



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

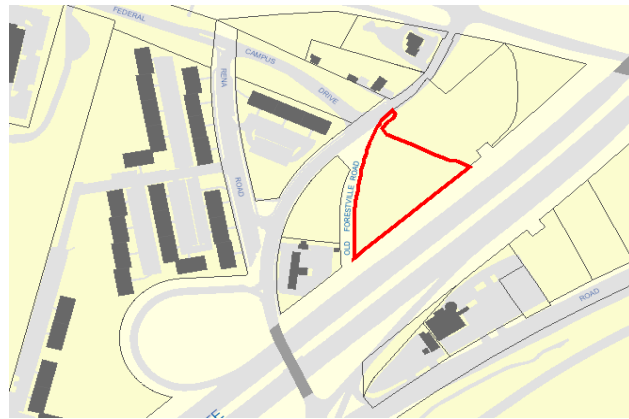
Detailed Site Plan
Departure from Design Standards
Alternative Compliance
Suitland Self Storage Zone

DSP-20048
DDS-680
AC-05014-01

REQUEST	STAFF RECOMMENDATION
DSP: Construction of a 110,674 square-foot, 999-unit consolidated storage facility.	APPROVAL with conditions
DDS: To reduce the width of the landscape strip required by Section 4.2 of the Landscape Manual from 10-feet to 0-feet, and provide a reduction in the required amount of plant material	APPROVAL
AC: To reduce the width of the landscape strip and the amount of plant material required by Section 4.2 of the Landscape Manual on a portion of the western boundary.	DISAPPROVAL

Location: On the south side Forestville Road at its intersection with Suitland Parkway.

Gross Acreage:	1.99
Zone:	I-1
Dwelling Units:	N/A
Gross Floor Area:	110,674
Planning Area:	76A
Council District:	06
Election District:	06
Municipality:	0
200-Scale Base Map:	206SE07
Applicant/Address: SSZ Suitland Self Storage, LLC 8391 Old Courthouse Road, Suite 210 Vienna, VA 22182	
Staff Reviewer: Andrew Bishop Phone Number: 301-952-4897 Email: Andrew.Bishop@ppd.mnccppc.org	



Planning Board Date:	10/21/2021
Planning Board Action Limit:	10/21/2021
Staff Report Date:	10/05/2021
Date Accepted:	09/09/2021
Informational Mailing:	07/06/2021
Acceptance Mailing:	09/09/2021
Sign Posting Deadline:	09/21/2021

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20048
Type 2 Tree Conservation Plan TCP2-029-2021
Departure from Design Standards DDS-680
Alternative Compliance AC-05014-01
Suitland Self Storage

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

EVALUATION

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

- a. The requirements of the Prince George's County Zoning Ordinance in the Light Industrial (I-1) Zone, Military Installation Overlay (M-I-O) Zone, and the site design guidelines.
- b. The requirements of Preliminary Plan of Subdivision 4-20033.
- 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 detailed site plan, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) requests approval for development of a 110,674-square-foot/999-unit consolidated storage facility.

The companion Departure from Design Standards, DDS-680, requests a reduction to the requirements of Section 4.2 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	I-1/M-I-O	I-1/M-I-O
Use(s)	Vacant	Consolidated Storage
Gross Acreage	1.99	1.99
Floodplain	0.00	0.00
Right-of-way Dedication	0.00	0.03
Total Net Acreage	1.50	1.50
Consolidated Storage		109,924
Office		750
Total Gross Floor Area (GFA)	-	110,674 sq. ft.
Parcels	1	1
Green Area (10 percent required)	-	21,626 sq. ft./ 25 percent
Number of Storage Units	-	999

OTHER DEVELOPMENT DATA

Parking and Loading Spaces

Use	Required	Provided
999 storage units @ 1 space per 50 units	20	20
750-square-foot office @ 4 spaces per 1,000 square feet	3	3
Handicap-Accessible*	1	2
Total Parking	23	23**
Loading	Required	Provided
2 spaces for up to 10,000 square feet of gross floor area	2	2
1 additional space for each additional 40,000 square feet of gross floor area (or fraction)	3	3
Total Loading	5	5

Note: *Total required and provided parking includes accessible spaces.

**The total number of parking spaces provided includes seven compact spaces.

- 3. Location:** The subject property is located in the northeast quadrant of the Forestville Road and the I-95/I-495 (Capital Beltway) interchange, approximately 400 feet south of its intersection with Suitland Parkway. More specifically, the property is known as Parcel 153 as shown on Tax Map 089-F3 and is located at 4350 Forestville Road. The property is located in Planning Area 76A and Council District 6.
- 4. Surrounding Uses:** The property is triangular and is currently vacant. The site is bounded to the north by Forestville Road and by unimproved property in the Limited Intensity Industrial (I-4) Zone beyond; to the south and east by I-95/495; and to the west by the unimproved right-of-way of Old Forestville Road with vacant property in the I-4 Zone and a

gas station in the Commercial Miscellaneous Zone beyond. The subject property and the surrounding properties are all within the M-I-O Zone.

5. **Previous Approvals:** The site is subject to Preliminary Plan of Subdivision (PPS) 4-20033, which was approved by the Prince George’s County Planning Board on June 17, 2021 (PGCPB Resolution No. 2021-70), for development of 115,000 square feet of industrial development. The site also has a Stormwater Management (SWM) Concept Plan, 48436-2020-00 which was approved on April 23, 2021, and will expire on April 23, 2024.
6. **Design Features:** The subject site is comprised of 1.99 acres of land and is currently undeveloped. When constructed, the property will be served by a single 22-foot-wide driveway connection along Forestville Road. On-site vehicular circulation will be facilitated by a two-way drive aisle that provides access to 23 parking and 5 loading spaces located on the northern and western sides of the site. The proposed consolidated storage building is three stories, or 36 feet, in height with a gross floor area of 110,674 square feet. The facility includes 999 internally accessed storage units and a 750-square-foot office space.

The consolidated storage facility and parking compound on the west side of the building will be secured by a varied height (ranging in 6 to 8 feet), decorative, estate-style fence, a 6-foot-high chain-link fence with a fabric security mesh located on the back to prevent visibility into the site, and an 8-foot-high security gate. However, it is noted that fences shall not be more than 6 feet in height in the I-1 Zone. Therefore, a condition has been included herein requiring the applicant to reduce the height of fence and security gate to 6 feet, in accordance with Section 27-465 of the Prince George’s County Zoning Ordinance.

Parking to serve the use is provided on the north and west sides of the building, with 9 unsecured parking spaces proposed on the north side of the building, and 14 secured parking spaces on the west side of the building, and accessed through a keyed entry gate.



Figure 1: Illustrative Site Plan

Lighting

The photometric plan submitted with this DSP shows building-mounted lighting structures to illuminate the building, parking, pedestrian walkways, and loading areas. The proposed lighting is designed to highlight building entrances, to provide sufficient illumination for patrons on-site, and to reduce glare onto adjoining properties and roadways.

Architecture

The 36-foot-high building is generally square and includes a flat roof with some variation in the parapet height. The building proposes a slightly raised roof accenting the office entrance. The primary entrance and multiple secondary entrances are shown on the northeast and southwest sides of the facility. The loading areas for the site are located on the north and east sides of the building. The building elevations include windows, vertical and horizontal banding, and a variation of colors to break up the long expanses of the façades and to create a visual interest.

The three-story building incorporates a variety of materials, such as metal, glass, and masonry, which creates a clean design that will complement the surrounding uses. The building is generally constructed in red and tan masonry block, with green and yellow accents, and proposes horizontal bands around the base of the building. A green metal parapet is proposed above the entrance on the upper story and a yellow band is proposed on the cornice in combination with metal canopies over the doorways to create architectural interest.

The facilities proposed with this consolidated storage include 999 storage units and a 750-square-foot office on the first floor. Floorplans demonstrating the size and location of these internal facilities have been submitted and are acceptable.



Figure 2: Northwest Architectural Elevation

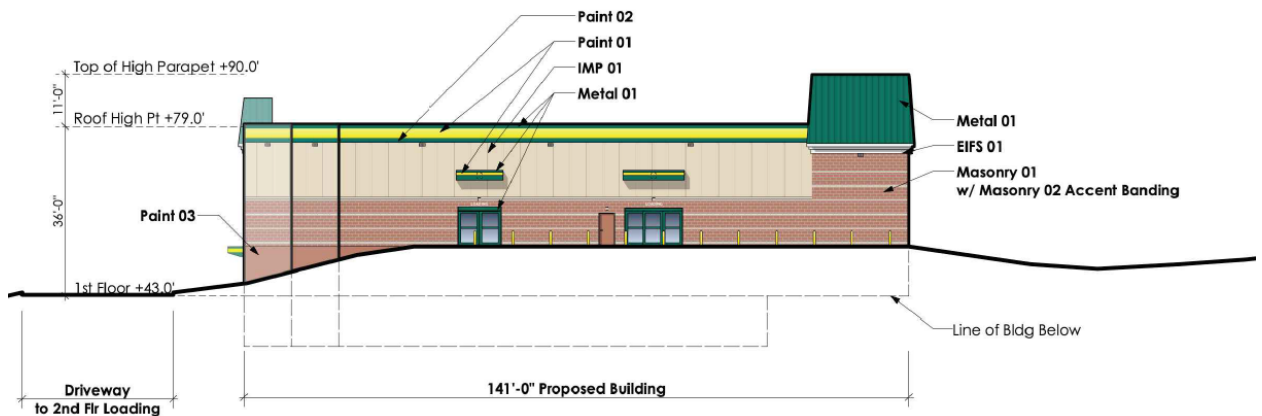


Figure 3: Southwest Architectural Elevation

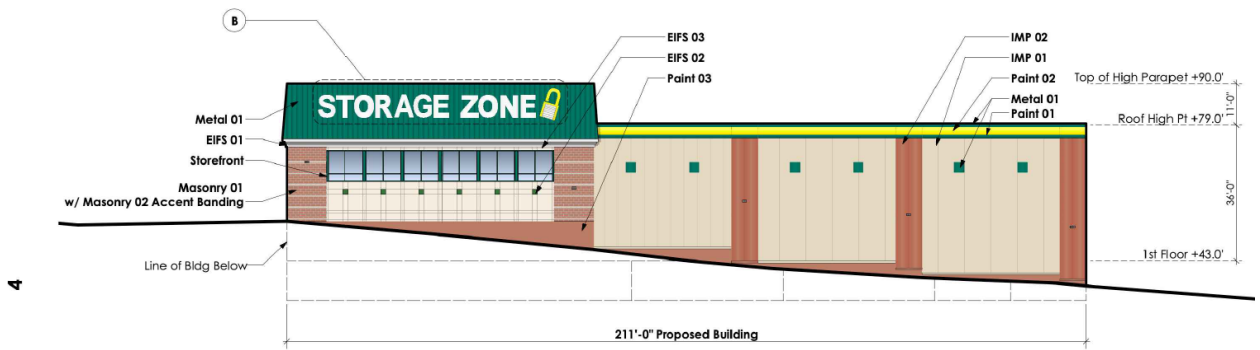


Figure 4: Southeast Architectural Elevation

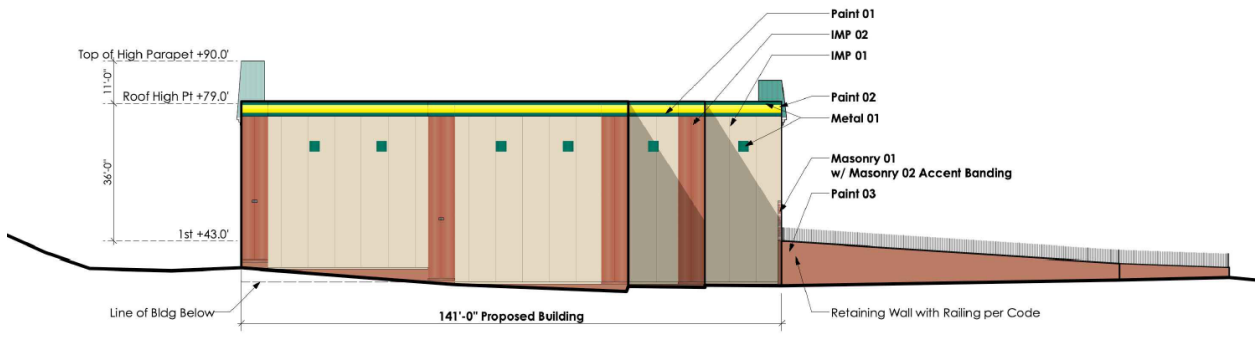


Figure 5: Northeast Architectural Elevation

Signage

Two building-mounted signs are proposed on the northwest and southeast façades and are mounted on the green parapet along the roofline. The calculation of the proposed building-mounted signage includes a reduction to the total sign area because of the proposed channel letters, which is allowed by Section 27-591(a) of the Zoning Ordinance. The total area of the signs is 399.75 square feet, which is below the maximum allowable limit of 400 square feet for this development, as established by Section 27-613 of the Zoning Ordinance.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Zoning Ordinance in the I-1 Zone and the site design guidelines:
 - a. This DSP is in general conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in industrial zones.
 - b. The DSP is consistent with those regulations in the I-1 Zone, including Section 27-469(a) of the Zoning Ordinance, regarding purposes; Section 27-474 of the Zoning Ordinance, regarding regulations in the industrial zones; and is generally consistent with Section 27-469(b), regarding landscaping, screening, and the required amount of green space on-site with the exception of the streetscape on the western portion of the site, as discussed in Finding 9 below.

c. The proposed consolidated storage facility is a permitted use in the I-1 Zone, in accordance with Section 27-475.04 of the Zoning Ordinance. Specific requirements of Section 27-475.04(a) are as follows:

(1) Requirements.

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

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

The property does not adjoin any residential or commercial zoned land, and all entrances to individual consolidated storage units are within the proposed building, in conformance with requirements (A) and (B).

(C) The maximum height shall be thirty-six (36) feet.

The proposed building is a maximum of 36 feet in height.

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

This DSP proposes a 999-unit consolidated storage facility. The use is proposed pursuant to approved PPS 4-20033, and pending final plat of subdivision. The site is designed with adequate visual screening and provides sufficient buffering from the nearby public rights-of-ways, as described in the findings of DDS-680.

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

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

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

- (ii) **The required technical staff report prepared and submitted to the administrative record for the detailed site plan application shall include a current, countywide inventory of the locations, dates of approval, and any conditions of approval for consolidated storage uses located on property within one-half mile of the boundaries of the property on which the proposed consolidated storage use will be located.**
- (iii) **The Planning Board and/or the District Council shall consider, in its review of a detailed site plan application pursuant to this Section, the inventory submitted to the administrative record in accordance with Subsection (b) of this Section, above, for purposes of finding conformance with the required findings of approval set forth in Part 3, Division 9 of this Subtitle.**

The subject application was submitted in fulfillment of these requirements and is being reviewed, in accordance with Part 3, Division 9, of the Zoning Ordinance. Regarding the current, countywide inventory of consolidated storage uses, it is noted that there are two consolidated storage facilities located within 0.5 mile of the subject site. These include a U-Haul Moving & Storage at 4014 Forestville Road, which was the subject of DSP-01003, and a SmartStop Self Storage at 4100 Forestville Road, for which there are no records. Conditions of approval for DSP-01003 are not applicable to the review of the subject application. There is no record of any other development application associated with this use or any conditions of approval prohibiting its construction within 0.5 mile of this property. The applicant has submitted an exhibit showing the location of these facilities and all conditions associated with the approval of these facilities, which have been included in the backup for this DSP.

- d. **Military Installation Overlay Zone:** Part 10(c) of the Zoning Ordinance sets forth criteria for the M-I-O Zone. The subject property is located within the Joint Base Andrews M-I-O Zone area. The site is within the Transitional Surface Left Runway Area G, and the High Intensity Noise Area, which establish maximum height and noise intensity requirements of approximately 135 feet and 45 dBA Ldn or less for new residential dwellings. The use is not proposing residential development and is no more than 36 feet in height and therefore, meets the requirements of the M-I-O Zone.

However, it is noted that by Subtitle 4 of the Prince George's Zoning Ordinance (Building Code), at the time of building permit, a nonresidential use is required to provide acceptable noise levels within the interior of a building, and must be certified by an acoustical engineer or qualified professional of competent expertise. A condition requiring acceptable noise levels and conformance to the International Building Code, at time of building permit, is included herein.

- e. **Departure from Design Standards DDS-680:** Section 4.2 of the Landscape Manual requires a minimum width landscape strip and a required number of plantings along the frontage with Old Forest Road, which is an unplatted right-of-way that has been unused for approximately 50 years and is overgrown. Due to existing site limitations, the applicant has not provided the required landscape strip width and

number of planting units on a portion of the boundary equal to approximately 216 feet, or 50 percent of the property's frontage with Old Forestville Road.

The applicant's Alternative Compliance application, AC-05014-01, was recommended for disapproval by the Planning Director. Therefore, the applicant requests a DDS from Section 4.2, Requirements for Landscape Strips Along Streets, of the Landscape Manual.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings for the Planning Board to grant the departure:

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

(i) The purposes of this subtitle will be equally well or better served by the applicant's proposal;

The site is bound on all sides by the physical constraints of adjacent roadways that have been constructed on the adjacent properties and by the development of the subject property. Strict compliance with the requirements of the Landscape Manual cannot be effectively applied without redesigning the site. The applicant is proposing a solution to meet the landscaping requirement on the property by proposing a fence along the portion of the right-of-way where landscaping requirements outlined in Section 4.2 of the Landscaping Manual cannot be met, and providing the required amount of planting on the remaining portion of the western boundary with Old Forestville Road, as shown on the DSP.

The applicant has indicated that they have tried to vacate the right-of-way of Old Forestville Road, but have had difficulty vacating the right-of-way due to ownership issues. In addition, it is noted that the western boundary is the subject of prior approvals for alternate setbacks. In 2006 the Board of Appeals approved Variance V-14-2006, and found that granting relief from the required setback would not substantially impair the intent, purpose, and integrity of the General Plan or master plan, and denying the request would result in a peculiar and unusual practical difficulty upon the owner of the property. Therefore, due to these reasons staff agrees that the proposed improvements to the property will equally serve the purposes of this subtitle.

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

Given the character of Old Forestville Road, its alignment with I-95/I-495, in combination with the unimproved state of the roadway it may not be used for public purposes as a roadway, and therefore the departure is the minimum necessary given the circumstances.



Figure 6: Existing Old Forestville Road

The applicant is proposing a 6-foot-high fence and landscaping to screen the use, and define the property boundary in accordance with the purpose of Section 4.2 of the Landscape Manual. Further, the fence and additional landscaping will improve the site and enhance the business's commercial viability by improving its aesthetic appeal. Given the applicant's proposed treatment of the boundary and the current state of the right-of-way, staff agrees that the applicant has minimized the impacts to the extent practical.

- (iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 1949;**

The subject property is currently vacant and is unimproved; therefore, this does not apply.

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

The applicant's statement of justification indicates that given the unique circumstances associated with the location of the requested departure along the unimproved right-of-way of Old Forestville Road, the existing and proposed landscaping, in addition to the proposed fence, will effectively screen the visual impact of the consolidated storage facility and define the edge. The site improvements, as conditioned, will improve the environmental quality of the site and reduce the visual impacts to the surrounding neighborhood.

- (B) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements in paragraph (7)(A), above, that there is no feasible proposal for**

alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

With respect to the specific departure requested, the applicant cannot provide a feasible proposal for alternative compliance that would exhibit equally effective design characteristics. The applicant proposed AC-05014-01, which was recommended for disapproval.

Based on the analysis above, staff recommends that the Planning Board approve DDS-680, to allow a departure from the Section 4.2, Requirements for Landscape Strips Along Streets on the west boundary line.

- f. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross referenced in Section 27-283 of the Zoning Ordinance. Specifically, the subject development provides vehicular and pedestrian access to the site from the public right-of-way, adequate lighting on-site, and the architecture proposed is constructed of high-quality building materials.
- 8. Preliminary Plan of Subdivision 4-20033:** The PPS was approved on May 27, 2021, for development of up to 115,000 square feet of industrial use. (PGCPB Resolution No. 2021-70). This approval is subject to 11 conditions. Those applicable to the review of this DSP are as follows:
- 2. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors and/or assignees shall illustrate the location, limits, specifications, and details displaying the following:**
 - a. A minimum of two inverted u-style bicycle racks, or a style similar that allows two points of secure contact, at a location convenient to the building entrance.**
 - b. Standard sidewalks, crosswalks, and Americans with Disabilities Act-accessible curb ramps throughout the site to facilitate continuous pathways between the parking lot and the building entrance.**

This DSP provides two inverted U-style bicycle racks, standard sidewalks, crosswalks, and Americans with Disabilities Act accessible curb ramps. These requirements have been reviewed by our Transportation Planning Section and in their revised memorandum dated September 20,2021, stated that these requirements been addressed.

- 3. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.**

The DSP does not propose any residential development.

- 6. Development of this site shall be in conformance with Stormwater Management Concept Plan (48436-2020-00), once approved, and any subsequent revisions.**

This DSP is in general conformance with SWM Concept Plan 48436-2020-00.

7. **The final plat of subdivision shall grant 10-foot-wide public utility easements along the public right-of-way MD 337 (Forestville Road) abutting the site, in accordance with the approved preliminary plan of subdivision.**

This DSP depicts 10-foot-wide public utility easements along the public right-of-way for Forestville Road, in accordance with the approved PPS. Conformance to this condition will be reviewed again, prior to approval of final plats.

9. **Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-006-2021). The following notes shall be placed on the final plat of subdivision:**

“Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-006-2021), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission.”

In a memorandum received on September 20, 2021 (Kirchhof to Bishop), the Environmental Planning Section noted that this DSP is in general conformance with the approved Type 1 Tree Conservation Plan TCP1-006-2021.

10. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, the applicant and the applicant’s heirs, successors, and/or assignees shall provide and depict in the detailed site plan, prior to its certification, the following:**
 - a. **Shared road pavement markings (sharrows), along the frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.**
 - b. **Shared road bikeway signage along the frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.**
 - c. **Standard sidewalk along the subject site’s frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.**

The site plan includes the standard sidewalk along the property frontage; however, the DSP does not show shared road pavement markings or shared road bikeway signage along the frontage of MD 337 (Forestville Road). Staff recommends the shared road pavement markings and signage be depicted on plan sheets unless modified by the operating agency. Conditions requiring these improvements have been included herein.

11. **Total development within the subject property shall be limited to uses that would generate no more than 12 AM and 20 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

This DSP proposes development totaling 110,674 square feet of gross floor area, and does not exceed the gross floor area of development approved with PPS 4-20033. In the revised referral from the Transportation Planning Section, they indicated that the proposed development will not exceed the trip cap included with the approved PPS.

9. **2010 Prince George's County Landscape Manual:** Development proposed by this DSP amendment is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Staff finds that the proposal generally conforms with the applicable requirements of the Landscape Manual, with the exception of Sections 4.2 and 4.4. A condition has been included herein requiring the applicant to screen the transformer on the northwest portion of the site from the public right-of-way of Forestville Road.

AC-05014-01 was submitted and reviewed and the Planning Director did not find the applicant's proposal to be equally effective as normal compliance with Section 4.2, Requirements for Landscape Strips Along Streets, of the Landscape Manual for the reasons discussed in the AC-05014-01 report. Therefore, the Planning Director recommends DISAPPROVAL of AC-095014-01 and the applicant filed DDS-680, as discussed in Finding 7e above.

10. **2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in area, contains more than 10,000 square feet of existing woodland, and is subject to TCP1-006-2021.

TCP2-029-202 was submitted with the current application and proposes to meet the woodland conservation requirements through fee-in-lieu. Technical revisions are required to the TCP2 and have been included as conditions in the Recommendation section of this report.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Section 25-128, of the Tree Canopy Coverage Ordinance requires properties in the I-1 Zone to provide a minimum tree canopy coverage (TCC) of 10 percent. The 1.99-acre subject site is required to provide 0.19 acre (8,661 square feet) in TCC. Through the subject DSP, the applicant has shown that approximately 0.29 acre (13,031 square feet) of TCC will be provided from preservation and proposed plantings, satisfying this requirement.

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

- a. **Community Planning**—In a memorandum dated September 10, 2021 (Lester to Bishop), incorporated herein by reference, the Community Planning Division noted that master plan conformance is not required for this application.

- b. **Historic Preservation**—In a memorandum dated, September 21, 2021 (Stabler and Smith to Bishop), incorporated herein by reference, it was noted there are no Prince George’s County historic sites or resources on, or adjacent to the subject property. The probability of archeological sites within the subject property is low.
- c. **Pedestrian, Bike, and Vehicular Transportation Planning**—In revised memorandum dated September 24, 2021 (Smith to Bishop), incorporated herein by reference, the Pedestrian, Bike, and Vehicular Transportation Planner provided comments on the subject application relative to both vehicular transportation and pedestrian/bicycle planning issues. The transportation conditions of approval have been incorporated into this report. The memorandum also determined that the multimodal transportation site access and circulation of this plan is acceptable as conditioned, consistent with the site design guidelines, pursuant to Sections 27-283 and 27-274 and the parking requirements of Section 27-285(b) of the Zoning Ordinance, for a DSP for multimodal and vehicular transportation purposes.
- d. **Subdivision**—In a memorandum dated September 20, 2021 (Heath to Bishop), incorporated herein by reference, it was noted that the DSP is subject to approved PPS 4-20033. The conditions of the PPS applicable to this DSP have been outlined in Finding 8 of this report. The site plan is in substantial conformance with that application and maintains frontage and access to public streets consistent with the previous approval. Conditions related to technical corrections and revisions to the General Notes of the DSP were provided and have been included herein.
- e. **Permits**—In a memorandum dated September 28, 2021 (Bartlett to Bishop), four comments were provided, which have been addressed by the applicant in revisions to the DSP, or have been included as conditions herein.
- f. **Environmental Planning**—In a revised memorandum dated September 24, 2021 (Kirchhof to Bishop), incorporated herein by reference, the Environmental Planning Section noted that a Natural Resources Inventory plan, NRI-166-2020, was approved for the property, and that the site contains a total of 1.27 acres of net tract woodlands and 0.03 acre of wooded floodplain within the net tract area. There are no on-site specimen trees. The DSP shows all the required environmental information is in conformance with the NRI.

The applicant proposes two impacts to the primary management area for the placement of two stormwater outfall structures and for a retaining wall, and no new impacts are being proposed with the current application.

The site has a valid SWM Concept Plan (48436-2020-00), which was approved by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) on April 23, 2021. The concept plan shows a rain harvesting system and a submerged gravel wetland, which are proposed to improve surface and ground water quality. The concept plan is generally consistent with the DSP and TCP2 submitted and proposes two stormwater outfalls placed at the limits of the 100-year floodplain.

In conclusion, the Environmental Planning Section recommends approval of DSP-20048 and TCP2-029-2021, subject to the conditions included herein.

- g. **Prince George’s County Fire Department**—At the time of the writing of this technical staff report, the Fire Department did not offer comments on the subject application.
 - h. **Prince George’s County Department of Permitting, Inspections and Enforcement**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
 - i. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
 - j. **Prince George’s County Health Department**—In a memorandum dated September 21, 2021 (Adepoju to Bishop), incorporated herein by reference, the Health Department offered multiple recommendations with respect to health-related issues on the property. These recommendations have been included as conditions of approval in the Recommendation section of this report, as appropriate.
 - k. **Maryland State Highway Association**—In an email dated September 9, 2021 (Woodroffe to Bishop), the Maryland State Highway Association noted that the traffic impact study included in the submittal was approved, this section of Forestville Road is actually County owned and maintained, so an access permit will not be required.
 - l. **Washington Suburban Sanitary Commission**—At the time of the writing of this technical staff report, WSSC did not offer comments on the subject application.
13. As required by Section 27-285(b), the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
14. As required by Section 27-285(b)(4), the Planning Board must also find that the regulated environmental features on a site 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)(5) of the Subdivision Regulations. In their memorandum dated September 20, 2021 (Kirchhof to Bishop), the Environmental Planning Section noted that based on the limits of disturbance 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 staff recommends that the Planning Board adopt the findings of this report and:

- A. DISAPPROVE Alternative Compliance AC-05014-01 to allow the reduction of the width of the landscape strip and the amount of plant material required by Section 4.2 of the 2010 *Prince George’s County Landscape Manual* on a portion of the western boundary.

- B. APPROVE Departure from Design Standards DDS-680 to reduce the width of the landscape strip required by Section 4.2 of the 2010 *Prince George's County Landscape Manual* from 10 feet to 0 feet and provide a reduction in the required amount of plant material.
- C. APPROVE Detailed Site Plan DSP-20048 and Type 2 Tree Conservation Plan TCP2-029-2021 for Suitland Self Storage Zone, subject to the following conditions:
1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
 - a. Revise the general notes to reference the approved Preliminary Plan of Subdivision 4-20033, as well as the approved variation request from Section 24-122(a) of the Subdivision Regulations.
 - b. Label the right-of-way width for I-95/I-495 (Capital Beltway).
 - c. Provide top and bottom wall elevations for the retaining walls proposed on-site.
 - d. Provide a detail for the shared road bikeway signage along the frontage of MD 337 (Forestville Road) and clearly indicate their location(s) on the site plan. The shared road signage sheet shall be evaluated and approved by The Maryland-National Capital Park and Planning Commission, the Transportation Planning Section, and shall be constructed in general conformance to the DSP unless modified by the approval agency, with written correspondence.
 - e. Add the following note:

“During the construction phase, the applicant shall adhere to all applicable Prince George’s County or State of Maryland regulations and laws regarding particulate matter, pollution, and noise.”
 - f. Adequately screen the transformer from the public right of Forestville Road, in conformance with the 2010 *Prince George's County Landscape Manual*.
 - g. Provide a crosswalk crossing the site’s entrance at Forestville Road.
 - h. Provide shared road pavement markings on the DSP. The shared road pavement markings sheet shall be evaluated and approved by The Maryland-National Capital Park and Planning Commission, the Transportation Planning Section, and shall be constructed in general conformance to the DSP, unless modified by the Maryland Department of Transportation State Highway Administration, with written correspondence.

- i. Obtain certification of Preliminary Plan of Subdivision (PPS) 4-20033, and any modifications to 4-20033, required for approval which affect the DSP, shall be reflected on DSP-20048, prior to certification.
 - j. Revise General Note 6 to calculate the total number of parking spaces as a whole number not as a decimal.
 - k. Include a note that the consolidate storage facility does not include a resident manager.
 - l. Provide a plan view detail of the trash enclosure with dimensions.
 - m. Provide dimensions of angled parking on the site plan, adjacent to the loading space for clarification.
 - n. Reduce the height of the fence and security gate to 6 feet, in accordance with Section 27-465 or the Prince George's County Zoning Ordinance.
2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised, as follows:
- a. Show all appropriate graphics and notes regarding tree protection and fencing.
 - b. Add a tree protection fence to the required areas and add the symbol and label to the legend.
 - c. Revise the general note to be in conformance with the standard TCP2 note in the Environmental Technical Manual.
 - d. Add the tree preservation signs along the preservation areas at the required spacing.
 - e. Update the hatch patterns and symbols to be consistent with the standard symbols required in the Environmental Technical Manual.
 - f. Correct all references to the TCP2 plan number to TCP2-029-2021.
 - g. Revise tables in the detailed site plan, as necessary, to reconcile quantities or calculations.
 - h. Have the plans signed and dated by the qualified professional who prepared them.
3. At the time of building permit, provide certification from an acoustical engineer or qualified professional that interior noise levels are acceptable and meet the requirements of the International Building Code.

SUITLAND SELF STORAGE ZONE

Companion case: DDS-680

Staff Recommendation:

DSP-20048: APPROVAL with conditions

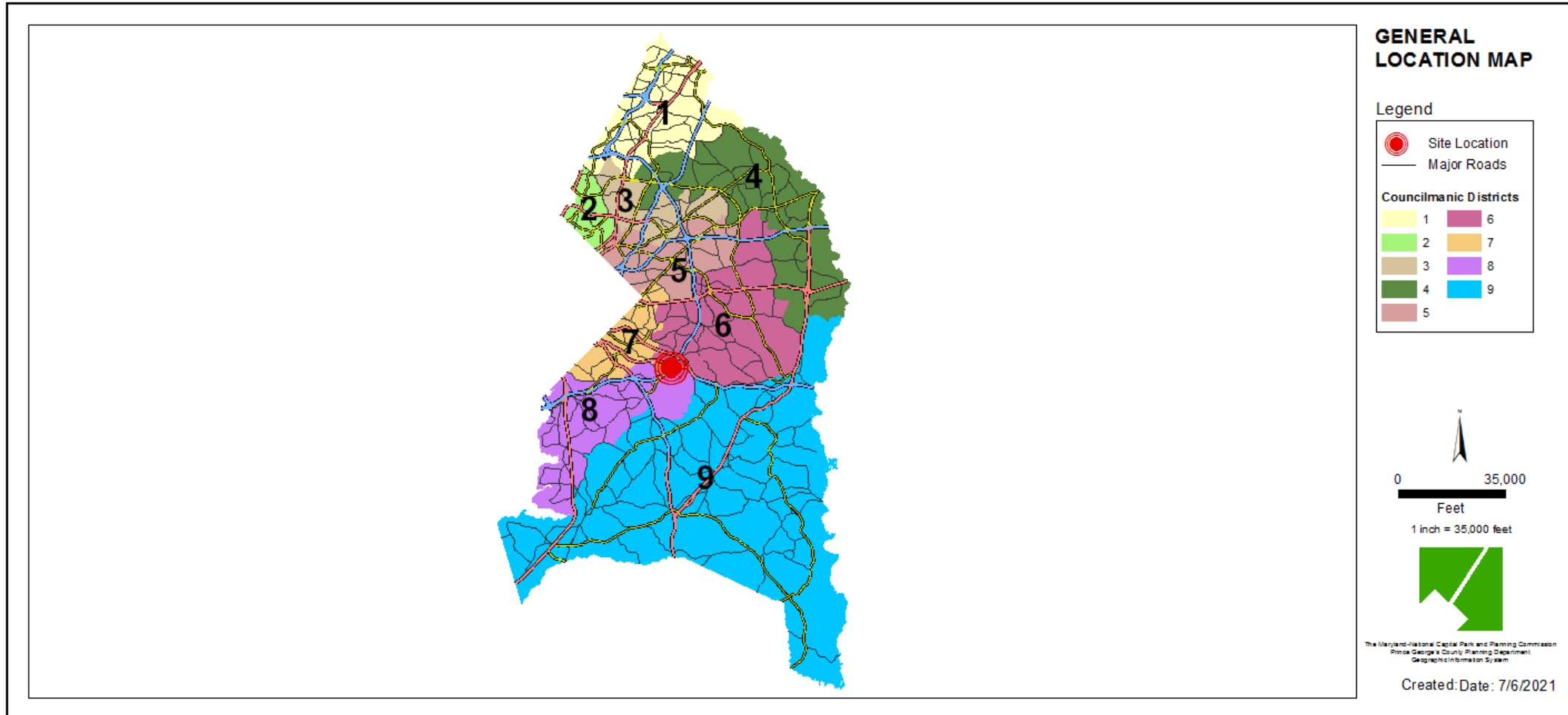
DDS-680: APPROVAL

AC-05014-01: DISAPPROVAL

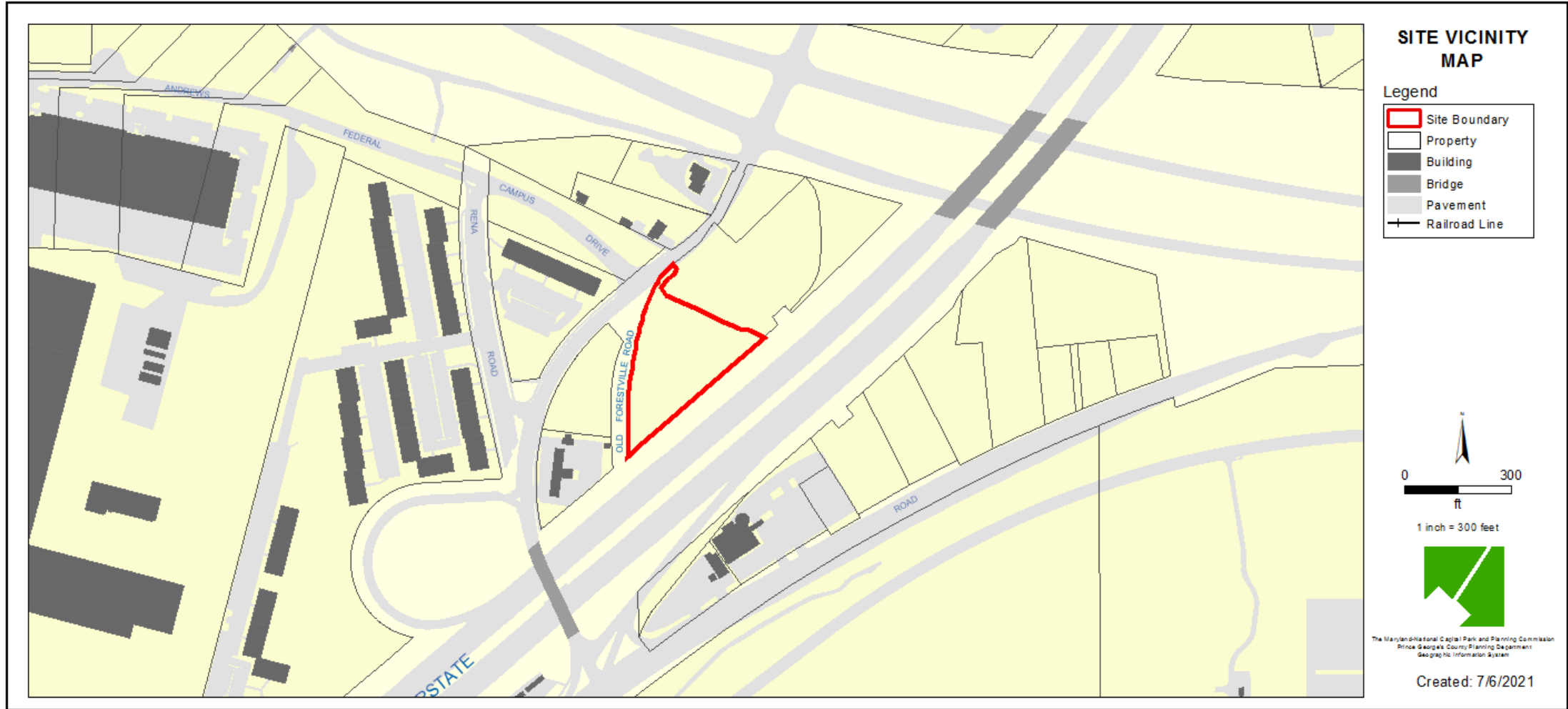


GENERAL LOCATION MAP

Council District: 6
Planning Area: 76A

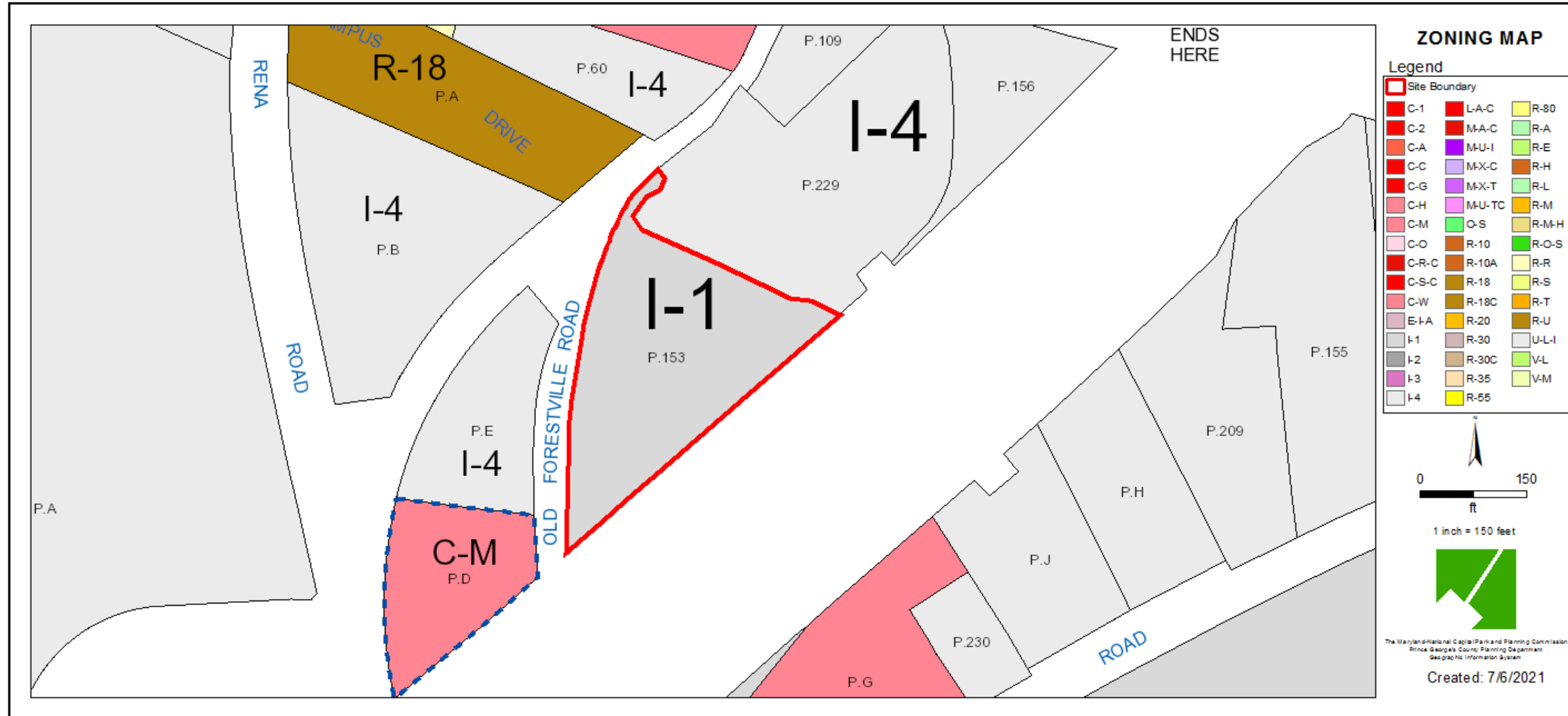


SITE VICINITY MAP

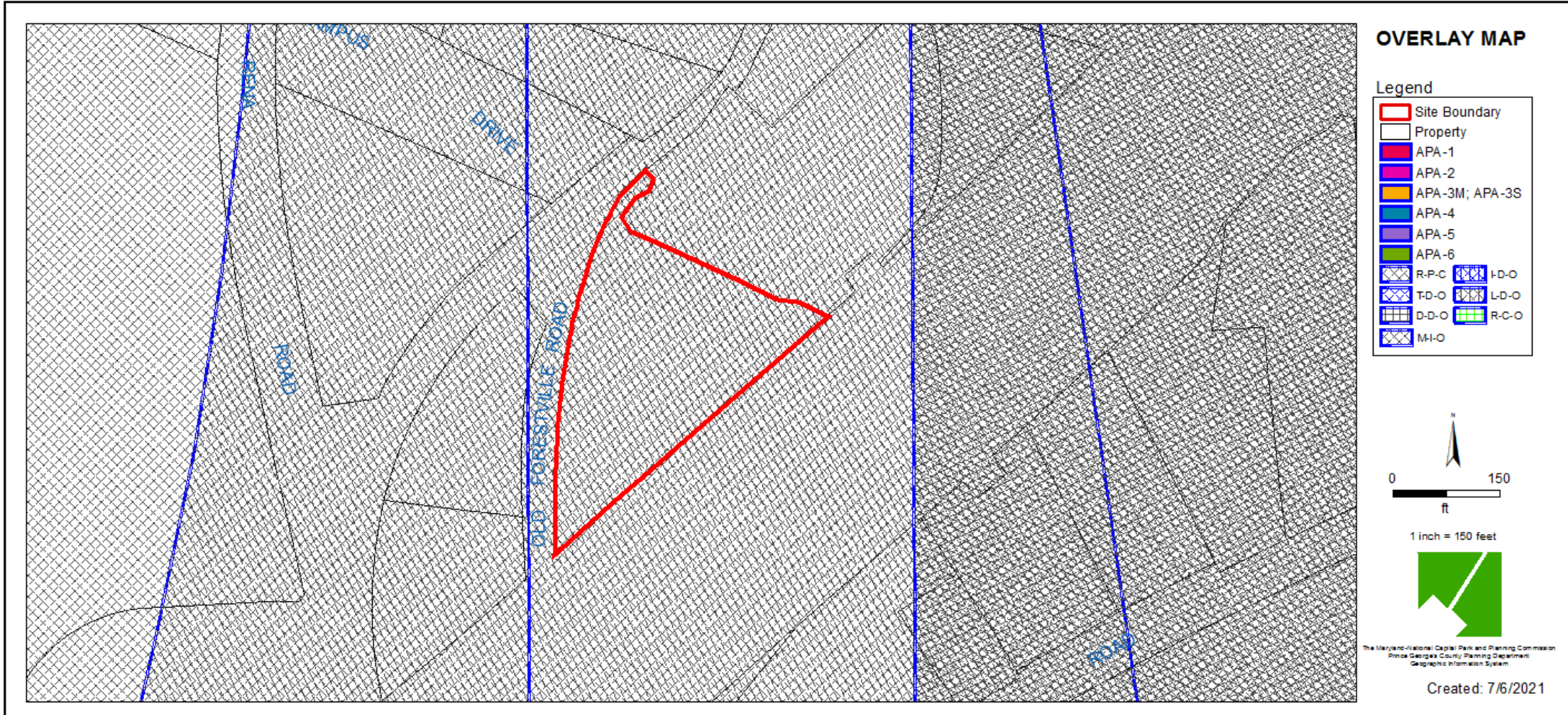


ZONING MAP

Property Zone: I-1



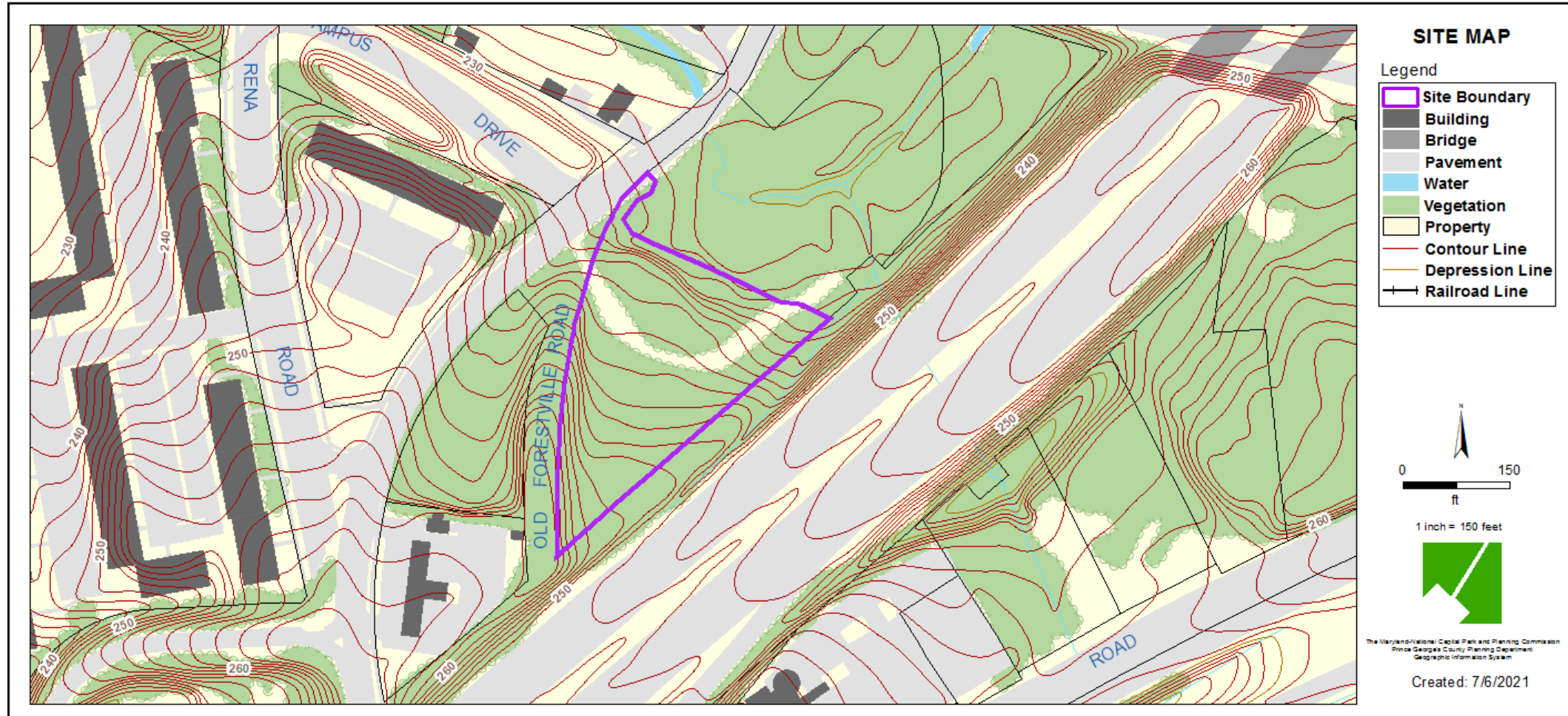
OVERLAY MAP



AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



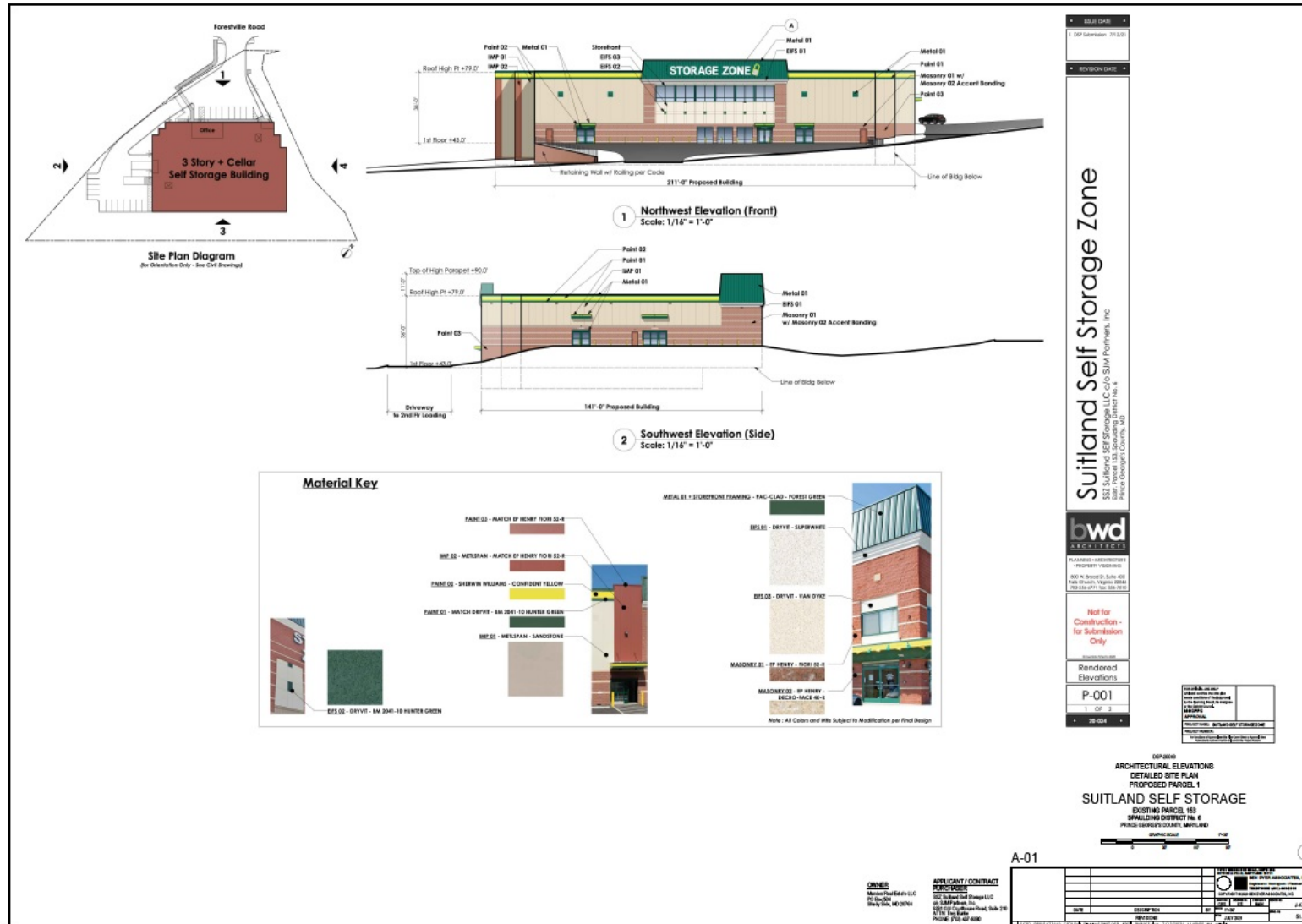
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



ILLUSTRATIVE SITE PLAN



ELEVATIONS



ELEVATIONS

Site Plan Diagram
 For Orientation Only - See Civil Drawings

3 Southeast Elevation (Rear)
 Scale: 1/16" = 1'-0"
 211'-0" Proposed Building

4 Northeast Elevation (Side)
 Scale: 1/16" = 1'-0"
 141'-0" Proposed Building

Bldg-Attached Signage Facing the Capital Beltway - 533.25 SF
 Scale: 1/4" = 1'-0"

Bldg-Attached Signage Facing Forestville Rd - 266.25 SF
 Scale: 1/4" = 1'-0"

PROPOSED SIGNAGE ANALYSIS						
SIGN	QUANTITY	TYPE	WIDTH (OVERALL)	HEIGHT (OVERALL)	AREA	ILLUMINATION
A	1	Facade	40' - 0"	8' - 11"	266.25 SF	Internally
B	1	Facade	63' - 10"	8' - 4 1/4"	533.25 SF	Internally
TOTAL PROPOSED BUILDING-ATTACHED SIGN AREA:					799.5 SF	
Per 27-61331(b)(6) TOTAL ALLOWED BUILDING-ATTACHED SIGN AREA (211 LF x 2 = 422, Minus 400 SF):					400.0 SF	SIGNAGE COMPLIES
Per 27-6111(a) 80% Area Reduction: TOTAL CALCULATED FACADE SIGN AREA (799.5 SF x 0.8):					639.75 SF	

Signage Mounting Specifications and Details

PROPOSED SIGNAGE ANALYSIS

SUITLAND SELF STORAGE
 ARCHITECTURAL ELEVATIONS
 DETAILED SITE PLAN
 PROPOSED PARCEL 1
 SUITLAND SELF STORAGE
 EXISTING PARCEL 1B3
 BUILDING DISTRICT No. 6
 PRINCE GEORGE'S COUNTY, MARYLAND

OWNER:
 Suitland Self Storage LLC
 555 Suitland Self Storage LLC
 555 Suitland Self Storage LLC
 555 Suitland Self Storage LLC
 Prince Georges County, MD 20780

APPLICANT / CONTRACT PURPOSES:
 555 Suitland Self Storage LLC
 555 Suitland Self Storage LLC
 555 Suitland Self Storage LLC
 Prince Georges County, MD 20780

ARCHITECT:
 bwd architects
 200 N. Brentwood, Suite 400
 200 N. Brentwood, Suite 400
 200 N. Brentwood, Suite 400
 Prince Georges County, MD 20780

DATE: 08-04

REVISIONS:

NOT FOR CONSTRUCTION - For Submission Only

Rendered Elevations

P-002

Scale: 1/4" = 1'-0"

Graphic Scale: 0' 20' 40'

North Arrow

Sheet: A-02

STAFF RECOMMENDATION

[**APPROVAL/APPROVAL** with conditions/**DISAPPROVAL/DISCUSSION**]

- DSP-20048 APPROVAL with 3 Conditions and sub-conditions
- AC-05014-01 DISAPPROVAL
- DDS-680 APPROVAL

[**Major/Minor**] Issues:

- NONE

Applicant Community Engagement:

- Informational Mailing – 7/6/2021
- Acceptance Mailing – 9/9/2021

PGCPB No. 2021-70

File No. 4-20033

R E S O L U T I O N

WHEREAS, Diane Tipton is the owner of a 2.10-acre parcel of land known as Parcel 153, said property being in the 6th Election District of Prince George's County, Maryland, and being zoned Light Industrial (I-1) Zone and Military Installation Overlay (M-I-O); and

WHEREAS, on March 25, 2021, SSZ Suitland Self Storage, LLC filed an application for approval of a Preliminary Plan of Subdivision for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-20033 for Suitland Self Storage was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on May 27, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on May 27, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-006-2021, and APPROVED Preliminary Plan of Subdivision 4-20033, including a Variation from Section 24-122(a), for 1 parcel with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
 - a. Correct general note number 17 to indicate 115,000 square feet of gross floor area.
 - b. Include bearings and distances along the outer boundary of proposed vacation area, demonstrating its inclusion in the site boundary.
2. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors and/or assignees shall illustrate the location, limits, specifications, and details displaying the following:
 - a. A minimum of two inverted u-style bicycle racks, or a style similar that allows two points of secure contact, at a location convenient to the building entrance.

- b. Standard sidewalks, crosswalks, and Americans with Disabilities Act-accessible curb ramps throughout the site to facilitate continuous pathways between the parking lot and the building entrance.
3. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.
4. Prior to signature approval of the preliminary plan, an approved stormwater management concept approval letter and associated plan shall be submitted.
5. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for approved impacts, and shall be reviewed by the Environmental Planning section, prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
6. Development of this site shall be in conformance with Stormwater Management Concept Plan (48436-2020-00), once approved, and any subsequent revisions.
7. The final plat of subdivision shall grant 10-foot-wide public utility easements along the public right-of-way MD 337 (Forestville Road) abutting the site, in accordance with the approved preliminary plan of subdivision.
8. Prior to certification of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:
 - a. Add the assigned TCP1 number, TCP1-006-2021, to the approval block and woodland conservation worksheet.
 - b. Add the correct site name to the woodland conservation worksheet and show no prior TCP revisions.
 - c. Add the proposed vacated land to the gross tract area and to the existing woodland total, in the woodland conservation worksheet and other TCP1 tables.
 - d. Add the following note under the woodland conservation worksheet:

“As part of TCP1-006-2021, one-half of the proposed vacated right-of-way (Old Forestville Road) shall be added to the gross tract area. The approved NRI (NRI-016-2020) showed the proposed vacated area on the plan view and no

specimen trees or PMA was located within this subject area. No revisions are required to the NRI as part of this vacation process”.

- e. Add an updated note to the revision block.
 - f. Have the revised plan signed and dated by the qualified professional preparing the plan.
9. Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-006-2021). The following notes shall be placed on the final plat of subdivision:
- “Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-006-2021), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission.”
10. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, the applicant and the applicant’s heirs, successors, and/or assignees shall provide and depict in the detailed site plan, prior to its certification, the following:
- a. Shared road pavement markings (sharrows), along the frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.
 - b. Shared road bikeway signage along the frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.
 - c. Standard sidewalk along the subject site’s frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.
11. Total development within the subject property shall be limited to uses that would generate no more than 12 AM and 20 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background**—The subject property is located southeast of the MD 337 (Forestville Road) and Andrews Federal Campus Drive intersection. The site is also flanked by I-95/495 (Capital Beltway) to the east. The property is currently vacant and is known as Parcel 153, described by deed recorded in Liber 30176 folio 447, and consists of 1.99 acres in the Light Industrial (I-1) Zone and Military Installation Overlay (M-I-O) Zone for height and noise. The site is subject to the 2013 *Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Sector Plan). This preliminary plan of subdivision (PPS) includes one parcel for development of 115,000 square feet of industrial development. The proposed development is subject to a PPS, in accordance with Section 24-107 of the Prince George's County Subdivision Regulations. The site has frontage on both MD 337 (Forestville Road) and Old Forestville Road (unimproved) to the northwest and west, respectively. The applicant is proposing to vacate part of Old Forestville Road abutting the subject site and has included it in the total site area for this application. The area proposed to be vacated is 0.11 acres, bringing the total site acreage to 2.10 acres.

Section 24-122(a) of the Subdivision Regulations requires that a 10-foot-wide public utility easement (PUE) be provided along public rights-of-way. The site abuts I-95/I-495, MD 337, and the unimproved Old Forestville Road. No PUEs currently exist on the subject property. The applicant requested approval of a variation to exclude PUE's along I-95/I-495 and Old Forestville Road, which is discussed further in this resolution.

3. **Setting**—The property is located on Tax Map 89 in Grid F3, in Planning Area 76A, and is zoned I-1. The abutting property to the north is vacant and located within the Limited Intensity Industrial (I-4) Zone. There are two properties beyond Old Forestville Road to the west. One is vacant and in the I-4 Zone, the other consists of a gas station, and is located within the Commercial Miscellaneous (C-M) Zone. The adjacent properties beyond MD 337, northwest of the site, are located within the I-4 and Multifamily Medium Density Residential (R-18) Zone. These properties are developed with an apartment building and a single-family detached dwelling. The adjacent properties beyond I-95/I-495 are located within the I-1, I-4, and C-M Zones.

4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	APPROVED
Zone	I-1	I-1
Use(s)	Vacant	Industrial
Acreage	1.99	2.10
Lots	0	0
Parcels	1	1
Dwelling Units	N/A	N/A
Gross Floor Area	0	115,000
Variance	No	No
Variation	No	Yes Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee meeting on April 16,2021.

5. **Previous Approvals**—There are no prior approvals associated with this site.
6. **Community Planning**—The 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and conformance with the Central Branch Avenue Sector Plan are evaluated, as follows:

Plan 2035

The application is in the Established Communities Growth Policy area designated in Plan 2035. The vision for the Established Communities area is most appropriate for context-sensitive infill and low- to medium-density development (page 20).

Sector Plan Conformance

The Central Branch Avenue Sector Plan recommends commercial-production, distribution, and repair land uses for the subject property.

Zoning

The site is located within the M-I-O Zone for height, Transitional Surface (7:1)-Left Runway Area G. The site is also within the M-I-O Noise Intensity Zone 60-74 decibels. Pursuant to Section 27-548.54(e)(2)(D) of the Prince George’s County Zoning Ordinance, the development must conform to the maximum height requirements. The height for proposed buildings will be further evaluated with the detailed site plan (DSP).

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to the Central Branch Avenue Sector Plan.

7. **Stormwater Management**—The applicant has submitted an unapproved Stormwater Management (SWM) Concept Plan (48436-2020-00), which is currently under review by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE). This plan proposes two different types of best management practices; a rain harvesting system and a submerged gravel wetland, which are proposed to improve surface and ground water

quality. The unapproved concept plan is generally consistent with the PPS and Type 1 tree conservation plan (TCP1) submitted, which shows the location of two stormwater outfalls placed at the limits of the 100-year floodplain.

Submittal of an approved SWM concept plan and approval letter will be required, prior to signature approval of the PPS. In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the approved SWM concept plan and any subsequent revisions, to ensure no on-site or downstream flooding occurs.

8. **Parks**—In accordance with Section 24-134(a) of the Subdivision Regulations, the subject PPS is exempt from the mandatory dedication of parkland requirement because it consists of nonresidential development.
9. **Bicycle and Pedestrian**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Central Branch Avenue Sector Plan to provide the appropriate pedestrian and bicycle transportation facilities.

Existing Conditions, Sidewalks and Bike Infrastructure

The site frontages on MD 337 and Old Forestville Road do not contain any existing bicycle or pedestrian facilities.

Review of Connectivity to Adjacent/Nearby Properties

The subject site is adjacent to existing industrial uses, as well as a designated commercial use with no current connections along the property's frontage.

Review of Conformance with MPOT 2009

One master plan facility impacts the subject site, which includes a shared roadway along MD 337. This development case is subject to the MPOT, which provides policy guidance regarding multimodal transportation. The Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling (MPOT, pages 9–10), which recommends the following facilities:

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

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

In conformance with the MPOT, the applicant shall provide a sidewalk, as well as shared roadway pavement markings (sharrows), accompanied by appropriate bikeway signage, along the subject site's frontage of MD 337. These improvements fulfill the intent of the complete streets policies and master plan recommendations above.

Review of Sector Plan Conformance

This development is also subject to the Central Branch Avenue Sector Plan, which includes the following recommendations for pedestrian and bicyclist facilities (page 99):

Provide pedestrian amenities that include trash receptacles, benches, and bus shelters.

This plan recommends high-quality walking and bicycling environment. The new environment will contain "friendly" infrastructure, trip-beginning, and end facilities such as bicycle parking, well-planned integration with other transport modes (page 120).

Bicycle parking is required to accommodate nonmotorized access to the proposed building. Designated space for a minimum of two inverted U-style racks, or a style similar that allows for two points of secure contact, is required at a location convenient to the building entrance. The applicant shall provide standard sidewalk, crosswalks, and associated Americans with Disabilities Act (ADA)-accessible curb ramps throughout the site for continuous pathways between the parking lot and building entrance. These improvements will fulfill the intent of the Central Branch Avenue Sector Plan policies above.

The required pedestrian and bicycle improvements fulfill the intent of the policies recommended above and are in compliance with the Central Branch Avenue Sector Plan, and the MPOT.

- 10. Transportation**—This PPS is for the purpose of creating one parcel to allow for 115,000 square feet of industrial development, in the form of a consolidated storage facility. Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout.

Because the proposal is expected to generate fewer than 50 peak-hour trips, a traffic impact study (TIS) was not required, however a TIS was submitted by the applicant. The subject property is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

- (A) Links and signalized intersections: Level-of-service E, with signalized intersections operating at a critical lane volume of 1,600 or better.
- (B) Unsignalized intersections: The procedure for unsignalized intersection is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections a three-part process is employed:
 (a) Vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed.

For all-way stop controlled intersections a two-part process is employed:
 (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed.

Analysis of Traffic Impacts

The PPS is for a plan that includes industrial uses. The trip generation is estimated using trip rates and requirements in the “Transportation Review Guidelines, Part 1” (Guidelines) and *Trip Generation Manual* (Institute of Transportation Engineers). The table below summarizes trip generation in each peak hour that was used in reviewing traffic for the site:

Trip Generation Summary: 4-20033 Suitland Self Storage						
Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Mini Warehouse (ITE -151)	7	5	12	9	11	20
Recommended Trip Cap			12			20

The traffic generated by the PPS would impact the following intersections, interchanges, and links in the transportation system:

- MD 337/Andrews Federal Campus Drive/Site Access (signalized)
- MD 337/I-495 SB Off-Ramp (signalized)
- MD 337/Allentown Road (signalized)

The following critical intersections, interchanges, and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	AM	PM	AM	PM
MD 337 (Forestville Road)/Andrews Federal Campus Drive/Site Access	485	764	A	A
MD 337 (Forestville Road)/I-495 SB Off-Ramp	836	1189	A	C
MD 337 (Forestville Road)/Allentown Road	770	952	A	A

None of the critical intersections identified above are programmed for improvements with 100 percent construction funding within the next six years in the current Maryland Department of

Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. In addition, through a review of nearby properties, it is found that no background developments, as defined by approved but unbuilt developments with valid PPS, final plats, or special exceptions, would impact the critical intersections. While no background developments were identified, the traffic study has included a 1 percent regional growth rate over a two-year period along the MD 337 corridor.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 337 (Forestville Road)/ Andrews Federal Campus Drive/Site Access	495	780	A
MD 337 (Forestville Road)/I-495 SB Off-Ramp	853	1213	A	C
MD 337 (Forestville Road)/Allentown Road	785	971	A	A

The following critical intersections identified above, when analyzed with total future traffic as developed using the Guidelines, including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 337 (Forestville Road)/ Andrews Federal Campus Drive/Site Access	508	806	A
MD 337 (Forestville Road)/I-495 SB Off-Ramp	857	1226	A	C
MD 337 (Forestville Road)/Allentown Road	792	979	A	A

The results under total traffic conditions show that the critical intersections will operate adequately. The site access intersection of MD 337 and Andrews Federal Campus Drive is owned and maintained by Prince George's County. Coordination with DPIE is required for any necessary signal modification, in addition to any physical improvements, at the time of permitting.

Sector Plan, MPOT, and Site Access

The PPS includes access via MD 337 at the intersection with Andrews Federal Campus Drive. The property's location is governed by the Central Branch Avenue Sector Plan, as well as the MPOT. The subject property has frontage on both MD 337 and Old Forestville Road. MD 337 has been designated as master plan collector road and has an 80-foot right-of-way that is included on the submitted plans. The applicant proposes to vacate Old Forestville Road via Vacation application V-20004. The application is acceptable pursuant to Section 24-123 of the Subdivision Regulations and a trip cap for the subject site to not exceed 12 AM and 20 PM peak-hour trips is required.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required in accordance with Section 24-124 of the Subdivision Regulations.

11. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George’s County Council Resolutions CR-23-2001 and CR-38-2002, and it is concluded that the property is exempt from a review for schools because it is a nonresidential use.
12. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects section, dated April 20, 2021 (Perry to Heath), incorporated by reference herein.
13. **Public Utility Easement (PUE)**—Section 24-122(a) requires that, when utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The required PUE is delineated on the PPS along the subject site frontage of the public right-of-way of MD 337. The subject site is also flanked by Old Forestville Road, which the applicant is proposing to vacate, as well as I-95/I-495. The applicant is requesting approval of a variation from the standard requirement to eliminate the PUE’s along these two rights-of-way, in accordance with the findings below.

Variation Request—The applicant has requested a variation from the standard PUE requirement, in accordance with Section 24-113 of the Subdivision Regulations, which sets forth the following required findings for approval of a variation (in **BOLD**), followed by review comments:

Section 24-113 Variations

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

- (1) **The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;**

The granting of the variation will not be detrimental to public safety, health, or welfare, or injurious to other properties. As previously described, the standard PUE is not necessary for the proposed site along Old Forestville Road and I-95/I-495, as there is not a need to extend electric, telecommunications, and gas facilities around or through the property. The applicant has designed the site to provide a 10-foot-wide PUE along the property's frontage of MD 337.

- (2) **The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The circumstances impacting the site are unique, as Old Forestville Road is undeveloped, and the applicant is proposing to vacate the road. If the vacation is granted, a 10-foot-wide PUE would not be serving its intended purpose. In addition to this, the property's frontage on I-95/I-495 is currently occupied by a 40-foot-wide Washington Suburban Sanitary Commission (WSSC) easement, which contains a 54-inch water line. A 10-foot PUE would not be able to overlap this WSSC easement. These two variables of a proposed road vacation and an existing easement are not generally applicable to other properties.

- (3) **The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and**

The requested variation does not constitute a violation of any other applicable law, ordinance, or regulation. As stated above, the site will have a 10-foot-wide PUE along its frontage of MD 337, in order to extend utility services. The variation from Section 24-122(a) is unique to the Subdivision Regulations and under the sole authority of the Prince George's County Planning Board. This PPS and variation request for the location of PUE's was referred to the public utility companies and none have opposed this request.

- (4) **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;**

The property's physical surroundings give rise to a particular hardship that can be distinguished from a mere inconvenience. The site is flanked to the east by the undeveloped Old Forestville Road, which the applicant is proposing to vacate. The site is flanked to the east by I-95/I-495, which frontage is occupied by an existing 40-foot-wide WSSC easement. If the strict letter of these regulations were carried out, it would constrict an already constrained site on two sides, as well as be impractical and unnecessary if Old Forestville Road is vacated.

- (5) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George’s County Code.**

The subject property is zoned I-1; therefore, this provision does not apply.

The variation request is supported by the required findings. Approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, to facilitate providing adequate public facilities, and ensure that PUEs will be provided in functional locations.

Therefore, the variation from Section 24-122(a), for omission of the required PUEs along Old Forestville and I-95/I-495 is approved

14. **Historic**—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. The subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.
15. **Environmental**—The following applications and associated plans have been reviewed for the subject site:

Background

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
N/A	TCP2-122-02	Staff	Approved	12/23/2002	N/A
N/A	TCP2-122-02-01	Staff	Approved	6/8/2006	N/A
NRI-166-2020	N/A	Staff	Approved	1/26/2021	N/A
4-20033	TCP1-006-2021	Planning Board	Approved	5/27/2021	2021-70

Proposed Activity

The applicant is requesting approval of a PPS and TCP1-006-2021, for development of 115,000 square feet of industrial use.

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitles 24 and 27 that came into effect on September 1, 2010 because the application is for a new PPS.

Site Description

This 1.99-acre site is zoned I-1 and is located at 4350 Forestville Road, across from Andrews Federal Campus Drive in Suitland. The property is bounded to the north by woodlands and 100-year floodplain associated with Henson Creek, to the east by I-95/I-495, to the west by an unimproved street (Old Forestville Road) and woodlands, and to the northwest by MD 337. A review of the available information indicates that regulated environmental features (100-year floodplain) are located on-site. The soil types found on-site according to the U.S. Department of Agriculture Natural Resources Conservation Services, Web Soil Survey are Beltsville-Urban land complex, Croom-Marr-Urban land complex, and Marr-Dodon-Urban land complex. Marlboro or Christiana Clays do not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or near this property. The on-site stormwater drains to the north, toward the off-site stream system. This site is in the Henson Creek watershed, which flows into the Potomac River. The site has frontage on MD 337, Old Forestville Road, and on I-95/I-495. The site is not adjacent to any roadways designated as scenic or historic. The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035. The approved 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan) shows most of the site within the evaluation area, with the northern property line area identified as the regulated area, located within the 100-year floodplain.

The applicant proposes to vacate part of the adjacent, unimproved Old Forestville Road right-of-way, and the area of vacated land that will be added to the gross tract area is approximately 0.11 acre. The area of vacated land is shown on the Natural Resources Inventory Plan (NRI) and contains woodlands, but no regulated environmental features or specimen trees.

Sector Plan Conformance

The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035 and the Central Branch Avenue Sector Plan, and the proposed development is found to be consistent with the plan recommendations.

The Central Branch Avenue Sector Plan does not identify the property as within a core focus area. The proposed future land use map identifies commercial-production, distribution, and repair as the property's future use. The proposed industrial use conforms to the Central Branch Avenue Sector Plan.

Countywide Green Infrastructure Plan

The entire site is within the evaluation and regulated area of the Green Infrastructure Plan, because it is adjacent to Henson Creek and associated 100-year floodplain, stream buffers, wetlands, and steep slopes. The design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035 and can be found to be in general conformance with the Green Infrastructure Network.

ENVIRONMENTAL REVIEW

Natural Resources Inventory Plan/Existing Features

The application has an approved NRI-166-2020. The TCP1 and PPS show all the required information correctly, in conformance with the NRI. No specimen trees are located on-site. No revisions are required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in area and contains more than 10,000 square feet of existing woodland. TCP1-006-2021 was submitted with the current application.

Based on the submitted TCP1, the overall site contains a total of 1.27 acres of net tract woodlands and 0.03 acre of wooded floodplain. The plan proposes to clear 1.13 acres of net tract woodlands, 0.03 acre of wooded floodplain, and 0.07 acre of off-site woodlands. The resulting woodland conservation requirement is 0.93 acre, which is proposed to be met with 0.93 acre of payment into the woodland conservation fee-in-lieu fund. The proposed vacated land and additional woodlands were not added to the woodland conservation worksheet with the submitted TCP1 and will need to be added to the TCP1 and included in woodland conservation calculations, prior to the PPS certification.

Technical revisions are required to the TCP1 prior to certification.

Regulated Environmental Features

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5). The site contains 100-year floodplain and steep slopes which comprise the primary management area (PMA).

Impacts to the regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing, or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with County Code.

Impacts are proposed to the delineated PMA for the placement of two stormwater outfall structures and for a retaining wall. A statement of justification (SOJ) was received with the revised application dated January 31, 2021, for the proposed impacts to the PMA (100-year floodplain and steep slopes).

Statement of Justification

The SOJ includes a request for two PMA impacts totaling 2,397 square feet proposed to the 100-year floodplain and adjacent steep slopes.

The application area has a floodplain (Henson Creek) along the northern boundary line. These on-site floodplain and PMA impacts are necessary for the following reasons: the site needs to discharge the on-site waters to an on-site or adjacent existing water resource; there are steep slopes associated with the floodplain area that need to be impacted for adequate grading that cannot tie into existing grades; and there are two proposed outfall structures for the development that will outfall to the on-site floodplain. These stormwater outfalls and retaining wall are located along the northern property line, adjacent to the floodplain.

Analysis of Impacts

Based on the SOJ, the applicant is requesting a total of two impacts (1 and 2) as described below:

Impact 1

PMA impacts totaling 1,036 square feet are requested for the construction of a retaining wall and one SWM outfall structure. The impact areas will disturb 519 square feet of steep slopes and 517 square feet of 100-year floodplain.

Impact 2

PMA impacts totaling 1,361 square feet are requested for the construction of one SWM outfall structure. The impacts are to 160 square feet of steep slopes and 1,201 square feet of 100-year floodplain.

These PMA impacts are necessary for the orderly and efficient development of the subject property and are approved.

16. Urban Design—Conformance with the Zoning Ordinance (Subtitle 27) is evaluated as follows:

The subject application includes one 2.10-acre parcel for development of a consolidated storage facility. The consolidated storage use is permitted on this property, subject to the regulations of Section 27-475.04 of the Zoning Ordinance, requiring DSP approval.

Conformance with the Zoning Requirements

The proposed development will be required to demonstrate conformance with the applicable requirements of the Zoning Ordinance, at the time of DSP review, including but not limited to, the following;

- Section 27-469, I-1 Zone ;
- Section 27-473(b) regarding the Table of Uses for the I-1 Zone;
- Section 27-474 regarding regulation in the I-1 Zone;
- Part 10 C regarding the M-I-O Zone;
- Part 11, Off-street Parking and Loading; and
- Part 12, Signs.

Conformance with the 2010 Prince George’s County Landscape Manual

This development will be subject to the requirements of the 2010 *Prince George’s County Landscape Manual* at the time of DSP. Specifically, the site is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Conformance with the applicable landscaping requirements will be determined at the time of DSP review.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. Properties in all industrial zones are required to provide a minimum of 10 percent of the gross tract area, which equals to approximately 0.21 acre for this property, to be covered by tree canopy. Compliance with this requirement will be evaluated at the time of DSP review.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, May 27, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 17th day of June 2021.

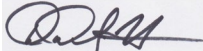
Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

EMH:JJ:AH:nz


APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: June 8, 2021



DATE: September 21, 2021
TO: Andree Green Checkley, Esq., Planning Director
VIA: Jill Kosack, Chair, Alternative Compliance Committee
FROM: Rachel Guinn, Alternative Compliance Committee Member
PROJECT NAME: Suitland Self Storage
PROJECT NUMBER: Alternative Compliance AC-05014-01
COMPANION CASE: Detailed Site Plan DSP-20048

ALTERNATIVE COMPLIANCE	
Recommendation:	<input checked="" type="checkbox"/> Denial Section 4.2
Justification: SEE ATTACHED	
	Rachel Guinn
	
	Reviewer's Signature

PLANNING DIRECTOR'S REVIEW					
<input type="checkbox"/>	Final Decision	<input type="checkbox"/>	Approval	<input type="checkbox"/>	Denial
<input checked="" type="checkbox"/>	Recommendation	<input type="checkbox"/>	Approval	<input checked="" type="checkbox"/>	Denial
<input checked="" type="checkbox"/>	To Planning Board				
<input type="checkbox"/>	To Zoning Hearing Examiner				
Planning Director's Signature _____					Date

APPEAL OF PLANNING DIRECTOR'S DECISION	
Appeal Filed:	
Planning Board Hearing Date:	
Planning Board Decision:	<input type="checkbox"/> Approval <input type="checkbox"/> Denial
Resolution Number:	

Alternative Compliance: AC-05014-01
 Name of Project: Suitland Self Storage
 Companion Case: Detailed Site Plan DSP-20048
 Date: September 21, 2021

Alternative compliance is requested from the requirements of Section 4.2, Landscape Strips Along Streets, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), along Old Forestville Road, on the site's western property line.

Location

The subject 1.99-acre property is located in the northeast quadrant of the intersection of Forestville Road and I-95/495 (Capital Beltway) and is known as Parcel 153, as shown on Tax Map 089-F3. The site is located at 4350 Forestville Road and is currently vacant. The property is triangular and bounded to the southeast by I-95/495, to the northeast by a vacant, wooded property with 100-year floodplain associated with Henson Creek in the Limited Intensity Industrial (I-4) Zone, and to the west by Forestville Road and the platted, but unimproved Old Forestville Road, with properties in the Multifamily Medium Density Residential, I-4, and Commercial Miscellaneous Zones beyond. The site is entirely within the Military Installation Overlay Zone for height and noise.

The property is also located within the geography previously designated as the Developed Tier of the 2014 *Plan Prince George's 2035 Approved General Plan*, as found in Prince George's County Planning Board Resolution No. 14-10 (see Prince George's County Council Resolution CR-26-2014).

Background

Detailed Site Plan DSP-20048 proposes a 119,674-square-foot consolidated storage facility, parking, fencing, signage, and landscaping. Old Forestville Road, located along the western side of the site, is a platted, unimproved right-of-way that has been unused for approximately 50 years. Alternative compliance is requested from the requirements of Section 4.2, Landscape Strips Along Streets, for sections of the boundary along Old Forestville Road.

The application is subject to the Landscape Manual because of the proposed consolidated storage use and meets the requirements with the exception of Section 4.2. Alternative compliance is requested along sections of the western property line because the site improvements do not meet the minimum requirements for the landscape strip. Specifically, the applicant is seeking relief, as follows:

REQUIRED: Section 4.2, Landscape Strips Along Streets, along sections of the western property line adjacent to Old Forestville Road

Landscape Strip # 5

Length of landscape strip	95 linear feet
Design Option Selected	Option 1 (10-foot landscape strip)
Number of Shade Trees Required	3
Number of Shrubs Required	28
25-foot strip of existing trees	No

Landscape Strip #6

Length of landscape strip	121 linear feet
Design Option Selected	Option 1 (10-foot landscape strip)
Number of Shade Trees Required	4
Number of Shrubs Required	35
25-foot strip of existing tree	No

PROVIDED: Section 4.2, Landscape Strips Along Streets, along sections of the western property line adjacent to Old Forestville Road

Landscape Strip #5

Length of landscape strip	95 linear feet
Design Option Selected	None
Number of Shade Trees Provided	0
Number of Shrubs Provided	0
25-foot strip of existing trees	No

Landscape Strip #6

Length of landscape strip	121 linear feet
Design Option Selected	5-foot landscape strip
Number of Shade Trees Provided	4
Number of Shrubs Provided	35
25-foot strip of existing trees?	No

Justification of Recommendation

The applicant is requesting alternative compliance from Section 4.2, Landscape Strips Along Streets, of the Landscape Manual, for sections of the western property line adjacent to Old Forestville Road. On a 95-foot section of this boundary, no landscape strip is provided, and on another 121-foot section, a 5-foot landscape strip with the required number of plant units is provided, instead of the 10-foot strip required.

The applicant’s proposal does not meet the required width or number of plant units for the landscape strip due to constraints, including the difficulty in vacating Old Forestville Road, the triangular shape of the site, and the 100-year floodplain and primary management area to the northeast. Strict conformance to the requirements of the Landscape Manual would require reducing the size of the building and/or parking lot to meet these requirements. This is not feasible, as it would likely impact the economic viability of the project.

While the Alternative Compliance Committee understands that the existing conditions of the site limit the ability to meet the requirements of Section 4.2, the Committee does not find the applicant’s proposal to be equally effective in fulfilling the intent and purposes of Section 4.2 of the Landscape Manual and, therefore, concludes that the proposed alternative design solution fails to meet the approval criteria.

Recommendation

The Alternative Compliance Committee recommends DISAPPROVAL of Alternative Compliance AC-05014-01 from the 2010 *Prince George's County Landscape Manual* for Section 4.2, Landscape Strips Along Streets, along Old Forestville Road on the site's western property line.

LAW OFFICES
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Bradley S. Farrar
L. Paul Jackson, II*
*Also admitted in the District of Columbia

July 12, 2021

VIA HAND DELIVERY

Mr. William Capers
Ms. Jill S. Kosack
Prince George's County Planning Department
Development Review Division
14701 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**RE: Detailed Site Plan (DSP-20048) and Departure from Design
Standards (DDS-680) for Suitland Self Storage Zone**

Dear Mr. Capers and Ms. Kosack,

On behalf of our client, SSZ Suitland Self Storage, LLC (Applicant), Shipley & Horne, P.A., hereby submits this Statement of Justification in support of a proposed Detailed Site Plan for the development of a 110,674 square foot 999-unit consolidated storage facility, parking, fencing, signage, and landscaping on the subject property.

The companion Preliminary Plan of Subdivision 4-20033 case was recently heard and approved at a public hearing before the Prince George's County M-NCPPC Planning Board on May 27, 2021. Originally, the Applicant promoted the actions of both M-NCPPC and Prince George's County on the vacation of one-half of the adjoining property known as the Old Forestville Road right-of-way. However, subsequent to the original preliminary plan of subdivision application filings, the Applicant has unfortunately learned after extensive research in the Maryland Land Records, State Archives, and other research, that due to its antiquity, the aforementioned Old Forestville Road is an unplatted former right-of-way. Based on this determination, discussions were initiated with officials of the Prince George's County's Department of Public Works and Transportation Right of Way Division (DPW&T). Based on those discussions, the Applicant has decided that due to the extensive time involved and the uncertainty of a successful conclusion, to abandon their attempt at requesting the vacation of the Old Forestville Road right-of-way, and modified the building design to fit on the existing approximately 1.99-acre Parcel 153.

Due to the extended time delays and challenges associated with the Old Forestville Road right-of-way vacation, the Applicant had to reduce the scope of their project to compensate for the loss of anticipated additional land area to Parcel 153's side yard along the Old Forestville Road. The Applicant has requested Alternative Compliance (i.e., AC-05014-01) from the Landscape Manual

relating to the Section 4.2 Commercial and Industrial Landscaped Strip Requirements along the abandoned road right-of-way. If that application was denied, the Applicant is requesting a Departure from Design Standards. Specifically, the DDS-680 application provide a departure to the Landscape Manual Section 4.2 Commercial and Industrial Landscaped Strip Requirements along the southwest property line, which is unavoidable because the aforementioned Old Forestville Road has been abandoned and has gradually become covered with a secondary growth of woodlands since the construction of the Capitol Beltway and nearby interchange in the early 1960's (i.e., its pavement unmaintained with trees growing through old asphalt).



I. Site Location and Description:

The proposed Suitland Self Storage Zone is located along the east side of Forestville Road south of Suitland Parkway in Planning Area 76A, Council District 6, and within the Developing Tier. The property is identified with a current street address of 4350 Forestville Rd, Suitland, Maryland 20746 (“the property”). The property is also known as Parcel 153 under Tax Map 089, Grid F3. A location aerial photographic image showing the subject property and its surrounding environs is included as **Exhibit 1**. The subject site is an irregular-shaped through lot designed with the proposed building facing Forestville Road and the rear of the building facing the Capital Beltway. Vehicular access is designed from the east side of Forestville Road at the existing signalized intersection at Forestville Road (MD 337) and Andrews Federal Campus Drive.



Exhibit 1 (not to scale)

II. Surrounding Uses:

To the north of the property is a large vacant parcel of land located in the I-4 Zone; to the east is the Capital Beltway (I-95/495) ROW; to the south is on the opposite side of the abandoned and vacant Old Forestville Road right-of-way are two parcels, (Parcel D is an automobile service station located in the C-M Zone, and vacant Parcel E located in the I-4 Zone); and, to the west of the property across Forestville Road is the Forest Village multifamily residential development in the I-4 Zone. A location map showing the subject property is included as **Exhibit 2**.

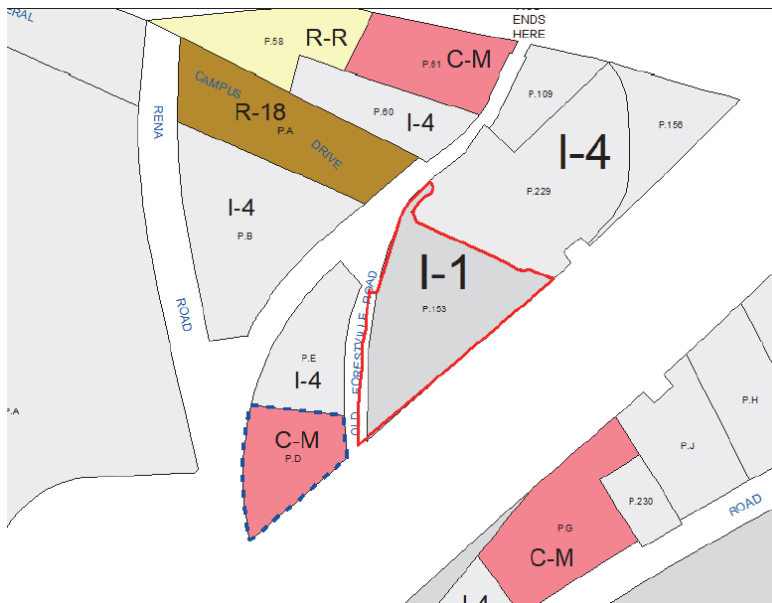


Exhibit 2 (not to scale)

III. Nature of Request and Description of Subject Property:

As discussed on page 1 above, the purpose of this Detailed Site Plan is for the development of a 110,674 square foot 999 unit consolidated storage facility, parking, fencing, signage, and landscaping on the subject property. The site is also flanked by I-95/495 (Capital Beltway) to the east. The property is currently vacant and is known as Parcel 153, described by deed recorded in Liber 30176 folio 447, and consists of 1.99 acres in the Light Industrial (I-1) Zone and Military Installation Overlay (M-I-O) Zone for height and noise.

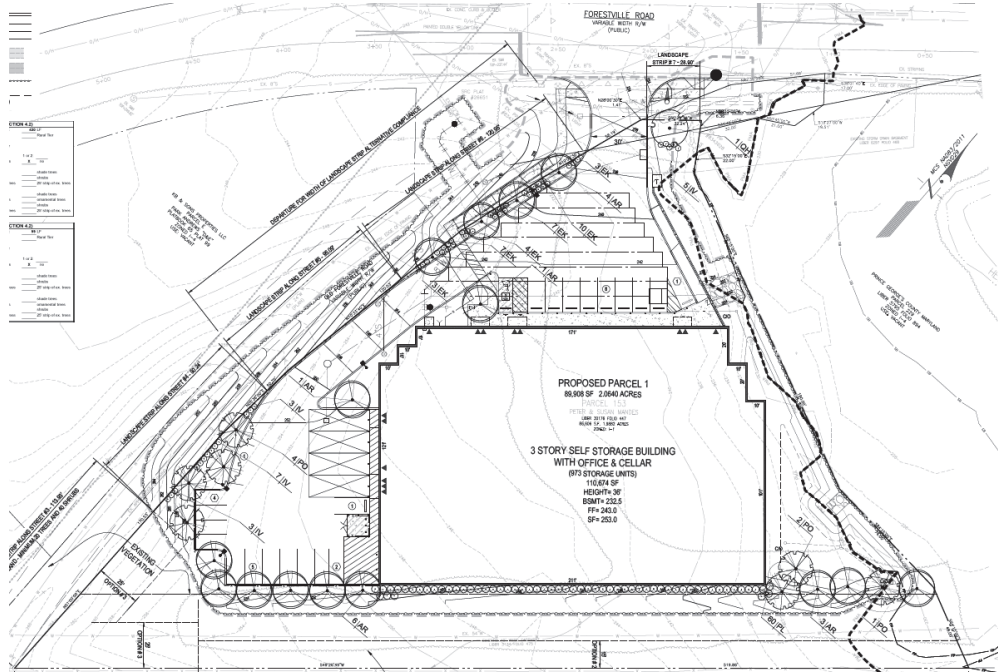
The site is subject to the 2013 *Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Sector Plan). The property is subject to the Preliminary Plan of Subdivision (4-20033) application that was recently approved by the Prince George’s County Planning Board on May 27, 2021, for the proposed consolidated storage development. Consolidated Storage is permitted by right in the I-1 Zone provided the use meets the requirements of Section 27-475.04 of the Zoning Ordinance.

The proposed site plan designed in support of the four (4) story 110,674 square-foot building provides a parking compound with fifteen (15) standard size and seven (7) compact parking spaces, and one (1) van accessible space for the physically handicapped. Four (4) loading spaces will also be provided that are dimensioned at 12-feet in width by 33-feet in length.

Preliminary Plan of Subdivision (PPS) 4-20033 found that all adequate public facilities requirements had been met. The Maryland-National Capital Park & Planning Commission’s, (M-NCPPC). The Transportation Planning Staff determined that the submitted application was acceptable pursuant to Section 24-123 of the Subdivision Regulations and recommended a trip cap for the subject site to not exceed 12 AM and 20 PM peak-hour trips. As a result, the Applicant’s proposed expansion would not violate any presumed trip cap in the PPS approval.

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 337 (Forestville Road)/ Andrews Federal Campus Drive/Site Access	508	806	A
MD 337 (Forestville Road)/I-495 SB Off-Ramp	857	1226	A	C
MD 337 (Forestville Road)/Allentown Road	792	979	A	A

Therefore, based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required in accordance with Section 24-124 of the Subdivision Regulations, with the recommended conditions.



Site Plan (not to scale)

IV. Development Data Summary:

	<u>EXISTING</u>	<u>PROPOSED (DSP-20048)</u>	<u>REQUIRED Parking & Loading</u>
Zone(s)	I-1	I-1	-
Use(s)	Vacant	Consolidated Storage	-
Acreage	1.99	1.99	-
Gross Floor Area	0	110,674	-
Parcels	1	1	-
Number of Internally Accessed Units	N/A	N/A	-
Office Space (sq. ft.)	0	750	3
Dwelling Units	N/A	N/A	-
Variance	No	No	
Parking Spaces			
Standard	0	15	-
Compact	0	7	-
Handicapped Spaces	0	1	1
Total	0	23	23
Loading Spaces (12' x 33')	0	4	4

V. **Relationship to County Plans and Policies:**

General Plan:

This proposal is consistent with the vision, policies, and strategies contained within the 2002 Prince George's County Approved General Plan and the Plan Prince George's 2035 Approved General Plan (Plan Prince George's 2035). The subject property in this application is in the Developed Tier of the 2002 General Plan. The Plan Prince George's 2035 land use map identifies the subject property as vacant land. The proposed land use map identifies the property as commercial. The vision for the Developed Tier was a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods.

April 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan:

The subject property is located within the boundaries of the April 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* land use recommendations for Commercial - Production, Distribution & Repair uses. Development of this site presents a unique opportunity to take what could be a typical suburban development and redesign it to meet the plan's goals and vision; consolidated storage facilities usually serve the general area/neighborhood within which they are located.

Requirements of the Zoning Ordinance:

Section 27-473, Uses Permitted in Industrial Zones: A consolidated storage facility is a permitted use in the I-1 Zone in accordance with Section 27-475.04, Consolidated Storage. The site will be developed in accordance with the regulations of the I-1 Zone.

Section 27-474, Regulations for the I-1 Zone: The proposed parcel for light industrial development appears to be sufficient in size to meet the regulations for the I-1 Zone as stated in Section 27-474. The property will be required to provide a 25-foot setback from the ultimate right-of-way line of all streets, which shall be at least 35 feet from the centerline, unless it is greater as shown on an approved plan, master plan, or capital improvement program per Section 27-474(b), Footnote 4. Additionally, a minimum 30-foot setback combined total for both sides is required along the side yard adjoining non-residentially-zoned land. The DSP-20048 site plan complies with these requirements.

Section 27-475.04, Consolidated Storage: The proposed consolidated storage use in the I-1 Zone has to be developed in accordance with this section, which requires a detailed site plan to be approved in accordance with Part 3, Division 9 of Subtitle 27. Additional requirements in this section include that the entrances to individual consolidated storage units may not be visible from a street or from adjoining land in any commercial zone, which includes all four sides of the subject property, that they shall be oriented toward the interior of the development or completely screened from view, and that the maximum height of the building shall be 36 feet. Final compliance with these requirements will be reviewed at the time of the detailed site plan.

Other Design Issues: The I-1 Zone does not typically require detailed site plan approval, except for certain uses, such as the consolidated storage use in this application. However, the I-1 Zone allows a wide range of other uses that are not readily compatible with the surrounding development, which has been through various detailed site plan reviews and approvals.

Approved Countywide Green Infrastructure Plan:

The subject property is identified as an Evaluation Area within the boundaries of the Approved Countywide Green Infrastructure Plan and does not contain any regulated areas, evaluation areas or network gaps.

County's Ten Year Water and Sewerage Plan:

The 2010 Water Resources Functional Master Plan amends the 2002 General Plan and provides growth guidance expressed as goals, policies, and strategies to address water quality impacts associated with land use in the County. The Plan references the Ten-year Water and Sewer Plan and addresses explicitly: Drinking Water Supply, Water Treatment, and Stormwater Management.

The 2010 Water and Sewer Plan placed this property in water and sewer Category 3, Community System, and within Tier 1 under the Sustainable Growth Act, the site will, therefore, be served by public systems.

The site development will be provided potable water by connecting to an existing 12-inch water line in the Forestville Road ROW. Sewer service to the subject property will be provided by connecting to an existing 8-inch main located within the Forestville Road right-of-way. Water and sewer line extensions and/or an on-site system may be required to service the proposed development must be approved by the Washington Suburban Sanitary Commission (WSSC).

Stormwater Management:

The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A stormwater management concept plan (No. 48436-2020) has been submitted and approved by the Department of Permitting, Inspections, and Enforcement. According to the concept plan, the proposed design quantity and quality management of stormwater will be through a combination of [1] underground storage of stormwater and [2] above-ground stormwater management pond. The approved concept plan design ensures that this site's development does not result in on-site or downstream flooding. Development must be in accordance with the approved Plan or any subsequent revisions.

Woodland Conservation Ordinance:

Easement – Section 25-122(d)(1)(B) requires that woodlands preserved, planted or regenerated in fulfillment of woodland conservation requirements on-site be placed in a woodland conservation easement recorded in the land records. This is in conformance with the requirements of the state Forest Conservation Act, which requires that woodland conservation areas have long-term protection measures in effect at all times.

This property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in area and contains more than 10,000 square feet of existing woodland. TCP1-006-2021 was submitted with the current PPS 4-20033 application and was also approved by the Planning Board on May 27, 2021.

Based on the submitted TCP1, the overall site contains a total of 1.27 acres of net tract woodlands and 0.03 acre of wooded floodplain. The plan proposes to clear 1.15 acres of net tract woodlands, 0.03 acre of wooded floodplain, and 0.10 acre of off-site woodlands. The resulting woodland conservation requirement is 1.0 acre, which is proposed to be met with 0.93 acre of with payment into the woodland conservation fee-in-lieu fund or within an approved off-site Tree Bank.

TYPE I TREE CONSERVATION PLAN



Environmental Review:

Per the NRI-166-2020 approved on January 26, 2021, approximately 0.130-acres of the property are defined within the Primary Management Areas (PMA) associated with the off-site

Henson Creek, of which, 0.07-acres of the property is located within the 100-year floodplain. The site is largely covered with Intermediate Aged woodlands growth. According to the Prince George's County Soil Survey, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. The site is located within a Stronghold Watershed as established by the Maryland Department of Natural Resources. Per the NRI-166-2020 approved on January 26, 2021, approximately 0.130-acres of the property are defined within the Primary Management Areas (PMA) associated with the off-site Henson Creek, of which, 0.07-acres of the property is located within the 100-year floodplain.

2009 Master Plan of Transportation:

According to the 2009 Master Plan of Transportation, the site is adjacent to the existing Forestville Road is defined as an existing two-lane roadway that is classified as a collector (C-426) with a posted speed limit of 30 MPH in the vicinity of the site. Maryland 337 (Allentown Road) is a four-lane roadway that is classified as an arterial (A-50) with a posted speed limit of 35 MPH in the vicinity of the site. Adequate right-of-way consistent with master plan recommendations is currently in place along this roadway section. The Applicant submitted an illustrative site plan showing the location of proposed buildings, parking areas, and driveways. Access, parking, and circulation patterns will be reviewed per sections 24-122 – 24-124 of the Subdivision Ordinance. Shared Lane, Planned bicycle and trail recommendations are defined within in the 2009 Approved Countywide Master Plan of Transportation (MPOT). Upon completion of the Final Plat and dedication, the PPS includes sufficient dedication to provide an 80-foot ROW.

Parks and Recreation:

In accordance with Section 24-134(3)(a) of the Subdivision Regulations, the subject subdivision is exempt from the mandatory dedication of parkland requirements because it consists of nonresidential development.

Schools:

The proposed Preliminary Plan has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (County Council Resolutions CR-23-2001 and CR-38-2002) and concluded that the subdivision is exempt from a review for schools because it is a nonresidential use.

VI. Relationship to Requirements in the Zoning Ordinance:

Section 27-281 - Purposes of Detailed Site Plans:

(b) General DSP Purposes:

(1) The general purposes of Detailed Site Plans 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;**

Response: The subject property will continue to be developed in accordance with the relevant land use policy recommendations contained in the 2035 General Plan which recommend an employment/industrial future land use and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* which recommends an industrial future land use.

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

The purposes of the I-1 Zone are found in Section 27-469 and include the following:

Section 27-469. - I-1 Zone (Light Industrial)

(a) **Purposes.**

(1) **The purposes of the I-1 Zone are:**

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

Response: The consolidated storage use is a permitted use in the I-1 Zone and is consistent with the land-use recommendations for the property within the 2035 General Plan and 2006 Master Plan which recommend an industrial/employment land use.

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

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

the adjoining property is used for a vehicle towing station or a vehicle salvage yard.

Response: The submitted site plan demonstrates that 42.8 percent of the property (or 36,324 square feet) will be maintained as a green area. Subject to the approval of DDS-680, the subject application has also been designed to meet all other applicable requirements of the *Landscape Manual* and Tree Canopy Coverage Ordinance.

(c) Outdoor storage.

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

Response: No outdoor storage is proposed on the subject property.

(d) Uses.

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

Response: Consolidated storage in accordance with Section 27-475.04 is a permitted use in the I-1 Zone.

(e) Regulations.

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

Response: The submitted site plan has been designed in accordance with the above requirements.

Section 27-281(b) - Purposes of Detailed Site Plans - Continued:

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

Response: The proposed development is designed in accordance with site design guidelines in this Division. The “general” site design guidelines are found in Section 27-283 and require the following:

- (a) The Detailed Site Plan shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan (Section 27-274).**
- (b) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development, and the specific zone in which it is to be located.**
- (c) These guidelines may be modified in accordance with Section 27-286.**

Response: The subject DSP-20048 has been developed in accordance with the site plan design guidelines contained in Section 27-274 that pertain to the following relevant design elements:

Section 27-274 – Design Guidelines

(1) General

(A) The Plan should promote the purposes of the Conceptual Site Plan.

Response: This finding is not applicable to the subject application. There is no underlying conceptual design plan associated with the subject property.

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**
- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

Response: The proposed parking compound is designed so that all loading requirements for the storage facility can be fully met on-site without creating the need for a departure. All parking and loading space sizes and driveway aisles have been designed in accordance with Part 11 of the Zoning Ordinance.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

- (i) **Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) **Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

Response: The submitted landscape plan demonstrates compliance with the above two design standards.

(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:

- (i) **The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
- (ii) **Entrance drives should provide adequate space for queuing;**
- (iii) **Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
- (iv) **Parking areas should be designed to discourage their use as through-access drives;**
- (v) **Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
- (vi) **Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
- (vii) **Parcel pick-up areas should be coordinated with other on-site traffic flows;**
- (viii) **Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
- (ix) **Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) **Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) **Barrier-free pathways to accommodate the handicapped should be provided.**

Response: The limits of the parking compound and on-site circulation driveway aisle widths and parking spaces sizes have been fully designed in accordance with the requirements of Part 11 of the Zoning Ordinance and will provide safe, efficient on-site circulation for both pedestrians and

drivers. All crosswalks along pedestrian sidewalks routes are prominently identified/marked and ADA compliant to accommodate access into the building for the physically handicapped.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character. To fulfill this goal, the following guidelines should be observed:**
 - (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
 - (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
 - (iii) The pattern of light pooling should be directed on-site;**
 - (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;**
 - (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
 - (vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

Response: The lighting proposed in this DSP meets all of the above requirements. All prominent on-site elements, such as the main entrance to the building, will be consistently lit throughout the appropriate portions of the day. The site also utilized full cut-off optics to limit light spill-over into adjacent properties.

(4) Views.

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

Response: There are no on-site or adjacent public areas or incompatible uses associated with the submitted DSP-20024 application.

(5) Green area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**

- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;
- (ii) Green area should link major site destinations such as buildings and parking areas;
- (iii) Green area should be well-defined and appropriately scaled to meet its intended use;
- (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;
- (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;
- (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and
- (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.

Response: Section 27-469(b)(1) requires that in the I-1 Zone at least ten percent (10%) of the net lot area be maintained as a green area. Based on the submitted site plan, approximately 42.8% of the property (or 36,324 square feet) will be maintained as a green area. Subject to the approval of DDS-680, the subject application has also been designed to meet all applicable requirements of the *Landscape Manual* and Tree Canopy Coverage Ordinance.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:
 - (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;
 - (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;
 - (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;
 - (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;
 - (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

Response: The subject DSP-20048 application is designed in accordance with the conditions of approval associated with the Preliminary Plan of Subdivision 4-20033 case that was recently heard and approved at a public hearing before the Prince George's County M-NCPPC Planning Board on May 27, 2021.

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:
 - (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;
 - (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;
 - (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;
 - (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and
 - (v) Drainage devices should be located and designed so as to minimize the view from public areas.

Response: All grading will conform to the above regulations and the approved Stormwater Management Plan.

(8) Service areas.

- (A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

- (i) Service areas should be located away from primary roads, when possible;
- (ii) Service areas should be located conveniently to all buildings served;
- (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and
- (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

Response: The above guidelines do not apply to a consolidated storage facility in the I-1 Zone. The submitted landscape plan demonstrates that all loading spaces are visually screened from the Forestville Road.

(9) Public spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:
 - (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;
 - (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;
 - (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;
 - (iv) Public spaces should be readily accessible to potential users; and
 - (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

Response: The above guidelines do not apply to a consolidated storage facility in the I-1 Zone.

(10) Architecture.

- (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

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

Response: Other than the location of entrances to individual storage units, there are no specific architectural considerations within Section 27-475.04 that apply to consolidated storage uses. All of the storage units that are existing and proposed are internally accessed. No entrances to individual consolidate storage units will be visible from a street or from adjoining land. The architectural elevations submitted with the subject application demonstrate that the materials and building signage proposed for the building are proposed to be constructed of high-quality materials to create variations in facades to break up the overall building massing. Proposed materials include exterior masonry walls and an energy-efficient, textured metal-insulated sandwich panel system. To facilitate facade variations and create visual interest, contrasting colors have been utilized in both the masonry and the metal panels. The roofline also has height, material, and color variations to continue the visual effect of breaking up the building’s massing. Storefront glazing windows are provided at various locations along the Northwest and Southeast facades. Building signage is proposed along facades with main street frontages (Forestville Road- NW Facade and the Capital Beltway- SE Facade) and is within allowable sizes based on the frontage.

Section 27-281(c) – Specific Purposes of Detailed Site Plans:

(c) Specific Purposes.

(1) The specific purposes of Detailed Site Plans are:

- (A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;**
- (B) To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;**
- (C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and**
- (D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.**

Response: The DSP and related plans show all the above information that is relevant to a consolidated storage use in an industrial zone.

F. Section 27-285. - Planning Board procedures

(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.**

Response: This application is in harmony with the site design guidelines provided in Section 27-274.

- (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).**

Response: A conceptual site plan was not required for this project.

- (3) The Planning Board may approve 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.**

Response: The Applicant is not proposing an infrastructure only DSP, therefore the above finding is not applicable to the application.

- (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).**

Response: A review of the site's environmental features was conducted for the Preliminary Plan of Subdivision 4-20033 case that was recently heard and approved at a public hearing before the Prince George's County M-NCPPC Planning Board on May 27, 2021. The site is determined to be located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035. The approved 2017 Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan (Green Infrastructure Plan) shows most of the site within the evaluation area, with the northern property line area identified as the regulated area, located within the 100-year floodplain. The application area has a floodplain (Henson Creek) along the northern boundary line. These on-site

floodplain and PMA impacts are necessary for the following reasons: the site needs to discharge the on-site waters to an on-site or adjacent existing water resource; there are steep slopes associated with the floodplain area that need to be impacted for adequate grading that cannot tie into existing grades; and there are two proposed outfall structures for the development that will outfall to the on-site floodplain. These stormwater outfalls and retaining walls are located along the northern property line, adjacent to the floodplain. Two Planning Board approved PMA impacts totaling 2,397 square feet proposed to the 100-year floodplain and adjacent steep slopes in the 4-20033 case matter.

G. Additional Requirements for Specific Use – Consolidated Storage

Section 27-475.04. - Consolidated Storage.

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

(1) Requirements.

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

Response: All of the storage units are internally accessed. No entrances to individual consolidate storage units will be visible from a street or from adjoining land.

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

Response: The maximum height of the proposed building addition is thirty-six (36) feet high.

- (D) Notwithstanding any other requirement of this Section, the expansion of an existing consolidated storage use within a building in the I-1 Zone after November 30, 2016, shall be limited to a maximum of fifty (50) additional individual units and may**

not be less than one-half mile from another consolidated storage use in the I-1 Zone. However, this Section shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan, final plat, and detailed site plan, where the consolidated storage use is adequately buffered from view from any public right-of-way.

Response: The proposed consolidated storage will be constructed pursuant to an approved preliminary plan (4-20033) and pending final plat of subdivision and is designed with adequate visual buffering from view from any public right-of-way.

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

Response: The consolidated storage use is for new construction on a raw land site; therefore, this standard does not apply to this application.

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

Response: The technical staff, Planning Board and/or District Council, will address the procedural requirements of Sections 27-475.04(c)(ii & iii) during their review of the subject application.

H. Building Signs:

The Applicant is proposing a 181 square-foot building sign along the front or northwest side of the upper floor/elevation of the building facing towards Forestville Road, as shown below. A second 219 square-foot sign is proposed along the rear or southeast side of the building upper facade/elevation that will be visible from the Capitol Beltway I-95/I-495 as shown below (see below images). Other than signs identifying the property address and interior directional and parking identification signs, no other signs are being proposed.

Response: Section 27-613(a) outlines the locational requirements for building signs as follows:

Section 27-613. – Attached to a building or canopy.

(a) Location.

- (1) In all Commercial and Industrial Zones (except the I-3 and U-L-I Zones), signs may be attached to the walls or roof of a building or to a canopy that is located at least ten (10) feet behind a street line. No signs may be erected on the top of a canopy. No sign shall be erected on a rear wall or canopy attached to a rear wall so that it is visible from any land in any Residential Zone or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan.**

Response: The proposed signage complies with this standard. The building is setback more than ten (10) feet from the street line. There is no residentially zoned land proximate to the proposed signage. No building signage is proposed along either the southwest and northeast side facades of the building structure (see below images). None of the building signage proposed will be visible from residential land or land proposed to be used for residential purposes.

Section 27-613(c) outlines the general area requirements for building signs as follows:

(c) Area. (See Figure 66.)

(1) In general.

- (A) The maximum permissible area of building and canopy signs is dependent upon the building or canopy width, the distance between the edge of the canopy and the street line toward which the sign faces, and whether the permissible sign area is divided between the building and the canopy.**

Response: The width of the building measured along the portion of the building containing the principal entrance is 211 linear feet.

The subject property is located in the I-1 Zone. Section 27-613(c)(3)(B) of the Zoning Ordinance outlines the specific sign area requirements for building signs in Commercial Zones, (except the C-O Zone), and Industrial Zones (except the I-3 and U-L-I Zones), as follows:

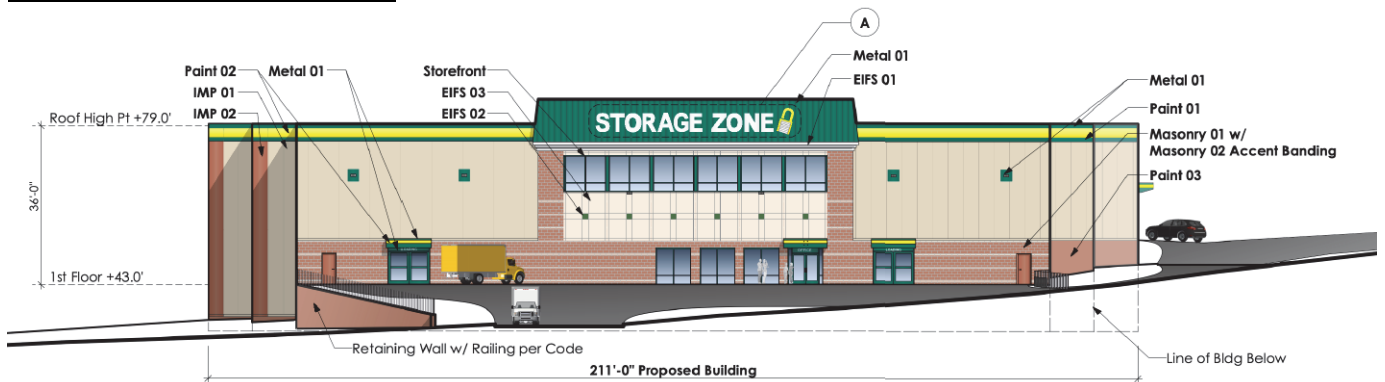
(3) Commercial Zones (except the C-O Zone) and Industrial Zones (except the I-3 and U-L-I Zones).

(B) In all Commercial Zones (except the C-O Zone) and all Industrial Zones (except the I-3 and U-L-I Zones), if all of the permissible sign area is to be used on any building occupied by only one (1) use that is not located within an integrated shopping or industrial center or office building complex, the following applies:

- (i) Each building shall be allowed a sign having an area of at least sixty (60) square feet.**
- (ii) Except as provided in (i), above, the area of all of the signs on a building shall be not more than two (2) square feet for each one (1) lineal foot of width along the front of the building (measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever is greater), to a maximum of four hundred (400) square feet.**

Response: Based on the linear feet of frontage along the portion of the building containing the principal entrance (211 linear feet), approximately 422 square feet of signage would be permitted on the building (211 x 2 = 422 sq. ft.). However, a maximum of 400 square feet is allowed in accordance with Section 27-613(c)(3)(B)(ii).

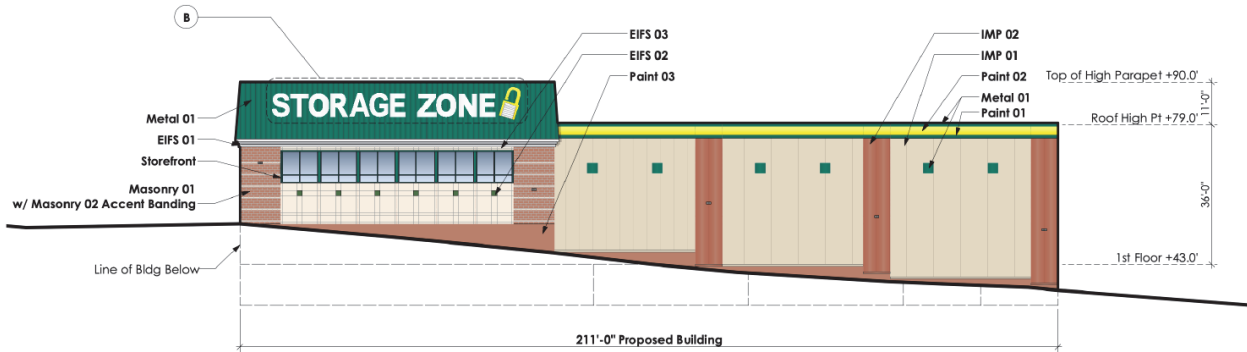
Northwest Elevation (Front)





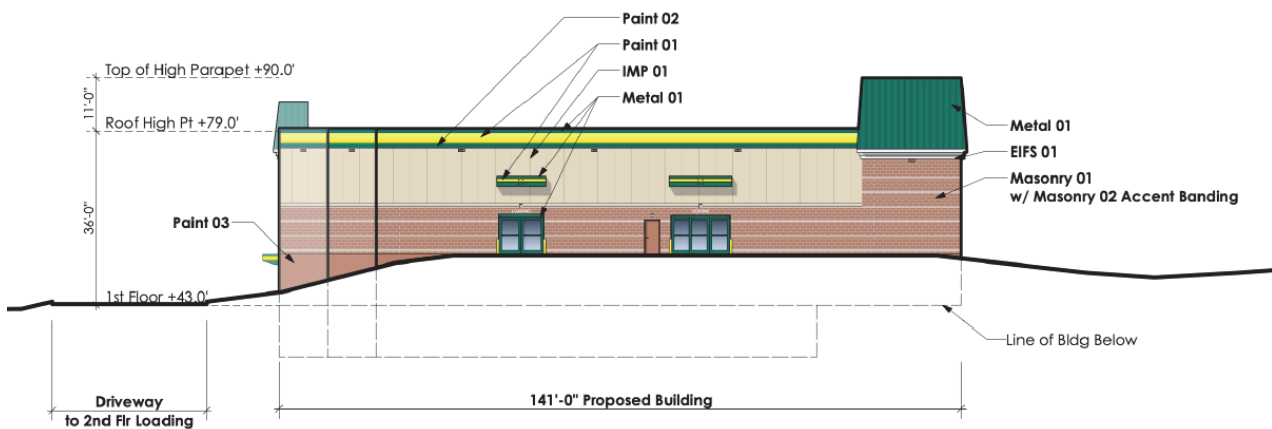
A Bldg-Attached Signage Facing Forestville Rd - 266.25 SF
 Scale: 1/4" = 1'-0"

Southeast Elevation (Rear)

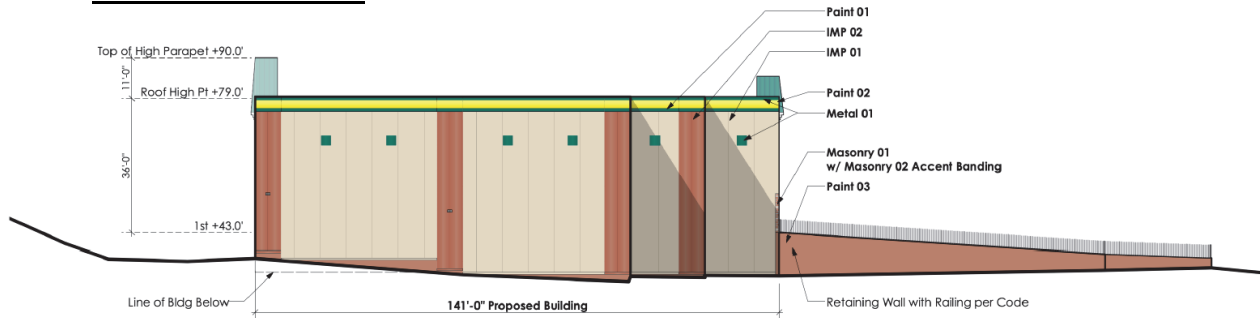


B Bldg-Attached Signage Facing the Capital Beltway - 533.25 SF
 Scale: 1/4" = 1'-0"

Southwest Elevation



Northeast Elevation



PROPOSED SIGNAGE ANALYSIS						
SIGN	QUANTITY	TYPE	WIDTH (OVERALL)	HEIGHT (OVERALL)	AREA	ILLUMINATION
A	1	Facade	45' - 0"	5' - 11"	266.25 SF	Internally
B	1	Facade	63' - 10"	8' - 4 1/4"	533.25 SF	Internally
TOTAL PROPOSED BUILDING-ATTACHED SIGN AREA :					799.5 SF	
Per 27-613(3)(8)(ii) TOTAL ALLOWED BUILDING-ATTACHED SIGN AREA [211 LF x 2 = 422, Max 400 SF] :					400.0 SF	SIGNAGE COMPLIES
Per 27-591(a) 50% Area Reduction : TOTAL CALCULATED FACADE SIGN AREA (799.5/2 = 399.75) :					399.75 SF	

VII. Previous Approvals:

Preliminary Plan of Subdivision 4-20033: Pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-006-2021, and APPROVED Preliminary Plan of Subdivision 4-20033, including a Variation from Section 24-122(a), for 1 parcel with the following conditions; ***highlighted in italic bold.***

1. ***Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:***
 - a. ***Correct general note number 17 to indicate 115,000 square feet of gross floor area.***
 - b. ***Include bearings and distances along the outer boundary of proposed vacation area, demonstrating its inclusion in the site boundary.***

Response: As discussed previously in this statement of justification, due to the extended time delays and challenges associated with the Old Forestville Road right-of-way vacation, the Applicant had to reduce the scope of their project to compensate for the loss of anticipated additional land area to Parcel 153's side yard along the Old Forestville Road. As such, this reduction in project scope has forced a reduction in building size from 115,000 square feet authorized in the preliminary plan of subdivision 4-20033 down to the 110,674 building being proposed in this DSP-20048 application.

2. ***Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors and/or assignees shall illustrate the location, limits, specifications, and details displaying the following:***
 - a. ***A minimum of two inverted u-style bicycle racks, or a style similar that allows two points of secure contact, at a location convenient to the building entrance***
 - b. ***Standard sidewalks, crosswalks, and Americans with Disabilities Act-accessible curb ramps throughout the site to facilitate continuous pathways between the parking lot and the building entrance.***

Response: The Applicant acknowledges that prior to signature approval of preliminary plan of subdivision 4-20033 the plan will be revised in accordance with the above two conditions, including the installation of two inverted u-style bicycle racks (see sheet C-02 of the DSP-20048 plan set for details).

3. ***Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.***

Response: The Applicant does not propose any residential development; therefore, the above condition 3 does not apply.

4. ***Prior to signature approval of the preliminary plan, an approved stormwater management concept approval letter and associated plan shall be submitted.***

Response: The Applicant acknowledges and will comply with this instant condition prior to signature approval of the preliminary plan of subdivision.

5. ***At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for approved impacts, and shall be reviewed by the Environmental Planning section, prior to approval of the final plat. The following note shall be placed on the plat:***

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

Response: This condition of approval does not apply to this DSP-20048 and DDS-680 application submitted herein.

6. *Development of this site shall be in conformance with Stormwater Management Concept Plan (48436-2020-00), once approved, and any subsequent revisions.*

Response: The Applicant acknowledges that the development of the site will comply with the Stormwater Management Concept Plan (48436-2020-00).

7. *The final plat of subdivision shall grant 10-foot-wide public utility easements along the public right-of-way MD 337 (Forestville Road) abutting the site, in accordance with the approved preliminary plan of subdivision.*

Response: The Applicant acknowledges that the final plat for the property will comply with this preliminary plan of subdivision condition.

8. *Prior to certification of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:*

- a. *Add the assigned TCP1 number, TCP1-006-2021, to the approval block and woodland conservation worksheet.*
- b. *Add the correct site name to the woodland conservation worksheet and show no prior TCP revisions.*
- c. *Add the proposed vacated land to the gross tract area and to the existing woodland total, in the woodland conservation worksheet and other TCP1 tables.*
- d. *Add the following note under the woodland conservation worksheet:*

“As part of TCP1-006-2021, one-half of the proposed vacated right-of-way (Old Forestville Road) shall be added to the gross tract area. The approved NRI (NRI-016-2020) showed the proposed vacated area on the plan view and no specimen trees or PMA was located within this subject area. No revisions are required to the NRI as part of this vacation process”.

- e. *Add an updated note to the revision block.*
- f. *Have the revised plan signed and dated by the qualified professional preparing the plan.*

Response: As discussed previously in this SOJ, the Applicant has decided that due to the extensive time involved and the uncertainty of a successful conclusion, to abandon their attempt at requesting the vacation of the Old Forestville Road right-of-way. As such, the building design has modified to fit on the existing approximately 1.99-acre Parcel 153. Therefore, with the exception of preliminary plan of subdivision 4-20033 condition 8.d., the Applicant acknowledges that prior to signature

approval of preliminary plan of subdivision 4-20033, the plan will be revised in accordance with the above conditions. A request has been made to M-NCPPC concerning the a modification of the 4-20033 approval to modify condition 8.d. to remove reference to the Old Forestville Road right-of-way vacation.

9. ***Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-006-2021). The following notes shall be placed on the final plat of subdivision:***

“Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-006-2021), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission.”

Response: The Applicant acknowledges that the development of the site shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-006-2021) in accordance with this preliminary plan of subdivision condition.

10. ***In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan, the applicant and the applicant’s heirs, successors, and/or assignees shall provide and depict in the detailed site plan, prior to its certification, the following:***

- a. ***Shared road pavement markings (sharrows), along the frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.***
- b. ***Shared road bikeway signage along the frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.***
- c. ***Standard sidewalk along the subject site’s frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.***

Response: Acknowledged. Where applicable, the detailed site Plans for DSP-20048 submitted herein are designed in compliance with the above three conditions.

11. *Total development within the subject property shall be limited to uses that would generate no more than 12 AM and 20 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.*

Response: The Applicant acknowledges and will develop the site in accordance with this condition.

VIII. Departure from Design Standards DDS-680:

As noted above on page 1, the Applicant had promoted the actions of both M-NCPPC and Prince George's County on the vacation of one-half of the adjoining property known as the Old Forestville Road right-of-way. However, subsequent to the original preliminary plan of subdivision application filings, the Applicant has unfortunately learned after extensive research in the Maryland Land Records, State Archives, and other research, that due to its antiquity and lack of any identifiable Land Records title, the aforementioned Old Forestville Road is an unplatted former right-of-way. Based on this determination, discussions were initiated with officials of the Prince George's County's Department of Public Works and Transportation Right of Way Division (DPW&T). Based on those discussions, the Applicant has decided that due to the extensive time involved and the uncertainty of a successful conclusion, to abandon their attempt at requesting the vacation of the Old Forestville Road right-of-way and modified the building design to fit on the existing approximately 1.99-acre Parcel 153.

Due to the extended time delays and challenges associated with the Old Forestville Road right-of-way vacation, the Applicant had to reduce the scope of their project to compensate for the loss of anticipated additional land area to Parcel 153's side yard along the Old Forestville Road. The Applicant requested Alternative Compliance (i.e., AC-05014-01) from the Landscape Manual relating to the Section 4.2 Commercial and Industrial Landscaped Strip Requirements along the abandoned road right-of-way. If that application is denied, and the Applicant is requesting a Departure from Design Standards. Specifically, the DDS-680 application provides a departure to the Landscape Manual Section 4.2 Commercial and Industrial Landscaped Strip Requirements along the southwest property line, which is unavoidable because the aforementioned Old Forestville Road has been abandoned and has gradually become covered with a secondary growth of woodlands since its truncation resulting by the construction of the Capital Beltway and nearby interchange in the early 1960's (i.e., its pavement unmaintained with trees growing through old asphalt).



The criteria for the approval of a Departure from Design Standards are set forth in Section 27-239.01(7) of the Zoning Ordinance, which states:

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

(i) The purposes of this Subtitle will be equally well or better served by the Applicant's proposal;

Response: The Applicant is requesting a Departure from Design Standards from Section 4.2 (Commercial and Industrial Landscaped Strip Requirements) of the Prince George's County Landscape Manual, as shown on the Landscape and Lighting Plan for DSP-20048, Ben Dyer Associates drawing 50.001-Z. The site suffers from physical constraints created by its roughly triangular shape that is bound along its northwest side (front) by the existing County maintained Forestville Road, its southeast side (rear) by the Capital Beltway (I-95/495), its northeast side by an Prince George's County owned environmental area woodlands and 100-year floodplain associated with Henson Creek, and along its southwest side by the unimproved Old Forestville Road abandoned right-of-way.

The Applicant is requesting a Departure from Design Standards to allow a reduction in the Buffering of Development from Streets identified in Section 4.2 of the Landscape Manual along the abandoned and wooded Old Forestville Road right-of-way adjoining the southwest property boundary. Although the old roadbed was to be officially abandoned, the vacation process was not completed. It is important to note that this small, truncated Section of the Old Forestville Road:

- is higher than the Capital Beltway,
- is no longer improved,
- is overgrown and allowed to naturally revegetate for over 56 years, and
- is not adjacent to any residential zones or properties used for residential purposes.

In another matter earlier matter relating to this same property, the Board of Appeals in variance case Appeal No. V-14-2006 involving required setbacks from Old Forestville Road (see attached V-14-2006 decision), the Board of Appeals found in favor of the request finding that *“Due to the unusual shape of the property, the property being a through lot abutting a street that is overgrown and no longer used, Old Forestville Road never having been abandoned, Old Forestville Road deemed to be 70 feet wide because of a designated width is not shown on any relevant transportation plans, the property abutting and sitting higher than the Capital Beltway, there being no adjoining residential property, and the character of the neighborhood, granting the relief request would not substantially impair the intent, purpose and integrity of the General Plan or Master Plan, and denying the request would result in a peculiar and unusual practical difficulty upon the owner of the property.”* After extensive dialog with M-NCPPC and other Prince George’s County Staff, the Applicant and project team feel quite confident that the adjoining former Old Forestville Road will never again be used as a roadway. From a landscape design perspective, the Applicant suggests that due to the extensive existing overgrown and wooded condition of this strip of land, the application of the Section 4.2 landscape strip unnecessary in this particular situation, and the purposes of this Subtitle will be equally well or better served by the Applicant's proposal.

The western property boundary is approximately 419 linear feet (“LF”) in length and abuts the unused portion of the Old Forestville Road R/W. The Old Forestville Road, as previously stated in the SOJ, has not been used since the construction of Forestville Road and the Capital Beltway. It is not accessible and is overgrown with secondary growth. For the proposed development envelope, a Section 4.2 commercial Landscape strip is required along the property boundary adjacent to Old Forestville Road. The total landscape strip requires ten (10) trees and 100 shrubs along its length. This will be provided in aggregate with 27 trees and 89 shrubs, of which 20 trees and 40 shrubs are within existing woodland. Due to the irregular shape of the site, steep site topography and building envelope space limitations, a uniform minimum ten (10) foot wide landscape strip is not available for approximately 220 LF of the total 420 LF length. Of the 216 LF, approximately 121 LS will have an average five (5) foot width, and 95 LF has zero (0) LF of width. However, an additional 360 square feet buffer yard area, outside of that required, is provided along the southern boundary line area, and an excess of 4,399 square feet of aggregate tree canopy coverage is provided on-site (i.e., 13,000 square feet provided and 8,661 square feet required). An exhibit is attached to this application explaining the above in more detail.

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

Response: Given the circumstances that the segment of the Old Forestville Road discussed in this application is a partially overgrown strip of land that will arguably never be used for public purposes as a roadway. As such, to require a Section 4.2 landscape strip along the southwest side of the property, i.e., from a road that has not existed since before the Capital Beltway was completed more than 56 years ago, is an unnecessary requirement. Therefore, the requested departure is the minimum necessary given these circumstances.

July 12, 2021
DSP-20048 and
DDS-680
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(iii) The departure is necessary in order to alleviate circumstances, which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

Response: The subject property is unimproved. Therefore, this Zoning Ordinance Standard does not apply.

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

Response: Given the unique circumstances associated with the location of the requested departure along an unimproved vacant strip of land that is anticipated to remain in its current natural condition, the Applicant and their project team are confident that if granted, this departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

VIII. Conclusion:

As noted herein, the submitted applications are in substantial conformance with the required findings for detailed site plans provided in Section 27-285(b), the site design guidelines provided in Section 27-274(a), the general purposes of detailed site plans provided in Section 27-281(b). The submitted applications are in harmony with the purposes of the I-1 Zone as provided in Section 27-469(a), and are in conformance with the additional requirements for consolidated storage as provided in Section 27-475.04(a)(1). The subject application is also in conformance with the land use recommendations within the 2035 General Plan and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*. Therefore, based upon the foregoing statement of justification and the accompanying application plans and documents, the Applicant respectfully requests approval of the Detailed Site Plan application, DSP-20048, and Departure from Design Standards DDS-680.

Thank you in advance for your thoughtful consideration. If you have any questions or comments, please do not hesitate to contact me.

Sincerely,



Arthur J. Horne, Jr.

AJH/fms

cc: Diane Tipton
Trey Burke
Paul Woodburn
Mike Novy
Michael Lenhart


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N:\Tipton_Diane\4350 FORESTVILLE RD\DSP-20048 & DDS-680\DSP-20048 SOJ\DSP-20048 DDS-680 SOJ (Suitland Self Storage Zone) 07-13-2021.docx

September 10, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

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

SUBJECT: **DSP-20048 & DDS-680 Suitland Self Storage Zone**

FINDINGS

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

BACKGROUND

Application Type: Detailed site plan and departure from design standards outside of a development district overlay zone

Location: 4350 Forestville Road, Suitland, Maryland 20746

Size: 1.99 acres

Existing Uses: Vacant

Proposal: Construct a 110,674-square-foot consolidated storage facility

GENERAL PLAN, MASTER PLAN, AND ZONING

General Plan: This application is in the Established Communities Growth Policy Area. The vision for Established Communities is context-sensitive infill and low- to medium-density development.

Master Plan: The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* recommends Commercial-Production, Distribution and Repair land uses for the subject property.

Planning Area: 76A

Community: The Heights

Aviation/MIOZ: This subject property is located within the Military Installation Overlay Zone (MIOZ) in the Area Label G, Transitional Surface (7:1)-Left Runway. The subject property is within the Noise Intensity Zone – Area Label 60db. – 74db. Pursuant to Sec. 27-548.54. e(2)(D) the applicant must conform to the maximum height and noise intensity requirements.

SMA/Zoning: The 2013 *Approved Central Branch Avenue Corridor Revitalization Sectional Map Amendment* retained the subject property in the I-1 (Light Industrial) zone.

c: Long-range Agenda Notebook

Scott Rowe AICP-CNU A, Planning Supervisor, Long-Range Planning Section, Community Planning Division



14741 Governor Oden Bowie Drive
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TTY: (301) 952-4366
www.mncppc.org/pgco

Countywide Planning Division
Historic Preservation Section

301-952-3680

September 21, 2021

MEMORANDUM

TO: Andrew Bishop, Urban Design Section, Development Review Division

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

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

SUBJECT: DSP-20048 Suitland Self-Storage Zone

The subject property comprises 1.99-acres and is located on the south side of Forestville Road at its intersection with Federal Campus Drive. The subject application proposes construction of a 110,774-sqaure foot, 999-unit consolidated storage facility and departure from design standards of the landscape manual from Section 4.2. The subject property is Zoned I-1.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommend approval of DSP-20048 Suitland Self-Storage Zone, without conditions.



Transportation Planning Section
Countywide Planning Division

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September 27, 2021

MEMORANDUM

TO: Andrew Bishop, Subdivision, Development Review Division

FROM: Noelle Smith, Transportation Planning Section, Countywide Planning Division *NS*

VIA: *TM* Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **Detailed Site Plan Review for Multimodal Transportation**

The following detailed site plan (DSP) was reviewed for conformance with the appropriate sections of the 2009 *Approved Countywide Master Plan of Transportation*, 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, and Subtitle 27 to provide the appropriate multimodal transportation recommendations.

Detail Site Plan Number: DSP-20048

Development Case Name: Suitland Self Storage

Type of Master Plan Bikeway or Pedestrian Facility

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> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>
Additional Signage	<u> </u>	Bicycle Signage	<u> X </u>

Development Case Background	
Lot Size	1.988 acres
Number of Units (residential)	n/a
Abutting Roadways	Forestville Road, Old Forestville Road
Abutting or Nearby Master Plan Roadways	Forestville Road
Abutting or Nearby Master Plan Trails	Shared Roadway along Forestville Road (planned)
Proposed Use(s)	Consolidated Storage
Zoning	I-1
Centers and/or Corridors	n/a
Prior Approvals on Subject Site	n/a

Subject to 24-124.01:	No
Bicycle and Pedestrian Impact Statement Scope Meeting Date	n/a

Development Proposal

The subject application proposes 110,674 square feet for a consolidated storage facility along Forestville Road.

Existing Conditions

The property is currently undeveloped.

Prior Conditions of Approvals

The site has the following prior approval that includes conditions related to pedestrian and bicycle facilities:

4-20033:

2. Prior to acceptance of a detailed site plan, the applicant and the applicant’s heirs, successors and/or assignees shall illustrate the location, limits, specifications, and details displaying the following:

- a. A minimum of two inverted u-style bicycle racks, or a style similar that allows two points of secure contact, at a location convenient to the building entrance.
- b. Standard sidewalks, crosswalks, and Americans with Disabilities Act-accessible curb ramps throughout the site to facilitate continuous pathways between the parking lot and the building entrance.

Comment: These conditions have been met.

10. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan, the applicant and the applicant’s heirs, successors, and/or assignees shall provide and depict in the detailed site plan, prior to its certification, the following:

- a. Shared road pavement markings (sharrows), along the frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.
- b. Shared road bikeway signage along the frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.
17 4-20033
- c. Standard sidewalk along the subject site’s frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.

Comment: The master planned facility has not been included on the plan sheets. Staff recommend the shared road pavement markings and signage be depicted on plan sheets unless modified by the operating agency. The site plan does include the standard sidewalk along the property frontage, and therefore condition c has been met.

11. Total development within the subject property shall be limited to uses that would generate no more than 12 AM and 20 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

Comment: The proposed development will not exceed the trip cap included with the approved preliminary plan.

Vehicular Transportation Analysis

Access, Circulation and Parking

The site has one access point along Forestville Road. The site entrance is at an existing signalized intersection that will be modified from a three-way intersection to a four way to accommodate the additional vehicular movements. The site plan proposes a 30-foot-wide driveway at the entrance, 22-foot-wide drive aisles throughout the subject parking lot and sufficient space for vehicle turn-around in the parking lot.

The proposed development requires 23 parking spaces. The site plan provides 13 standard, 2 standard parallel, 7 compact and 1 van accessible handicap spaces. The development also requires five loading spaces and is shown at the rear of the building.

Comment: The submitted plans show that all parking spaces meet the dimensional requirements. Staff find that the vehicular circulation depicted in the submitted site plan does reflect the design guidelines of the zoning ordinance, pursuant to Section 27-283 and 27-274.

Pedestrian and Bicycle Transportation Analysis

Review of Proposed On-Site Facilities

The submitted plans include a five-foot-wide sidewalk along the property frontage of Forestville Road that connects to the building entrance. A crosswalk and ADA curb ramps are provided along the pathway for a continuous connection. The proposed plans also provide bicycle parking near the building entrance.

Comment: Staff recommends an additional crosswalk crossing the site entrance at Forestville Road be provided. Staff find that the proposed and recommended pedestrian circulation depicted in the submitted site plan does reflect the design guidelines of the zoning ordinance, pursuant to Section 27-283 and 27-274.

Review of Connectivity to Adjacent/Nearby Properties

The subject site is adjacent to industrial areas with no current connections to the adjacent properties.

Review Master Plan of Transportation (MPOT) Compliance

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT). One master plan facility impacts the subject site, a planned shared road facility along Forestville Road. The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Comment: The submitted plans do not include the recommended master plan facility. Staff recommend that the facility be included on the plan sheet or that the applicant provide documentation from the operating agency if modifications are recommended, as consistent with the prior approved preliminary plan. The plans also include designated space for bicycle parking, which can accommodate multimodal access to the proposed storage development. Staff find that the proposed and recommended infrastructure fulfills the intent of the Complete Street Policies.

Review Area Master Plan Compliance

The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* includes the following recommendations regarding the accommodations of pedestrian and bicycle facilities (p.99):

- This plan recommends a high-quality walking and bicycling environment. The new environment will contain “friendly” infrastructure, trip-beginning, and end facilities such as bicycle parking, well-planned integration with other transport modes... (pg., 120)

Comment: The submitted plans include sidewalk and crosswalks through the site for a continuous connection. Bicycle parking is also an important feature to encourage multimodal access within the site. Staff find that the proposed and recommended components fulfill the intent of the policy above.

Conclusion

Based on the findings presented above, staff does not object to the proposed modifications and concludes that the site access and circulation of this plan is acceptable and meets the findings required by Subtitle 27 for a revision of site plan for transportation purposes and conforms to the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, if the following conditions are met:

1. Prior to certification of the detailed site plan, the applicant, or the applicant’s heirs, successors, and/or assigns shall revise the plans to provide:
 - a. A crosswalk crossing the site’s entrance at Forestville Road.
 - b. Shared road pavement markings and bikeway signage, unless modified by the Maryland Department of Transportation State Highway Administration (SHA) with written correspondence.

September 20, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section
VIA: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*
FROM: Antoine Heath, Senior Planner, Subdivision Section **AH**
SUBJECT: DSP-20048, Suitland Self Storage

The subject property is a legal acreage parcel known as Parcel 153, recorded in the Prince George's County Land Records in Liber 30176 at folio 447. The property is a total of 1.99 acres in area. The property is in the Light Industrial (I-1) Zone and Military Installation Overlay (M-I-O) Zone for height and noise. The site is subject to the 2013 *Central Branch Avenue Corridor Revitalization Sector Plan*. Detailed Site Plan (DSP)-20048 proposes a 110,674 square-foot, 999-unit consolidated storage facility. The site is currently vacant.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-20033 (PGCPB Resolution No. 2021-70), which was approved on May 27, 2021 for 1 parcel, for the development of upto 115,000 square feet of industrial use. A variation request from Section 24-122(a) was also approved, to eliminate the required public utility easements along the property frontage with I-95/I-495 and Old Forestville Road. At the time of review of the PPS application, the applicant proposed to vacate part of Old Forestville Road abutting the subject site. As a result, the Old Forestville Road right-of-way was included within the property boundary thus increasing the total acreage of the proposed parcel to 2.10 acres. However, Old Forestville Road's unplatted status and discussions with the Department of Public Works and Transportation has caused delays in completing the vacation process. Given these circumstances, the applicant has reduced the scope of work to fit within the original 1.99 acres, and excluded the vacation of Old Forestville Road right-of-way from this DSP. A final plat of subdivision must be submitted prior to June 17, 2024, the date the PPS expires.

PPS 4-20033 was approved subject to 11 conditions. The conditions relevant to the subject application are shown below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text.

- 2. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors and/or assignees shall illustrate the location, limits, specifications, and details displaying the following:**

- a. **A minimum of two inverted u-style bicycle racks, or a style similar that allows two points of secure contact, at a location convenient to the building entrance.**
- b. **Standard sidewalks, crosswalks, and Americans with Disabilities Act-accessible curb ramps throughout the site to facilitate continuous pathways between the parking lot and the building entrance.**

This DSP illustrates two inverted u-style bicycle racks, standard sidewalks, crosswalks, and Americans with Disabilities Act accessible curb ramps. Conformance of the DSP to this condition should be further reviewed by the Transportation Planning Section.

3. **Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.**

The DSP does not propose any residential development. The Subtitle 24 adequacy findings of PPS 4-20033 will not be affected by the proposed development.

6. **Development of this site shall be in conformance with Stormwater Management Concept Plan (48436-2020-00), once approved, and any subsequent revisions.**

This DSP is in general conformity with stormwater management concept plan 48436-2020-00. Conformance to this condition should be further reviewed by the Environmental Planning Section.

7. **The final plat of subdivision shall grant 10-foot-wide public utility easements along the public right-of-way MD 337 (Forestville Road) abutting the site, in accordance with the approved preliminary plan of subdivision.**

This DSP depicts 10-foot-wide public utility easements along the public right-of-way for Forestville Road, in accordance with the approved PPS. Conformance to this condition shall be reviewed again prior to approval of the final plats.

9. **Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-006-2021). The following notes shall be placed on the final plat of subdivision:**

“Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-006-2021), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission.”

This DSP is in general conformity with the approved TCP1-006-2021. Conformance to this condition should be further reviewed by the Environmental Planning Section.

- 10. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide and depict in the detailed site plan, prior to its certification, the following:**

- a. Shared road pavement markings (sharrows), along the frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.**

The DSP does not depict shared road pavement markings along the frontage of MD 337. Conformance to this condition should be further reviewed by the Transportation Planning Section.

- b. Shared road bikeway signage along the frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.**

The DSP does not depict shared road bikeway signage along the frontage of MD 337. Conformance to this condition should be further reviewed by the Transportation Planning Section.

- c. Standard sidewalk along the subject site's frontage of MD 337 (Forestville Road), unless modified by the Maryland State Highway Administration, with written correspondence.**

The DSP depicts a standard sidewalk signage along the frontage of MD 337. Conformance to this condition should be further reviewed by the Transportation Planning Section.

- 11. Total development within the subject property shall be limited to uses that would generate no more than 12 AM and 20 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

This DSP proposes development totaling 110,674 square feet of gross floor area (GFA), which does not exceed the GFA of development approved with PPS 4-20033. The proposed development should be reviewed by the Transportation Planning Section to determine if this trip cap established by the PPS has been exceeded.

Plan Comments:

1. The DSP general notes do not reference the previously approved PPS 4-20033 for the subject property, or approved variation request from Section 24-122(a) of the Subdivision Regulations.

2. The DSP does not label the I-95/I-495 freeway.

Recommended Conditions:

1. Prior to certification, the detailed site plan shall be revised as follows:
 - a. Revise the general notes to reference the approved preliminary plan of subdivision 4-20033, as well as approved variation request from Section 24-122(a) of the Subdivision Regulations.
 - b. Label the right-of-way width for I-95/I-495.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the property's legal description, 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

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

Countywide Planning Division
 Environmental Planning Section

301-952-3650

September 24, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MKR*

FROM: Alexander Kirchhof, Planner I, Environmental Planning Section, CWPD *ANK*

SUBJECT: Suitland Self Storage Zone; DSP-20048 and TCP2-029-2021; DDS-680 and AC-05014-01

The Environmental Planning Section has reviewed Detailed Site Plan DSP-20048 and Type 2 Tree Conservation Plan, TCP2-029-2021, received on September 9, 2021. Comments were delivered to the applicant at the Subdivision, Development, Review Committee (SDRC) meeting on September 17, 2021. The Environmental Planning Section recommends approval of DSP-20048 and TCP2-029-2021 subject to the conditions found at the end of this memorandum.

Background

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

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
N/A	TCP2-122-02	Staff	Approved	12/23/2002	N/A
N/A	TCP2-122-02	Staff	Approved	6/8/2006	N/A
NRI-166-2020	N/A	Staff	Approved	1/26/2021	N/A
4-20033	TCP1-006-2021	Planning Board	Approved	3/25/2021	2021-70
DSP-20048/DDS-680/AC-05014-01	TCP2-029-2021	Planning Board	Pending	Pending	Pending

Proposed Activity

The subject application is a Detailed Site Plan (DSP-20048), a Type 2 Tree Conservation Plan (TCP2-029-2021), a Departure from Design Standards (DDS-680), and Alternative Compliance (AC-05014-01) for the construction of an industrial-commercial development consisting of a 115,000 square foot self-storage facility with surface parking and stormwater management (SWM) facilities. The site has frontage along Forestville Road, and the eastern property line is bounded by Interstate 95. The southwestern property line is bounded by the right-of-way for Old Forestville Road, which has not yet been constructed.

Grandfathering

The project is subject to the current regulations of Subtitle 24 and 25 that came into effect on September 1, 2010 and February 1, 2012 because there is a recently approved Preliminary Plan of Subdivision, 4-20033.

Site Description

This 1.99-acre site is zoned I-1 and is located at 4350 Forestville Road across from Federal Campus Drive in Suitland. The property is bounded to the north by woodlands and 100-year floodplain associated with Henson Creek, to the east by Interstate 495, to the southwest by the right-of-way for Old Forestville Road, which has not yet been constructed and woodlands, and to the west by Forestville Road. A review of the available information indicates that Regulated Environmental Features (REF) (100-year floodplain) are located on-site. The soil types found on-site according to the United States Department of Agriculture Natural Resources Conservation Services (USDA NRCS) Web Soil Survey (WSS) are Beltsville – Urban land complex, Croom-Marr – Urban land complex, and Marr-Dodon – Urban land complex. Marlboro or Christiana Clays do not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or Endangered (RTE) species found to occur on or near this property. The on-site stormwater drains to the north towards an off-site stream system. This site is in the Henson Creek watershed which flows into the Potomac River. The site has frontage on Forestville Road, which is designated as a collector roadway, and on Interstate 495 (Capital Beltway) that is identified as a Master Planned Freeway. The site is not adjacent to any roadways designated as scenic or historic. The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. The 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's Resource Conservation Plan* (May 2017) shows most of the site within the Evaluation Area, with the northern property line area identified as Regulated Area located within the 100-year floodplain.

Conditions of Prior Approval

The environmental conditions associated with prior approvals have been addressed.

Environmental Review

Natural Resource Inventory/ Environmental Features

The application has an approved Natural Resource Inventory NRI-166-2020. The TCP2 and the DSP show all the required information correctly in conformance with the NRI. No specimen trees are located on-site. No revisions are required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in area and contains more than 10,000 square feet of existing woodland and is subject to a Type 1 Tree Conservation Plan, TCP1-006-2021. A Type 2 Tree Conservation Plan (TCP2-029-2021) was submitted with the current application.

Based on the submitted TCP2, the overall site contains a total of 1.27 acres of net tract woodlands and 0.03 acres of wooded floodplain. The plan proposes to clear 1.13 acres of net tract woodlands, 0.03 acres of wooded floodplain and 0.07 acres of off-site woodlands. The resulting woodland conservation requirement is 0.93 acres which is proposed to be met with 0.93 acres of payment into the woodland conservation fee-in-lieu fund. Should the woodland conservation requirement change due to the vacated land area being added to the gross tract, and should the final requirement be larger than one acre, the use of off-site woodland conservation shall be required as fee-in-lieu will not be allowed in accordance with Section 25-122(d)(8)(A).

Technical revisions are required to the TCP2 which are included in the conditions listed at the end of the memorandum.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Beltsville – Urban land complex, Croom-Marr – Urban land complex, and Marr-Dodon – Urban land complex. Marlboro or Christiana Clays do not occur on or in the vicinity of this site. DPIE may require a Soils report to address on-site conditions prior to the issuance of a grading and/or building permits. This information is provided for the applicant's benefit. No further action is needed as it relates to soils; however, the County may require a soils report in conformance with CB-94-2004 during future phases of development

Specimen, Champion, or Historic Trees

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Environmental Technical Manual."

At this time no specimen trees have been identified on the site.

Preservation of Regulated Environmental Features/Primary Management Area

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "The Planning Board may approve a Detailed Site Plan if it finds that the Regulated Environmental Features (REF) 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).”

Impacts to the REF should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the REF. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

A Statement Of Justification (SOJ) was submitted and reviewed as part of the Preliminary Plan of Subdivision, 4-20033. No new impacts are being proposed with the current application, therefore no new SOJ is needed. The previously approved impacts (for the placement of two stormwater outfall structures and for a retaining wall) are unchanged.

Stormwater Management

The applicant has submitted an approved Stormwater Management Concept Plan (#48436-2020-00) which was approved by the Prince Georges County Department of Permits, Inspections and Enforcement (DPIE) April 23, 2021. This plan proposes two different types of Best Management Practices (BMP), a rain harvesting system and a submerged gravel wetland which are proposed to improve surface and ground water quality. The concept plan is generally consistent with the detailed site plan and TCP 2 plan submitted, which shows the location of two stormwater outfalls placed at the limits of the 100-year floodplain.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of DSP-20048 and TCP2-029-2021 subject to the following recommended findings and conditions.

Recommended Findings:

1. The Regulated Environmental Features (REF) on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan submitted for review. The two impacts (retaining wall and two Stormwater Management outfall structures) were approved under PPS 4-20033, and no new PMA impacts are proposed.
2. The TCP2 as submitted is in general conformance with TCP1-006-2021.

Recommended Conditions:

The Environmental Planning Section recommends approval of Detailed Site Plan, DSP-20048,

TCP2-029-2021, DDS-680, and AC-05014-01, subject to the following conditions:

1. Prior to certification of the detailed site plan, the TCP2 shall be revised as follows:
 - a. Show all appropriate graphics and notes regarding tree protection and fencing.
 - b. Add a tree protection fence to the required areas and add the symbol and label to the legend.
 - c. Revise the general note to be in conformance with the standard TCP2 note in the Environmental Technical Manual.
 - d. Add the tree preservation signs along the preservation areas at the required spacing.
 - e. Update the hatch patterns and symbols to be consistent with the standard symbols required in the Environmental Technical Manual.
 - f. Correct all references to the TCP2 plan number to TCP2-029-2021.
 - g. Revise tables and calculations as necessary to reconcile quantities or calculations as necessary.
 - h. Have the plans signed and dated by the qualified professional who prepared them.

If you have any questions concerning these comments, please contact me by email at Alexander.Kirchhof@ppd.mncppc.org.

Date: September 21, 2021

To: Andrew Bishop, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-20048 (DDS-680/ AC-0514-01) Suitland Self Storage

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan and the departure from the design standards for the Suitland Self Storage facility located at 4350 Forestville road and has the following comments / recommendations:

1. Conversion of green space to impervious surface in the recharge area could have long term impacts on the sustainability of this important groundwater resource.
2. As a water conservation measure, the developer should consider design for and implementation of water reuse practices for the proposed storage facility.
3. Indicate how the project will provide for pedestrian access to the site by residents of the surrounding community. Scientific research has demonstrated that a high-quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicate how development of the site will provide for safe pedestrian access to amenities in the adjacent communities.
4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

5. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

Bishop, Andrew

From: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Sent: Thursday, September 9, 2021 1:50 PM
To: Bishop, Andrew
Cc: PGCTReferrals
Subject: RE: ACCEPTANCE: DSP-20048 (DDS-680 / AC-05014-01) SUITLAND SELF STORAGE ZONE; SHA; KW
Attachments: 2021-05-04_21APPG004XX_Suitland Self Storage_TIS Review_Approval with Comments.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Andrew,

I reviewed the subject referral and have no comments at this time. The TIS included in the submittal was approved (see attached). This section of Forestville Rd is actually County owned and maintained, so an Access Permit will not be required.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
District 3 Access Management
MDOT State Highway Administration
KWoodroffe@mdot.maryland.gov
301-513-7347 (Direct)
1-888-228-5003 – toll free
Office Hours
M-Thurs.: 6:30a-3:30p
Fr: 6:30a-10:30a
9300 Kenilworth Avenue,
Greenbelt, MD 20770
<http://www.roads.maryland.gov>



From: ePlan <ePlan@ppd.mncppc.org>
Sent: Thursday, September 9, 2021 10:56 AM
To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Staton, Kenneth <Kenneth.Staton@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom

<Tom.Masog@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; AMGullickson@co.pg.md.us; tgaskins@co.pg.md.us; rsdeguzman <rsdeguzman@co.pg.md.us>; Giles, Mary C. <mcgiles@co.pg.md.us>; rlattivor@co.pg.md.us; mabdullah@co.pg.md.us; Snyder, Steven G. <SGSnyder@co.pg.md.us>; mtayyem@co.pg.md.us; Formukong, Nanji W. <nwformukong@co.pg.md.us>; SYuen@co.pg.md.us; tltolson@pg.co.md.us; aoadepoju@co.pg.md.us; swthweatt@co.pg.md.us; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Tania Brown <TBrown13@mdot.maryland.gov>; #dsgintake@wsscwater.com; Kenneth.I.barnhart@verizon.com; mark.g.larsen@verizon.com; jkoroma@pepco.com; maginnis@umd.edu; mayor@morningsidemd.gov; clerkmorningside@aol.com

Cc: Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Bishop, Andrew <andrew.bishop@ppd.mncppc.org>; Capers, William <William.Capers@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Staton, Kenneth <Kenneth.Staton@ppd.mncppc.org>; Townsend, Donald <Donald.Townsend@ppd.mncppc.org>; Lee, Randar <Randar.Lee@ppd.mncppc.org>; Windsor, Theresa <Theresa.Windsor@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; Dozier, Kimberly <Kimberly.Dozier@ppd.mncppc.org>; Lohman, Regina <Regina.Lohman@ppd.mncppc.org>

Subject: ACCEPTANCE: DSP-20048 (DDS-680 / AC-05014-01) SUITLAND SELF STORAGE ZONE

Importance: High

Hello,

This is an EPlan ACCEPTANCE of **DSP-20048 (DDS-680 / AC-05014-01) SUITLAND SELF STORAGE ZONE** to be reviewed at the **PLANNING BOARD** level.

This case was officially accepted today, **SEPTEMBER 9, 2021**

REFERRAL DUE DATE: SEPTEMBER 20, 2021

- All responses must be emailed to the assigned reviewer and to PGCReferrals@ppd.mncppc.org ;
- attach signed memo's on official letterhead
- attach a signed PDF and Word version of the document.
- The email subject must include: Case number + Case name + Dept + Reviewer initials.
- Please indicate in the body of your email if the attached response is the 1st, 2nd or 3rd

Please submit ALL comments to assigned reviewer **Andrew Bishop** Andrew.Bishop@ppd.mncppc.org and PGCReferrals@ppd.mncppc.org

Click on the hyperlink to view the Acceptance

documents: https://www.dropbox.com/sh/dmtd3yslkgfmgpe6/AAAVB1jICzQD6bC70QS57K_Xa?dl=0

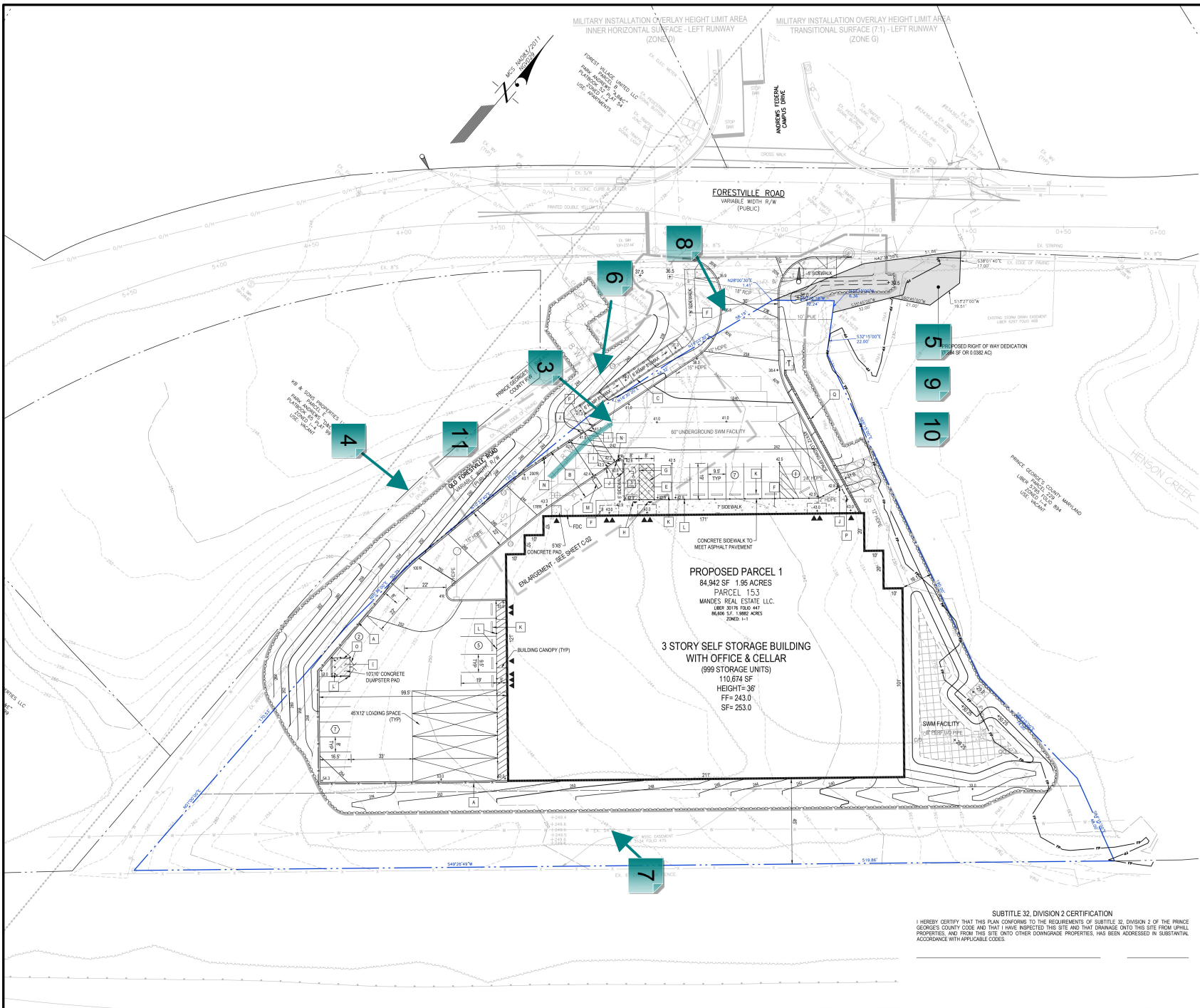
If you need assistance please contact Cheryl.summerlin@ppd.mncppc.org

Thanks,

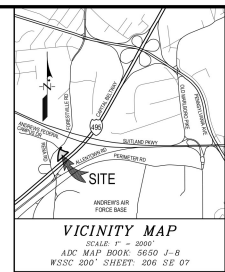
Martin Grigsby

Principal Planning Technician | Development Review Division





- SITE DETAIL LEGEND**
(REFER TO SHEET C-02 FOR SITE DETAILS)
- A CHAIN LINK FENCE
 - B DECORATIVE FENCE
(SEE ENLARGEMENT - GATE PLAN ON SHEET C-02)
 - C SIDEWALK RAMP WITH RAILINGS
 - D CONCRETE RETAINING WALL
 - E HEAVY DUTY CONCRETE
 - F CONCRETE SIDEWALK
 - G HANDICAP PARKING SPACE WITH ACCESSIBLE
 - H HANDICAP PARKING AND ACCESSIBLE SIGN
 - I DEPRESSED CONCRETE CURB & GUTTER
 - J NOSE DOWN CURB
 - K CONCRETE WHEEL STOP
 - L BOLLARD
 - M GATE OPERATOR PAD
 - N KEYPAD AND BOLLARDS
 - O BOARD FENCE AND GATE (TRASH ENCLOSURE)
 - P INVERTED "U" BIKE RACK (2 TOTAL)
 - Q 3.5' SAFETY GUARD RAILING (ON TOP OF RETAINING WALL)



- LEGEND**
- PROPERTY BOUNDARY
 - EX. CONTOUR (2')
 - EX. CONTOUR (10')
 - PROP. CONTOUR (2')
 - PROP. CONTOUR (10')
 - EX. WATERLINE
 - PROP. WATERLINE
 - EX. SEWER
 - PROP. SEWER
 - EX. STORM DRAIN
 - PROP. STORM DRAIN
 - EX. CURB & GUTTER
 - PROP. CURB & GUTTER
 - PROP. FENCE
 - EX. TREELINE
 - LIMIT OF DISTURBANCE
 - PRIMARY MANAGEMENT AREA (PMA)
 - EX. FLOODPLAIN
 - REGULATED STREAM (CENTERLINE)
 - REGULATED STREAM (TOP OF BANK)
 - NONTIDAL WETLAND
 - WETLAND BUFFER (50')
 - WETLAND BUFFER (25')
 - PROP. RIGHT OF WAY DEDICATION
 - MILITARY INSTALLATION OVERLAY ZONE (MIOZ)
 - PROP. RAILING
 - PROP. CONCRETE PAVING
 - PROP. HEAVY DUTY CONCRETE PAVING
 - PROP. STANDARD PARKING SPACE
 - PROP. COMPACT PARKING SPACE
 - PROP. HANDICAP VAN PARKING SPACE



PROPOSED PARCEL 1
84,942 SF, 1.96 ACRES
PARCEL 153
MANDES REAL ESTATE LLC.
4800 SOUTH HANCOCK AVE
RUMOK, MD 21086 ACRES
ZONED: I-1

3 STORY SELF STORAGE BUILDING WITH OFFICE & CELLAR
(999 STORAGE UNITS)
110,674 SF
HEIGHT = 36'
FF = 243.0
SF = 253.0

SUBTITLE 32, DIVISION 2 CERTIFICATION
I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE PRINCE GEORGES COUNTY CODE AND THAT I HAVE INSPECTED THIS SITE AND THAT DRAINAGE ONTO THIS SITE FROM UPHILL PROPERTIES, AND FROM THIS SITE ONTO OTHER DOWNHILL PROPERTIES, HAS BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

DSP-20048
SITE PLAN
DETAILED SITE PLAN
PROPOSED PARCEL 1
SUITLAND SELF STORAGE
EXISTING PARCEL 153
SPAILDING DISTRICT NO. 6
PRINCE GEORGES COUNTY, MARYLAND



CALL MISS UTILITY 1-800-257-7777
48 hrs Before Excavation

OWNER
Mandes Real Estate LLC
PO Box 504
Shady Side, MD 20764

APPLICANT / CONTRACT PURCHASER
SSZ Suitland Self Storage LLC
c/o SLM Partners, Inc.
8391 Old Courthouse Road, Suite 210
ATTN: Tim Squire
PHONE: (703) 467-9390

C-01

DSP-20048 & DDS-680_Backup 76 of 86

DATE: JULY 2021
DESCRIPTION: REVISIONS

GRAPHIC SCALE: 1" = 20'

89

1 - 1. WSSC Plan Review Comments

Created by: Irene Andreadis
On: 09/10/2021 01:52 PM

DSP-20048 - SUITLAND SELF STORAGE

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

2 - 2. Coordination with other buried utilities:

Created by: Irene Andreadis
On: 09/10/2021 01:52 PM

- a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
- b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
- c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
- d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
- e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
- f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
- g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.

3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.

4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

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

3 - Separation

Created by: Jessica Wright
On: 09/15/2021 03:03 PM

Five feet or horizontal separation between the water main and the stormwater management structure.

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

4 - Old Forestville Road - PCCP Water Main

Created by: Jessica Wright
On: 09/15/2021 03:12 PM

1. Preliminary plans indicate that Old Forestville Road is to be vacated.
2. Coordinate during the site utility providing the new easement for the 24-inch PCCP water main.

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

5 - Water and Sewer Comments

Created by: Jessica Wright
On: 09/15/2021 03:18 PM

1. Show and label existing and proposed easement limits on plan for all existing water and sewer mains.
2. Revise the plan to realign any water or sewer pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.
3. There is a 12- inch diameter water main located on or near this property. WSSC records indicate that the pipe material is Cast Iron (CI). It is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material.
4. Water pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.
5. Water pipelines larger than 12-inch, including PCCP mains, must have a minimum of 25 feet horizontal separation from any building or dwelling. The building must also be outside the WSSC existing or proposed easement.
6. Notes for Special Construction Requirements within the Vicinity of Existing PCCP water mains shall be added to all design plans, including the Erosion and Sediment Control Plans.
7. Notes for Special Construction Requirements for Working in the Vicinity of Existing PCCP 30-inch and Larger Water Mains shall be added to all design plans. This information has been provided to the engineer.

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

6 - Clearance

Created by: Jessica Wright
On: 09/15/2021 04:23 PM

Provide proper protection of water supply if the water main is below or parallel to thesewer house connection or when pipe crosses other utilities.

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

7 - 54-Inch PCCP

Created by: Jessica Wright
On: 09/15/2021 04:59 PM

Possible short-term and long-term loading impacts on the 54-inch water main related to construction activity will be reviewed during the design.

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

8 - Easements

Created by: Jessica Wright
On: 09/15/2021 05:47 PM

Show and label easement limits on plan for all existing and proposed sewer mains.

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

9 - Easements

Created by: Jessica Wright
On: 09/15/2021 05:49 PM

1. WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

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

10 - Hydraulic Comments

Created by: Jessica Wright
On: 09/16/2021 07:35 AM

1. A 12-inch water main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.
2. An 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.
3. Please note that if the 24" main is placed out of service at the same time as the 54" main adjacent to the site, the model indicates that there would be significant hydraulic impacts to the surrounding system.

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

11 - Change in Grade Over Water Main

Created by: Jessica Wright
On: 09/16/2021 07:37 AM

Any grading change in pipe loading (including but not limited to proposed fill or excavation), placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

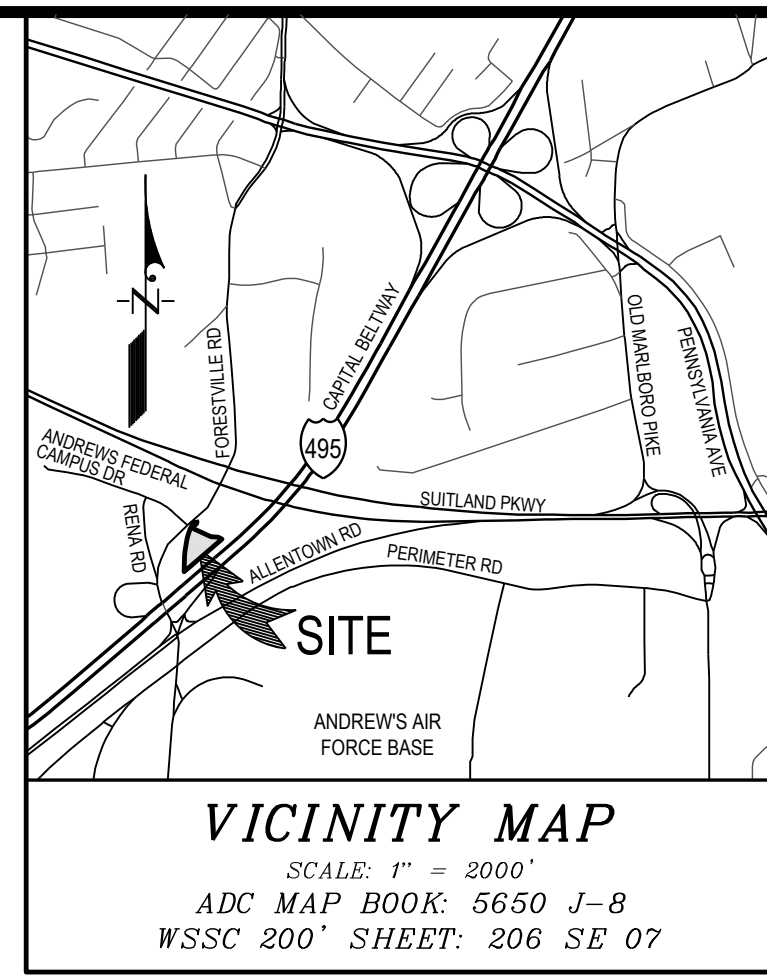
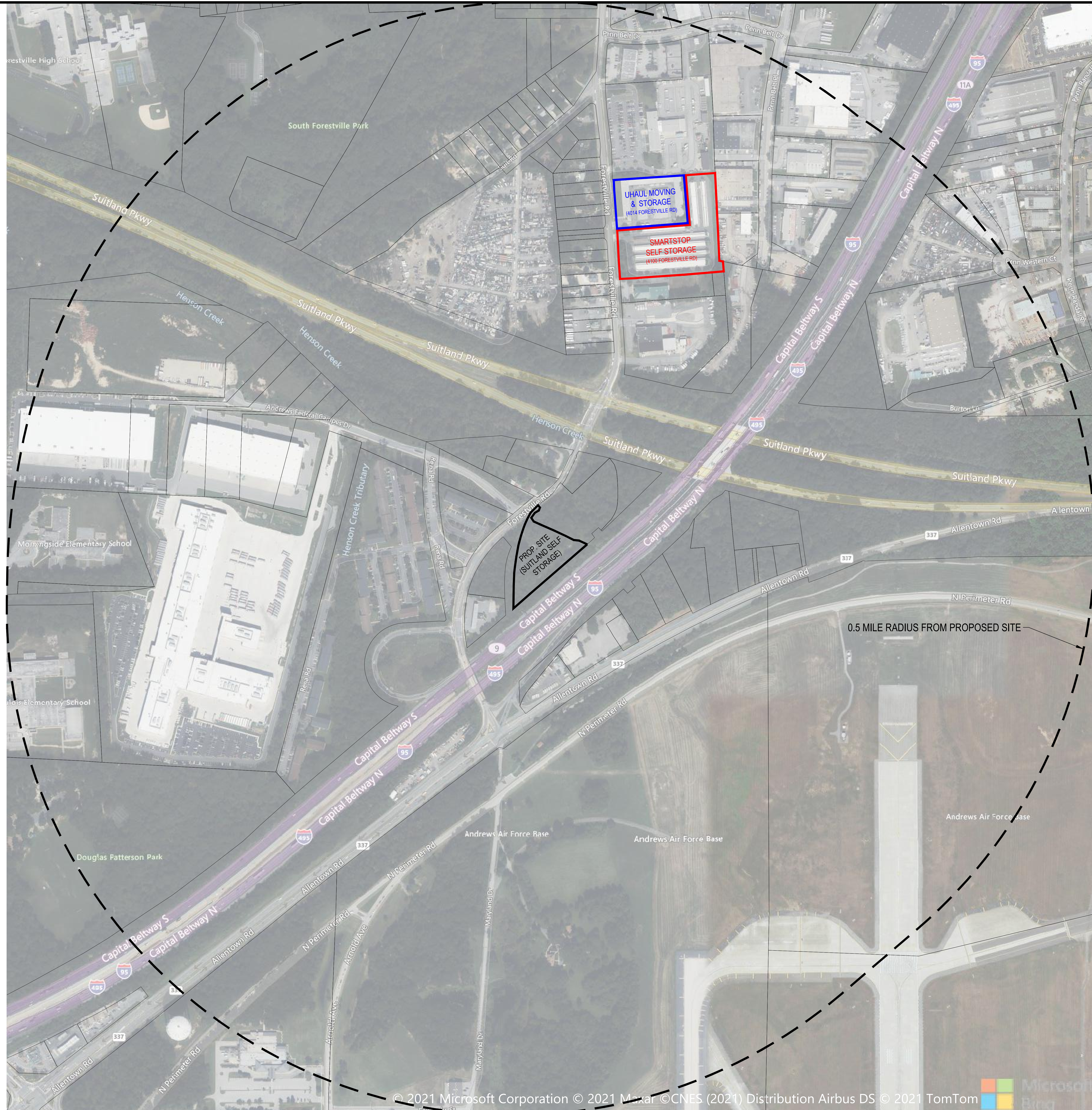
----- 0 Replies -----

Exhibit

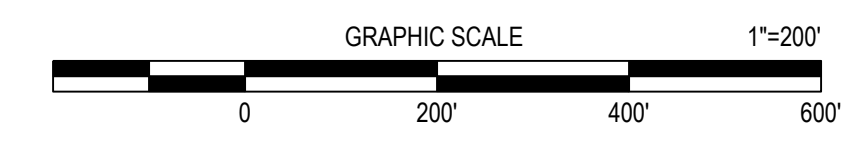
For

**DSP-20048 & DDS-680
Suitland Self Storage Zone**

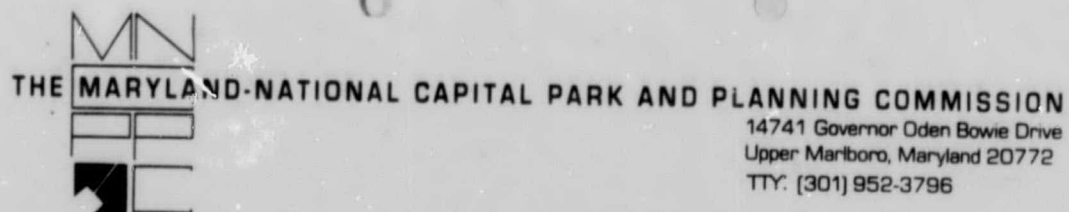
(Consolidated Storage locations in 0.5 miles)



SELF STORAGE FACILITY MAP
 PROPOSED PARCEL 1
SUITLAND SELF STORAGE
 EXISTING PARCEL 153
 SPAULDING DISTRICT No. 6
 PRINCE GEORGE'S COUNTY, MARYLAND



11721 WOODMOORE ROAD, SUITE 200 MITCHELLVILLE, MARYLAND 20721 BEN DYER ASSOCIATES, INC. Engineers / Surveyors / Planners TELEPHONE (301) 430-2000 COPYRIGHT © 2020 BEN DYER ASSOCIATES, INC.	
DATE	DESCRIPTION
BY	REVISIONS
SCALE: 1"=200'	DATE: JULY 2021
CEG	MAN
J-A73112	



PGCPB No. 01-69

File No. SP-01003

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on April 5, 2001, regarding Detailed Site Plan SP-01003 for Forestville Mini-Storage, Parcel B, the Planning Board finds:

1. The subject site is located approximately 1000 feet north of Suitland Parkway on the east side of Forestville Road. The proposed use is for consolidated storage. The proposed consolidated storage encompasses 48,075 square feet of gross floor area in three separate buildings. These buildings are one (1) story tall (15 feet in height). The facade of the proposed building is precision cut tan block with two horizontal accent bands of tan split face block. At the roof top is a metal wall cap which is brick red.
2. The site development data is as follows:

Site Development
 Forestville Consolidated Storage
 DSP-01003

Zone	I-1
Area	2.22 acres
Use	Consolidated Storage
Interior accessed units	333 units
Exterior accessed units	<u>111 units</u>
Total Units	444 units
Parking spaces required	
Interior Units only, 1 space per 50 units (333/50)	6.66 spaces
plus 4 spaces per 1000 sq. ft. of office space	<u>4 spaces</u>
	10.66 spaces/11 spaces
Parking spaces provided	11 spaces

Loading spaces required (interior units only)

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File No. SP-01003
Page 2

2 spaces for first 10,000 sq. ft. plus	2 spaces
one (1) space per 40,000 sq. ft. thereafter or fraction of	<u>5 spaces</u>
Total required	7 spaces
Loading spaces provided	7 spaces

3. Section 27-475.04(a)(1) of the Prince George's County Zoning Ordinance states:

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

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

The western facade of Building 'A' along Forestville Road acts as the above-referenced wall. The proposed commercial industrial landscape strip along Forestville Road effectively fulfills the requirement for landscaping along the outside of said wall. A perimeter landscape strip is proposed along the southern property line which ensures that the entrances to individual storage units are not visible from a street or from adjoining land in any residential or commercial zone.

4. Signage is part of the package provided by the applicant for review. The applicant is proposing a freestanding pylon sign and a building mounted sign on the building facing Forestville Road. Banner signage has not been proposed at this time. The signage has been found acceptable to the Urban Design Section.
5. The subject site is exempt from the Tree Conservation Ordinance because the property contains less than 10,000 square feet of woodland. It should be noted that this site is in close proximity to the Accident Potential Zone of Andrews Air Force Base and is also within the 70 to 75 DBH contour level. The Environmental Planning Section has found that the noise issues will not limit the development of this property as a consolidated storage warehouse.
6. The subject property has an approved Conceptual Stormwater Management Plan (approval #8324919-2000).
7. The Permit Review Section had numerous comments which have been addressed.

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File No. SP-01003
Page 3

8. The State Highway Administration found the plans acceptable as submitted.
9. The Community Planning Division in a memorandum dated February 9, 2001 (Osei to Whitmore) offered the following comments:

"...the 1985 Master Plan for Suitland-District Heights and Vicinity supports the proposed land use, the following planning related issues need to be addressed:

- "(a) The issue of providing adequate heavy vegetation screening along the Forestville Road and any other adjoining streets should be addressed in this application.
- "(b) The location of proposed mini storage facility is within the Flight Path of Andrews Air Force Base in the Accident Potential Zone.
- "(c) The height of the proposed development may be an issue with federal government authorities at Andrews Air Force Base. The applicant is advised to contact the Federal Aviation Administration at 1-718-553-3100."

The applicant contacted the Federal Aviation Administration as recommended. In a memorandum dated February 15, 2001 (La Rocca to Osei) the applicant provided the following information:

"Bill Merrill at the FAA (718) 995-5693 indicated that unless Part 77.13 of the FAA regulations (which can be found on the web at <http://www.faa.gov/region/aea/atsoeaa/framedoc.html>) indicate that a site is within FAA jurisdiction, no Notice of Proposed Construction needs to be applied for (the process and review time is several months to a year based on the backlog). They will not send a letter saying a project does not need to file for a Notice; the rules on their face determine this.

"...At our Forestville site (DSP-01003) given the maximum building height of 15 feet we are not required to file a Notice of Proposed Construction."

10. The Bureau of Fire Prevention and Special Hazards provided comments concerning accessibility and the requirement for fire hydrants (structures should not be more than 500 feet from a hydrant). The plans should address these comments at the time of the review of permits.
11. No subdivision issues are raised with this application.
12. The Town of Morningside by letter dated January 19, 2001 (Kiker to Whitmore) recommends approval of the application as submitted.

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- 13. The plan will, if revised in accordance with the proposed conditions of approval, represent a reasonable alternative for satisfying the Site Design Guidelines without requiring unreasonable costs and without detracting substantially from the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan for the above-described land.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Lowe, seconded by Commissioner Brown, with Commissioners Lowe, Brown, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, April 5, 2001, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of April 2001.

Trudye Morgan Johnson
Executive Director

Frances J. Guertin
By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:LW:rmk

APPROVED AS TO LEGAL SUFFICIENCY.

George Johnson
M-NCPPC Legal Department

Date 4/18/01

Additional Back-up

For

DSP-20048 & DDS-680
SUITLAND SELF STORAGE
ZONE

SUITLAND SELF-STORAGE ZONE
(DSP-20048; DDS-680; AC-05014-01)

Applicant's Proposed Exhibit #1

1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as following conditions:
 - g. Provide a crosswalk crossing the site's entrance at Forestville Road, which shall be constructed in general conformance to the DSP unless modified by the approval agency, with written correspondence.
 - o. A general note shall be added to indicate that the subject site is within the 60-74 dBA noise contour of the Military Installation Overlay Zone (MIOZ), and it is not within the High Intensity Noise Area.
- ~~3. At the time of building permit, provide certification from an acoustical engineer or qualified professional that interior noise levels are acceptable and meet the requirements of the International Building Code.~~