consolidated storage facilities are not expressly permitted, Johnson submits an amendment should be approved in this instance. There are a number of factors which support allowing a consolidated storage use to be permitted as a matter of right subject to the review and approval of a Detailed Site Plan. First, the impact of a consolidated storage use is benign. Consolidated storage facilities do not, for the most part, generate peak hour traffic. Instead, traffic generation is light and most of the vehicles coming on site will do so during the middle and early afternoon portions of the day. In addition, the use itself is quiet and does not generate noise. That is particularly true in the instant case since all operations associated with patrons entering or exiting the site and the delivery of goods and materials will occur primarily inside the building. Second, the

construction and operation of a consolidated storage facility on the property would provide a needed service within the area. Johnson has conducted an analysis of the number of other consolidated storage uses within general proximity of the Property. While there are a limited number of other consolidated storage operations in the general area, the market radius for a consolidated storage use is quite restricted. There are no other consolidated storage uses within the Baltimore Avenue Corridor from the Beltway to the University of Maryland. Within that corridor, there are numerous offices, commercial uses and residences. In addition, there is an obvious need which will be generated by students at the University of Maryland. Therefore, Johnson submits there is a need for this use in the area. Third, since a Detailed Site Plan is required in order to obtain approval of a use, the Planning Board and the District Council have an opportunity to require that the building be designed in such a manner as to complement the architecture in the area. In this case, Johnson submits that it has committed to use high architectural standards in designing a building which to a large extent resembles an office building. The architectural treatments are detailed and tasteful. Therefore, there will be no adverse impact which will result by allowing this use at this location.

Section 27-548.26(b)(2) also provides that as part of a request to amend the Table of Uses, the applicant shall include a statement showing how the proposed development conforms with the purposes and recommendations of the Master Plan, Master Plan Amendment or Sector Plan. Johnson submits that its proposal, while not expressly permitted in the Use Table, does conform to the overall purposes and recommendations of the Sector Plan. As discussed above, the land use recommendation for the Property is Mixed-Use Commercial. Johnson submits that its proposed consolidated storage facility conforms to that recommendation. In addition, the Property is located within a Corridor Infill Area (see map, page 61 of text document). The land use and urban design policies for Corridor Infill properties are set forth on pages 70 through 72 of the Text document. An analysis of those policies follows:

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 combination of the six-foot wide sidewalk and the five foot wide cycle track along the Property's Route 1 frontage satisfies this wide sidewalk requirement. In addition, the Applicant is

proposing to provide a four foot wide bicycle/pedestrian path adjacent to its building. This four foot wide path will be asphalt paved and will 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 Applicant's Site Plan filed in support of this Application conforms to the SHA proposed improvement plan for US 1.

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.***

The ten foot wide landscape strip is proposed on the Landscape Plan filed with this case.

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 does not include residential uses. However, the Property is a very small parcel with a challenged topography which would make development of a residential component very difficult. In addition, the Table of Uses for the C-S-C Zone in the DDOZ is very restrictive in terms of the types of residential uses that would be permitted

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.

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 Applicant's Detailed Site Plan proposes a build-to line 20 feet from the ultimate right-of-way line of US 1.

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, the parking for this consolidated storage facility is located in the middle of the lot. When planning development for a single lot, it is not possible to locate parking mid-block. As also discussed previously, the

parking is located on ground level but beneath the second floor of the building. It is therefore screened from the street.

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.***

As discussed above, access to the Property will be gained via a reciprocal easement 25 feet in width which is to be shared by the consolidated storage use and the automotive uses located on the Property to the south. Since the Property's existing access drive will be closed, this development proposal will encourage the consolidation of access points along US 1.

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

As discussed above, the applicant is proposing a four foot wide bicycle/pedestrian path/trail which will connect from Baltimore Avenue to the trail located on the Mazza Property to the

southwest. This will provide an easy connection for both bicyclists and pedestrians to connect to the bicycle path which will be located parallel to US 1.

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 to the Property as it is zoned C-S-C and is proposed to be allocated to commercial use.

- 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.***

As will be discussed infra, this proposal will also conform to virtually every Development District Standard from both a civil engineering and architectural perspective. A civil engineering matrix and architectural matrix demonstrating conformance to the Development District Standards has been attached to this Application.

In view of the foregoing, Johnson submits that the purposes of the Sector Plan as they relate to the Property are met and satisfied in this instance..

DEVELOPMENT DISTRICT STANDARDS

The Development District Standards for the Sector Plan appear on pages 227 through 268 inclusive of the text document. A matrix addressing the Civil Engineering and Urban Design Standards has been prepared by Kimley Horne, the applicant's civil engineer. A copy of that matrix is marked Exhibit "E" and attached hereto. A matrix addressing the Architectural Design Standards has been prepared by Powers Brown Architecture, the project architect. A copy of that matrix is marked Exhibit "F" and attached hereto. As can be seen from a review of the matrix documents, all architectural Development District Standards are complied with. Virtually all Development District Standards for Civil Engineering and Urban Design are also complied with.

Modifications from the Development District Standards are permitted pursuant to Section 27-548.25 of the Zoning Ordinance. Specifically, Section 27-548.25(c) provides as follows:

If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.

In essence, this provision provides that the Planning Board, and if applicable the District Council, may allow modifications to the Development District Standards upon finding that the

alternate standard being proposed by the applicant will benefit the individual development being proposed and will not substantially impair the Sector Plan recommendations. The applicant submits that all of the modifications being requested from Development District Standards in this case meet the requirements of Section 27-548.24(c) as cited above. The remaining modifications are discussed below:

Modifications from Development District Standards

1. Water Efficiency and Recharge

The applicant is not certain that this qualifies as an actual Development District Standard. However, on page 257 of the text document there appear recommendations for water efficiency and recharge. That section contains a recommendation that surface parking areas, alleyways and driveways as well as at-grade walks (excluding public sidewalks) be constructed with durable pervious paving materials. The Applicant is not proposing to use durable pervious paving materials. However, in both instances it is noted 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. Therefore, the applicant submits that the purpose of using pervious paving materials is equally

well met and satisfied by the alternate proposal being suggested by the applicant.

2. Stormwater Management and the Paint Branch

Once again, Johnson is not certain that this rises to the level of a Development District Standard. However, at page 257 of the text document there are certain recommendations concerning stormwater management. Within that section there is a recommendation that underground or above-grade cisterns be integrated into the site plan for all new development within or abutting the Paint Branch buffer. There is also a recommendation that green roofs be provided as opportunities for food production. Once again, reference is made to the fact that this site drains to a bioretention area with an underground detention basin. This in fact promotes groundwater recharge and reduces runoff. Therefore, the purpose of the stormwater management recommendations is met and satisfied by the bioretention area being proposed by the applicant. Further, given the nature of a consolidated storage facility, a green roof to promote on-site agriculture is not practicable. Unlike an office building or a residential building where workers or residents will be on site on an everyday basis, a consolidated storage facility is different. Given the nature of a consolidated storage use, other than a manager, there is no one on site on a daily basis.

Customers bring their goods to a storage facility and in most instances do not return for months. Therefore, not only would there be no one available to tend to an agricultural facility on top of a roof, there is no one to use any produce that might be grown. Therefore, a green roof for agricultural purposes would serve no purpose on the roof of a consolidated storage building. Therefore, if in fact cisterns and a green roof are an applicable Development District Standard, the applicant requests a modification from those standards.

3. Building Height/Corridor Infill

The Land Use and Urban Design policy for Corridor Infill areas recommends that a maximum height of four floors with an additional attic will be permitted for corridor infill areas (text document page 61). In this instance, the proposed consolidated storage building will be five floors at the street line. From there, the building will be cut back with a balcony above the fifth level and substantial greenery provided. Beyond the balcony area, the building steps up an additional floor to six stories. As has been noted earlier, at the street level the height of the building is 53'4". At its highest point, the building is 64'4". In order to address concerns relative to the building height, Johnson purposely reduced the height of that portion of the front of the building closest to Baltimore Avenue.

This presents the appearance of a smaller scaled structure. The greenery which is proposed for the balcony area provides a softening buffer to the sixth floor of the building which is set back behind the balcony. It should be noted that while the consolidated storage building is proposed to have six floors, the overall building height is virtually identical to the height of the hotel being constructed on the property immediately north. Further, due to the fact that the grade of US 1 slopes down proceeding from north to south, in this area, the appearance of the consolidated storage building is that it is roughly the same height as the hotel. Therefore, Johnson submits that a modification to this Development District Standard is appropriate given that the building is attractive in architectural style and is in effect of virtually the same height as the hotel building being constructed immediately north.

ZONING ORDINANCE SITE PLAN CRITERIA

Pursuant to Section 27-548.19 of the Zoning Ordinance, a detailed site plan must be approved by the Planning Board for all property in a DDOZ. The Detailed Site Plan is required to satisfy not just the Development District Standards but also the Zoning Ordinance criteria relating to the approval of detailed site plans. The specific criteria for a detailed site plan are set forth in Section 27-281 of the Zoning Ordinance.

Section 27-281 - General Purposes of Detailed Site Plans

Section 27-281(b)(1) of the Zoning Ordinance sets forth the General Purposes of a detailed site plan. These are:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan.**

The applicant's proposed use is in conformance with the Sector Plan and SMA. The Property is zoned C-S-C within the DDOZ. The consolidated storage use being proposed may be permitted in the C-S-C Zone if this Detailed Site Plan is approved. As has been demonstrated hereinabove, the Development District Standards applicable in the DDOZ are for the most part met and satisfied by the applicant's proposal. While certain modifications from the Development District Standards have been requested, the applicant submits those modifications are not substantial in nature and are necessitated by the nature of the proposed consolidated storage use. Further, any modification being requested will not impair the overall purpose and function of the Sector Plan or the Development District Standards.

The 2002 Prince George's County General Plan encourages quality economic development and asks that development make efficient use of existing and proposed infrastructure and that development enhance the quality and character of communities and

neighborhoods. The proposed consolidated storage use is a nationally recognized brand which will enhance the local community and will provide a needed service. Its location in close proximity to I-495 will make efficient use of Prince George's County's existing infrastructure.

(B) To help fulfill the purposes of the zone in which the land is located;

As noted above, the Property is zoned C-S-C. Once again, if this Detailed Site Plan is approved, the consolidated storage use will be permitted for the Property in the C-S-C Zone. The Purposes of the C-S-C Zone are set forth in Section 27-454 of the Zoning Ordinance. In pertinent part, that section provides that the purposes of the C-S-C Zone are:

- (A) To provide locations for predominantly retail commercial shopping facilities;**
- (B) To provide locations for compatible institutional, recreational, and service uses;**
- (C) To exclude uses incompatible with general retail shopping centers and institutions; and**
- (D) For the C-S-C Zone to take the place of the C-1, C-2, C-C, and C-G Zones.**

The proposed consolidated storage facility being proposed for the Property is a commercial service type use which provides a service to residents and workers in the area. Also, the design of the building incorporates interesting architectural features

with substantial articulation and further utilizes high quality construction materials, all of which project the appearance of an office building. Therefore, Johnson submits this use will be compatible with other uses in the vicinity. It is important to note that this section of Baltimore Avenue is dominated by retail uses, hotels, some offices and a number of service commercial uses including automotive dealerships. For these reasons, the applicant submits that the proposal to locate a consolidated storage facility on the Property will fulfill the purposes of the C-S-C Zone.

(C) To provide for development in accordance with the site design guidelines established in this Division; and

This project will be developed in accord with established site guidelines for the C-S-C Zone. It will also satisfy in large measure all of the Development District Standards specified in the DDOZ. Some modifications have been requested from the Development District Standards. However, those modifications do not impair the integrity of the Sector Plan or the overall purpose of the Development District Standards.

(D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

The approval procedures are clearly spelled out in both the Zoning Ordinance and the Sector Plan. The Development District Standards provide guidance for how the site is to be designed. The review procedures regarding the approval of detailed site plans are clearly set forth in the Zoning Ordinance.

Detailed site plans are approved by the Prince George's County Planning Board pursuant to Section 27-285(a) of the Zoning Ordinance, subject to review and ultimate approval by the District Council.

Section 27-285 - Specific Purposes of Detailed Site Plans

Section 27-285(b) of the Zoning Ordinance provides specific criteria which must be met and satisfied in order for a detailed site plan to be approved. The Zoning Ordinance, in Section 27-285(b), sets forth the specific requirements applicable to the approval of a detailed site plan. A point-by-point analysis of how this application complies with the criteria contained in Section 27-285(b) follows:

Section 27-285(b):

Required findings.

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

As can be seen from a review of the site plan package filed with this application, the proposed consolidated storage with partial ground floor commercial office satisfies the site design requirements for the C-S-C Zone and most of the Development District Standards of the DDOZ. The building architecture is attractively designed and construction materials are of the highest quality. Ample parking and landscaping are provided and on-site circulation and access throughout the site is safe. The applicant is proposing 12 parking spaces which is the required number of spaces pursuant to the DDOZ.

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

This provision is inapplicable.

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

This provision is inapplicable.

- (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest**

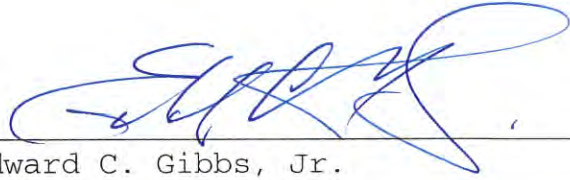
extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

The project has an approved Stormwater Management Concept Plan, Natural Resources Inventory and Tree Conservation Plan. There are no sensitive environmental features which are proposed to be disturbed. The Park and Stream buffer are delineated in the plan and will not be disturbed. All applicable environmental regulations will be addressed as part of the development of this project.

CONCLUSION

In view of all of the above, the applicant submits that the proposed JDA Baltimore Avenue Consolidated Storage satisfies virtually all of the Development District Standards as set forth in the DDOZ. In those few instances where conformance with the Standards cannot be satisfied, a modification is being requested. The modifications being requested do not impair the purpose and intent of the Development District Standards or the Central US 1 Corridor Sector Plan. Finally, the development being proposed satisfies all of the approval criteria for detailed site plans as set forth in Sections 27-281 and 27-285 of the Zoning Ordinance. In view of all of the above, the applicant submits that this Detailed Site Plan should be approved as requested.

Respectfully submitted,



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ADDENDUM TO STATEMENT OF JUSTIFICATION
DETAILED SITE PLAN DSP-18017
JDA BALTIMORE AVENUE

This Addendum to Justification Statement is filed in conjunction with DSP-18017 which is currently under review but as of this time has no Planning Board date. The underlying application requests approval of a consolidated storage facility comprising 116,615 gross square feet of floor area. The purpose of this Addendum is to request relief from strict compliance with the provisions of Section 27-582(a) of the Zoning Ordinance. Section 27-582 deals with the required number of loading spaces. In general, loading spaces serving industrial, wholesale and storage uses are required to be 12 feet in width and 45 feet in length. The number of required loading spaces for consolidated storage uses is two spaces for the first 10,000 square feet of gross floor area and one additional space for each additional 40,000 square feet of gross floor area (or fraction). Application of that standard would require that five loading spaces be provided for a 116,615 square foot consolidated storage building.

JSF Management LLC is the applicant in DSP-18017. JSF Management LLC is a subsidiary of Johnson Development. Johnson Development has substantial experience in the construction and operation of consolidated storage facilities. Johnson Development has proposed an attractive six floor building. The

architecture is similar in appearance to an office building. Consolidated storage units will be provided on all six floors. The property fronts on Baltimore Avenue, from which access will be gained. The property slopes at a relatively steep grade from front to back. The proposed building may be described as being roughly rectangular in shape. Access will be achieved using a 25 foot access easement which enters the property directly opposite the intersection of Hollywood Road and Baltimore Avenue. This intersection is controlled by a traffic signal. Fifteen feet of the 25 foot access easement is located on the Johnson property. The remaining ten feet is located on the property to the immediate south known as the Shin Property. The loading spaces are proposed to be located slightly more than halfway past the middle of the building. Access to the loading space is achieved by vehicles traversing the private right-of-way area in a westerly direction. As a motorist proceeds down the access easement, two loading spaces 12' x 45' are proposed for first floor access to the building. The building is proposed to be cantilevered to cover the first floor parking and loading spaces. The building has been designed to fit within the grade of the land. As such, the loading spaces will not be visible from Baltimore Avenue and will also be screened. As noted above, while the loading spaces are not visible from Baltimore Avenue, they are easily accessed from the 25 foot wide

access easement. Vehicles entering the site will access from Baltimore Avenue. They will proceed down the 25 foot wide easement area in a westerly direction until turning right into the loading spaces. The orientation and location of the loading spaces is shown depicted on the site plan. An access door into the building will be located in the general vicinity of the loading spaces. Elevators will be located inside the building and afford patrons the opportunity to transport storage materials to units within the building.

As noted above, strict application of the loading space requirements as set forth in Section 27-582 of the Zoning Ordinance would require that five loading spaces be provided. Given their extensive experience in this field, Johnson submits that five loading spaces is simply not necessary and that two loading spaces will be more than sufficient to accommodate loading needs of this facility.

Pursuant to the provisions of Section 27-548.25(e) of the Zoning Ordinance, if land is subject to a DDOZ, a variance and departure will not require a separate application and the Planning Board may approve the departure as part of the approval of a detailed site plan based upon its finding that the request "conforms to all applicable Development District Standards". In this instance, we believe that the departure being requested will conform to all applicable Development District Standards.

Development District Standards are intended to ensure safe and comprehensive design and development of the Central US 1 Corridor Sector Plan Area. The Development District Standards include building forms, architecture, environmental, street, open space, parking and signage criteria. As can be seen from the underlying application filed in this case, the proposed building in general conforms to the majority of the design standards and bulk regulations. In general, building frontage and setback requirements are met. No modifications from street components are being proposed. Further, all required parking is being provided. In short, the departure being requested deals only with the number of required loading spaces and has no impact on the appearance of the building, its construction or the operation of the proposed use.

Clearly, the purpose of the loading space requirement is to ensure that sufficient area will be available for loading operations for particular businesses. As noted above, Johnson specializes in the construction and operation of consolidated storage facilities. The building being proposed by Johnson will not operate as a typical storage or warehouse facility. The units are primarily small in size. In general, these small consolidated storage spaces will be utilized by individuals who will bring their goods in either car, SUV, pickup truck or small van. It has been the experience of Johnson, given the high

degree of attention to architectural detail of the building, that the types of users desiring these spaces will not generate substantial numbers of trips to the facility. It has been Johnson's experience that even during its peak season (Summer), the maximum number of visits by patrons during a normal working day is approximately eight to ten. Therefore, two loading spaces will more than amply support all loading needs at the site.

Johnson recently commissioned Lenhart Traffic Consulting to conduct traffic counts at two operating consolidated storage facilities in Montgomery County. The facilities in question are similar in size and operational characteristics to Johnson's proposed facility. The counts were taken during the AM and PM peak hours on October 26, 2017. A copy of those counts, as well as an analysis memorandum prepared by Lenhart Consulting, is marked Exhibit "A" and attached hereto. As can be seen from a review of the memorandum and the counts, the overall trips are very low and even more compelling is the fact that most of the traffic consists of regular passenger cars, not trucks or oversized vehicles. At the first facility there were a total of 5 AM peak hour trips and 8 PM peak hour trips. It should be noted that total trips represent in and out movements. Therefore, 8 total trips represents only 4 vehicles. At the second facility there were a total of 9 AM peak hour trips and

15 PM peak hour trips. The counts also substantiate that no large trucks visited the facilities and, of the total trips, only one light truck visited each facility. In theory, these counts would justify a request to provide no large (12'x45') loading spaces. Clearly, two loading spaces is more than sufficient. The counts substantiate Johnson's experience that the use of the facility on a daily basis is minimal and visits to the site are spread out over the course of the business day.

Development District Standards are intended to ensure safe and comprehensive design and development. The traffic counts conducted at other similar facilities clearly establish that two loading spaces will be more than sufficient to accommodate loading needs at this facility.

In addition, it is relevant to take note of the fact that Johnson has recently obtained approval of a Detailed Site Plan to construct a six-floor consolidated storage facility within the Largo Town Center Sector Plan Area. That building is approximately 25,000 square feet greater in size than the building being proposed in this case. Notwithstanding that fact, two loading spaces were found to be sufficient to service loading needs at that location. Johnson submits that a similar result should obtain in this case and that the departure and modification being requested should be granted.

Respectfully submitted,

Edward C. Gibbs, Jr.
GIBBS AND HALLER
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033

Lenhart Traffic Consulting, Inc.
Transportation Planning & Traffic Engineering

Memorandum:

Date: June 13, 2018

TO: M-NCPPC - Development Review Division
Room 4150
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

FROM: Mike Lenhart

RE: Parking Analysis for JDA – 9604 Baltimore Ave (4-17042)

This letter report has been prepared to provide guidance on the number of parking spaces and loading spaces for the proposed 116,615 square foot self-storage facility. The site is proposed to be developed to include 12 normal parking spaces plus two (2) 12' x 45' loading spaces for trucks.

According to the ITE Trip Generation Manual, 10th Edition, the 116,615 square foot self-storage facility will generate a total of 176 trips per day. This equate to 88 patrons entering the facility and exiting the facility throughout a 24 hour period. The site will only generate 12 trips in the morning peak hour of adjacent street traffic (6 patrons entering and exiting), and 20 trips in the evening peak hour of adjacent street traffic (10 patrons entering and exiting). Even using the ITE's peak hour of generator, the site will generate a maximum of 24 trips in the peak hour of the site (12 patrons entering and exiting).

As implied in the naming of these facilities as "self-storage" facilities, the patrons of these sites are mostly arriving and departing in passenger cars, pickups, and SUV's. The ITE Trip Generation Handbook, 3rd Edition contains information related to truck trip generation in Table I.1. This ITE data projects that truck trips account for anywhere from 2% to 15% of the weekday traffic at sites where data was available. Using 8.5% trucks (as the average of the ITE range), the site would generate one (1) truck trip during the peak hour and seven (7) truck trips throughout the day.

The ITE data does not specify between light and heavy trucks; however, Lenhart Traffic Consulting has conducted car and truck counts at two similar mini-warehouse facilities. The results of those counts showed that there were zero (0) heavy truck trips during the entire three hour morning peak period and three hour evening peak period, and there were no heavy trucks parked for loading or unloading at either site during those counts. The light trucks that were observed during those counts were no greater than one in and/or out during the peak period, and these light trucks were observed to be smaller box type trucks that can be used by individuals for relatively short loading or unloading activities.

Based on the ITE data and the individual traffic counts, these consolidated storage facilities generate mostly passenger car, pickup, or SUV traffic that can easily be accommodated via normal parking spaces. The ITE data identifies very low truck trip generation by these uses and based on the projections discussed herein the site can easily be accommodated with the 12 parking spaces and two (2) truck loading spaces.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike



LENHART TRAFFIC CONSULTING, INC.

645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

OFFICE: (410) 216-3333

FAX: (443) 782-2288

EMAIL: mlehart@lenharttraffic.com

| Weekday Morning Peak Hour (6:30 am - 9:30 am) | | | | | | | | |
|---|-------------------|-------|-------|--------------------|-------|-------|-------|--|
| Time: | Public Storage In | | | Public Storage Out | | | Total | |
| | Car | Light | Heavy | Car | Light | Heavy | | |
| 6:30-6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45-7:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15-7:30 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | |
| 7:30-7:45 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | |
| 7:45-8:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 8:00-8:15 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:15-8:30 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | |
| 8:30-8:45 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | |
| 8:45-9:00 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | |
| 9:00-9:15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 9:15-9:30 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | |

| Hourly Totals | Car | Light | Heavy | Car | Light | Heavy | Total |
|-------------------------------|--------------------------|--------------|--------------|---------------------------|--------------|--------------|--------------|
| 6:30-7:30 | 1 | 0 | 0 | 2 | 0 | 0 | 3 |
| 6:45-7:45 | 1 | 0 | 0 | 4 | 0 | 0 | 5 |
| 7:00-8:00 | 1 | 0 | 0 | 4 | 0 | 0 | 5 |
| 7:15-8:15 | 3 | 0 | 0 | 4 | 0 | 0 | 7 |
| 7:30-8:30 | 3 | 0 | 0 | 5 | 0 | 0 | 8 |
| 7:45-8:45 | 3 | 1 | 0 | 4 | 0 | 0 | 8 |
| 8:00-9:00 | 4 | 1 | 0 | 4 | 0 | 0 | 9 |
| 8:15-9:15 | 3 | 1 | 0 | 4 | 0 | 0 | 8 |
| 8:30-9:30 | 3 | 2 | 0 | 2 | 1 | 0 | 8 |
| AM Peak Hour 8:00-9:00 | Public Storage In | | | Public Storage Out | | | Total |
| | Car | Light | Heavy | Car | Light | Heavy | |
| | 4 | 1 | 0 | 4 | 0 | 0 | 9 |

NOTE: 1 in and 1 out from 9:15 to 9:30 was a garbage truck. The 1 in at 8:30 was a school bus.

| Weekday Evening Peak Hour (4 pm - 7 pm) | | | | | | | | |
|---|-------------------|-------|-------|--------------------|-------|-------|-------|--|
| Time: | Public Storage In | | | Public Storage Out | | | Total | |
| | Car | Light | Heavy | Car | Light | Heavy | | |
| 4:00-4:15 | 3 | 0 | 0 | 2 | 0 | 0 | 5 | |
| 4:15-4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30-4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45-5:00 | 1 | 0 | 0 | 4 | 0 | 0 | 5 | |
| 5:00-5:15 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | |
| 5:15-5:30 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | |
| 5:30-5:45 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | |
| 5:45-6:00 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 6:00-6:15 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | |
| 6:15-6:30 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | |
| 6:30-6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45-7:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |

| Hourly Totals | Car | Light | Heavy | Car | Light | Heavy | Total |
|-------------------------------|--------------------------|--------------|--------------|---------------------------|--------------|--------------|--------------|
| 4:00-5:00 | 4 | 0 | 0 | 6 | 0 | 0 | 10 |
| 4:15-5:15 | 3 | 0 | 0 | 6 | 0 | 0 | 9 |
| 4:30-5:30 | 3 | 0 | 0 | 8 | 0 | 0 | 11 |
| 4:45-5:45 | 4 | 0 | 0 | 11 | 0 | 0 | 15 |
| 5:00-6:00 | 5 | 0 | 0 | 7 | 0 | 0 | 12 |
| 5:15-6:15 | 4 | 0 | 0 | 7 | 0 | 0 | 11 |
| 5:30-6:30 | 5 | 0 | 0 | 8 | 0 | 0 | 13 |
| 5:45-6:45 | 4 | 0 | 0 | 5 | 0 | 0 | 9 |
| 6:00-7:00 | 3 | 0 | 0 | 5 | 0 | 0 | 8 |
| PM Peak Hour 4:45-5:45 | Public Storage In | | | Public Storage Out | | | Total |
| | Car | Light | Heavy | Car | Light | Heavy | |
| | 4 | 0 | 0 | 11 | 0 | 0 | 15 |

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Public Storage
Weather: Clear
Count by: CountCAM - ZW
Count Day/Date: October, 26th, 2017
County: Montgomery

| Weekday Morning Peak Hour (6:30 am - 9:30 am) | | | | | | | | |
|---|--------------|-------|-------|---------------|-------|-------|-------|--|
| Time: | EzStorage In | | | EzStorage Out | | | Total | |
| | Car | Light | Heavy | Car | Light | Heavy | | |
| 6:30-6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45-7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15-7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30-7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45-8:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 8:00-8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 8:15-8:30 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 8:30-8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00-9:15 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | |
| 9:15-9:30 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | |

| Hourly Totals | Car | Light | Heavy | Car | Light | Heavy | Total |
|---------------|-----|-------|-------|-----|-------|-------|-------|
| 6:30-7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45-7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00-8:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15-8:15 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:30-8:30 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| 7:45-8:45 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| 8:00-9:00 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 8:15-9:15 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 8:30-9:30 | 3 | 1 | 0 | 0 | 1 | 0 | 5 |

| AM Peak Hour | EzStorage In | | | EzStorage Out | | | Total |
|--------------|--------------|-------|-------|---------------|-------|-------|-------|
| 8:30-9:30 | Car | Light | Heavy | Car | Light | Heavy | |
| | 3 | 1 | 0 | 0 | 1 | 0 | 5 |

NOTE: Inbound truck at 8:15 was a 25-30' Uhaul truck. Outbound vehicle at 9:15 was a 20-25' utility van.

| Weekday Evening Peak Hour (4 pm - 7 pm) | | | | | | | | |
|---|--------------|-------|-------|---------------|-------|-------|-------|--|
| Time: | EzStorage In | | | EzStorage Out | | | Total | |
| | Car | Light | Heavy | Car | Light | Heavy | | |
| 4:00-4:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 4:15-4:30 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:30-4:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:45-5:00 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | |
| 5:00-5:15 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | |
| 5:15-5:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 5:30-5:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:45-6:00 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | |
| 6:00-6:15 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | |
| 6:15-6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30-6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45-7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| Hourly Totals | Car | Light | Heavy | Car | Light | Heavy | Total |
|---------------|-----|-------|-------|-----|-------|-------|-------|
| 4:00-5:00 | 3 | 0 | 0 | 2 | 0 | 0 | 5 |
| 4:15-5:15 | 4 | 0 | 0 | 1 | 1 | 0 | 6 |
| 4:30-5:30 | 3 | 0 | 0 | 2 | 1 | 0 | 6 |
| 4:45-5:45 | 3 | 0 | 0 | 2 | 1 | 0 | 6 |
| 5:00-6:00 | 3 | 0 | 0 | 3 | 1 | 0 | 7 |
| 5:15-6:15 | 3 | 0 | 0 | 5 | 0 | 0 | 8 |
| 5:30-6:30 | 3 | 0 | 0 | 4 | 0 | 0 | 7 |
| 5:45-6:45 | 2 | 0 | 0 | 4 | 0 | 0 | 6 |
| 6:00-7:00 | 1 | 0 | 0 | 2 | 0 | 0 | 3 |

| PM Peak Hour | EzStorage In | | | EzStorage Out | | | Total |
|--------------|--------------|-------|-------|---------------|-------|-------|-------|
| 5:15-6:15 | Car | Light | Heavy | Car | Light | Heavy | |
| | 3 | 0 | 0 | 5 | 0 | 0 | 8 |

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: EZ Storage
Weather: Clear
Count by: CountCAM - ZW
Count Day/Date: October, 26th, 2017
County: Montgomery

POWERS BROWN ARCHITECTURE



150 S Washington St, Suite 300 | 703.962.6643
 Falls Church, Virginia 22046 | powersbrown.com

March 2nd, 2018

Central US 1 Corridor Approves Sector Plan Matrix

JDA Baltimore Ave Self-Storage

College Park Maryland

Approved Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment

- Zoned C-S-C (Commercial Shopping Center)
- Detailed Site Plan approval is required for all projects in Central US 1 Development District Overlay Zone (DDOZ)

Address: 9604 Baltimore Ave
 College Park , MD 20740

Development Character: Corridor Infill (CI)

Public Frontage Type: Avenue (AV)

| DDOZ guidelines | Sector Plan Page Reference | Applicability | Comment |
|--|----------------------------|---------------|---|
| Architectural Elements Facades and shopfronts | | | |
| In order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces, the ground floor along the building frontage shall have untinted transparent storefront windows and doors covering between 50 percent and 70 percent of the wall area (between the finished floors). | 246 | Complies | Total area facing frontage: 964.75sqft Total glass: 604.43sqft Percentage of glass: 604.43 / 964.75 = 63% |
| Each floor of any building facing a frontage street or open space shall contain transparent windows covering from 20 percent to 70 percent of the wall area, as measured between finished floors. | 246 | Complies | Total area facing frontage: 964.75sqft Total glass: 286.41sqft Percentage of glass: 286.41 / 964.75 = 30% |

| | | | |
|---|-----|----------|---|
| Low emissivity glass with high visual light transmittance may be permitted, but tinted glass shall not be permitted. | 246 | Complies | The proposed design has vision glass. |
| The top of store front window sills shall be between one and three feet above the sidewalk grade. | 246 | Complies | The proposed design has a 14" sill from the side walk. |
| Storefront windows shall extend to at least eight feet above the adjacent sidewalk. | 246 | Complies | Top of storefront windows is at 10'-0" AFF |
| Storefronts shall remain unshuttered at night and shall provide clear views of interior spaces lit from within. | 246 | Complies | Proposed design has no shutters. |
| Doors or entrances for public access shall be provided at intervals no greater than 50 feet. | 246 | Complies | Proposed entry complies with requirement. |
| A minimum of 12 feet of habitable space shall be provided behind each shopfront along the building frontage. | 246 | Complies | The proposed design has one shopfront, which is an office of 900 sqft. |
| Ground-floor residential units should have a raised finish floor at least 24 inches above the sidewalk grade to provide sufficient privacy for ground-floor residents. | 246 | N/A | |
| Architectural Elements Awnings, Galleries and Arcades | | | |
| Awnings may occur forward of the minimum setback and may encroach within the right-of way with the approval of the pertinent agency but shall not extend closer to the curb line than two feet. | 247 | Complies | The proposed awnings are within the setback of the building design. |
| Awnings shall be made of durable fabric and may be either fixed or retractable. High-gloss or plasticized fabrics are prohibited. Backlit awnings are also prohibited. | | Complies | The proposed material for the fixed awnings are of a durable fabric with no lighting on the façade except those required by code. |
| Architectural Elements Materials | | | |
| Stucco: Surfaces finished in stucco should be smooth and hand trowelled in texture and painted. Sprayed-on stucco finishes and exterior insulation and finish systems (EIFS) are discouraged. | 251 | Complies | The proposed building design has small amounts of EIFS as one of the exterior materials. |
| Masonry: Masonry walls, whether load bearing or veneer, | 251 | Complies | The primary material of the proposed design is masonry. |

| | | | |
|---|-----|----------|---|
| may only be of brick or natural stone. Masonry is encouraged as the primary building material for all development in the walkable node and corridor infill areas. | | | |
| Architectural Elements Brick Detailing | | | |
| All openings in masonry construction should be spanned by headers. | 252 | Complies | Masonry construction will be detailed to meet best practices. |
| Acceptable header types include stone or concrete lintels, brick segmental or semicircular arches, and brick jack arches. | 252 | Complies | Header construction will be detailed to meet best practices. |
| Headers should always be slightly wider than the openings they span. | 252 | Complies | Header construction will be detailed to meet best practices. |
| All window openings in masonry construction should have a sill. | 252 | Complies | Openings construction will be detailed to meet best practices for used materials. |
| Sills should be a minimum of two (2) inches in height and should project from the wall surface a minimum of one inch. | 252 | Complies | Openings construction will be detailed to meet best practices for used materials. |
| Sills should be slightly wider than the window opening. | 252 | Complies | Openings construction will be detailed to meet best practices for used materials. |

February 22, 2018
 Central US 1 Corridor Approved Sector Plan Matrix
 JDA Baltimore Avenue DSP
 College Park, MD 20740

Approved Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment

- Zoned C-S-C (Commercial Shopping Center)
- Detailed Site Plan approval is required for all projects in the Central US 1 Development District Overlay Zone (DDOZ)

Address: 9604 Baltimore Avenue
 College Park, MD 20740

Development Character: Corridor Infill (CI)
 Public Frontage Type: Avenue (AV)

| | Sector Plan Page Reference | Applicability | Comment |
|--|---|----------------------|---------------------------|
| Building Configuration | | | |
| Principal Building Height= 4 stories max, 2 min | 233 | Not in compliance | Building is 6 stories |
| Lot Occupation | | | |
| Frontage Buildout= 60% min at build to line | 233 | Complies | 72% frontage building out |
| Lot Coverage= 70% max | 233 | Complies | 58% lot coverage |
| Setbacks-Building | | | |
| Front build-to line principal= 20' min, 25' max | 233 | Complies | 25' |
| Front build-to line secondary=10' min, 20' max | 233 | N/A | |
| Side setback=10' min | 233 | Complies | 10' |
| Rear setback=10' min | 233 | Complies | 10' |
| Private Frontages | | | |
| Common Lawn=not permitted | 233 | N/A | |
| Porch and Fence=permitted | 233 | N/A | |
| Terrace or L.C.=permitted | 233 | N/A | |
| Forecourt=permitted | 233 | N/A | |
| Stoop=permitted | 233 | N/A | |
| Shopfront & Awning=permitted | 233 | N/A | |
| Gallery=permitted | 233 | N/A | |
| Arcade=not permitted | 233 | N/A | |
| Parking Placement | | | |
| Uncovered parking spaces may be provided within the third layer or setback at least 20' from the BTL | 233 | N/A | Parking is covered |

| | | | |
|--|-----|----------|---|
| Covered parking shall be provided within the third layer | 233 | Complies | Parking is located in the third layer |
| Trash containers shall be stored within the third layer | 233 | Complies | Trash room is internal to building |
| Building Form- Step Back Transitions and Landscape Buffers | | | |
| Where corridor infill and walkable node areas are across the street from or share a rear property line with an existing residential area, a step back transition and/or a landscape buffer shall be required for all new development within the corridor infill and walkable node areas. | 238 | N/A | |
| Building Form- Parking | | | |
| The number of parking spaces required for uses not listed here shall be reduced fifty percent from the number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Any deviation from this standard shall require a modification of the development district standards. | 239 | Complies | Parking provided is 12 spaces, which is 50% of the amount required for 113,000 sf of Consolidated Storage per the Zoning Ordinance. |
| Within the corridor infill and walkable node areas, a minimum of one bicycle parking space shall be provided within the public or private frontage for every three vehicular spaces. Bicycle racks shall be placed in highly visible locations along the street or within parking garages as appropriate. | 239 | Complies | 4 bicycle parking spaces are provided (for the 12 vehicular parking spaces provided) |
| Building Form- Parking Access | | | |
| When present, alleys shall be the primary source of access to off-street parking. Parking along alleys may be head-in, diagonal, or parallel. | 241 | Complies | A shared-access driveway is the primary access to the off-street parking. Head-in parking is provided along this driveway |
| Alleys may be incorporated into parking lots as standard drive aisle. Access to all properties adjacent to the alley shall be maintained. Access between | 241 | Complies | Shared-access driveway maintains access to all adjacent users. |

| | | | |
|---|-----|-------------------|---|
| parking lots across property lines is also encouraged. | | | |
| Building Form- Parking Lots, Loading, and Service Areas | | | |
| Parking lots shall be masked from the primary frontage street and the secondary frontage or side street by a liner building whenever possible. Where this is not possible, a street screen, such as a wall, a fence, or a hedge, should be provided to mask parked cars. | 242 | Complies | Parking provided is covered, and masked from the primary street frontage |
| Interior planting shall be required for any parking lot that is 6,000 square feet or larger. At least six percent of the lot shall be interior planting area. | 242 | N/A | Parking lot is less than 6,000 sf |
| Landscape islands may be used in lieu of landscape strips. No more than six consecutive parking stalls are permitted without a landscape island at least six feet wide and extending the entire depth of the parking stall. A minimum of one tree shall be planted in each landscape island. | 242 | N/A | There is no stretch of more than six consecutive parking stalls. |
| Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks. | 242 | Complies | Loading and service areas are covered and facing the shared alley accessing the site. |
| Streets and Open Space- Street Sections | | | |
| Capital Beltway to College Avenue street section: ROW width typically 88'-92' | 261 | Complies | Detailed design of streetscape pending |
| Water Efficiency and Recharge | | | |
| Surface parking areas, alleyways and driveways should be constructed with durable pervious paving materials (grass paver systems or pervious asphalt) to promote groundwater recharge and reduce storm water runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation | 257 | Not in compliance | The site drains to a bio-retention area with an underground detention basin. The system promotes groundwater recharge reduces runoff quantity and flow rates. |

| | | | |
|---|-----|-------------------|--|
| All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials | 257 | Not in compliance | The site drains to a bio-retention area with an underground detention basin. The system promotes groundwater re-charge reduces runoff quantity and flow rates. |
| Capture slow runoff using exfiltration tanks, drainage swales and other devices | 257 | Complies | A portion of the site drains to a swale |
| Use low flow water closets, faucets, showerheads, washing machines, and other efficient water consuming appliances | 257 | Complies | The building will use low flow fixtures |
| Stormwater Management and the Paint Branch | | | |
| All new development within established floodplains shall comply with all adopted county, state, and federal environmental regulations to prevent unnecessary runoff and pressure on the Paint Branch and the greater watershed. | 257 | Complies | The site drains to a bio-retention area with an underground detention basin. The system promotes groundwater re-charge reduces runoff quantity and flow rates. |
| Underground or above-grade cisterns shall be integrated into the site plan for all new development within or abutting the Paint Branch buffer. These cisterns will both reduce the amount of stormwater flowing into the Paint Branch and will help to store water on-site for uses, such as landscape irrigation. supplies and reduction in energy consumption for food transport. | 257 | Not in Compliance | The site drains to a bio-retention area with an underground detention basin. The system promotes groundwater re-charge reduces runoff quantity and flow rates. |
| Community gardens provide a focus for recreation and sociability greater than that | 258 | NA | |

| | | | |
|--|-----|-------------------|---|
| of private yards. They are also welcomed by apartment-dwellers who enjoy gardening. Community garden plots are not sold but rather let under municipal or private administration. | | | |
| Green roofs also provide opportunities for food production, even as they mitigate carbon emissions and reduce stormwater runoff. They may be incentivized by giving developers bonuses for installing them. | 258 | Not in Compliance | The site drains to a bio-retention area with an underground detention basin. The system promotes groundwater recharge reduces runoff quantity and flow rates. |
| As tree preservation and planting regulations are introduced, fruit trees may be included and designated for local food production. | 258 | NA | The site provides the buffer yards required |
| Streets and Open Spaces- Streetscape | | | |
| For Avenue (AV) in Corridor Infill: This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley. | 262 | Complies | Detailed design of streetscape pending |
| Assembly (CI-AV): the principal variables are the type and dimension of curbs, walkways, planters, and landscape. Total width=12-18 feet | 263 | Complies | Detailed design of streetscape pending |
| Curb (CI-AV): The detailing of the edge of the vehicular pavement, incorporating drainage. Type: raised curb. Radius: 5-20 feet | 263 | Complies | Detailed design of streetscape pending |
| Walkway (CI-AV): The pavement dedicated exclusively to pedestrian activity. Sidewalk widths may vary where | 263 | Complies | Detailed design of streetscape pending |

| | | | |
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| necessary to fulfill the vision of the sector plan. Type: Sidewalk. Width: 4-8 feet | | | |
| Planter (CI-AV): The layer which accommodates street trees and other landscape. Arrangement: Regular. Species: Single. Planter Type: Continuous Planter. Planter width: 8-12 feet. | 263 | Complies | Detailed design of streetscape pending |
| Streets and Open Spaces- Streetscape, Amenities, and Adequate Public Facilities | | | |
| At the time of development, the developer/property owner (including the developer and the applicant's heirs, successors, and/or assignees) is required to install sidewalks. | 264 | Complies | Detailed design of streetscape pending |
| Amenities, such as benches, bicycle racks, trash receptacles, water fountains, sculpture/artwork, game tables, moveable seating, public mailboxes, and bus shelters, shall be required for all development. | 264 | Complies | Detailed design of streetscape pending |
| Streetscape amenities shall be consistent in design within a development project and should be consistent with each distance walkable node, corridor infill area, or existing residential neighborhood. | 264 | Complies | Detailed design of streetscape pending |
| All proposed streetscape amenities shall be indicated on detailed site plan submittals and shall include information of location, spacing, quantity, construction details, and method of illumination. | 264 | Complies | Detailed design of streetscape pending |
| Streets and Open Spaces- Street Trees | | | |
| Street trees are required in all character areas at a minimum spacing of 30 feet on center. Appropriate street tree forms by character area. CI: Oval, Ball, Vase | 265 | Complies | Detailed design of streetscape pending |
| Streets and Open Spaces- Streetscape Lighting | | | |

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| Lighting fixtures shall be appropriately chosen for the character area within which they are located. CI: Post, Column | 267 | Complies | Detailed design of streetscape pending |
| Streets and Open Spaces- Open Space | | | |
| Appropriate arrangements for open space are described in the table below according to specific character areas. CI: Green, Square, Playground | 268 | Complies | Detailed design of streetscape pending |