



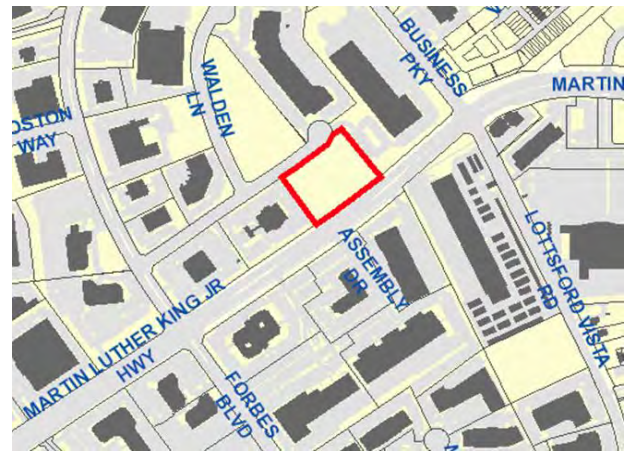
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## Detailed Site Plan Willowdale Self Storage

## DET-2023-021

REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing date of May 30, 2024, to July 18, 2024.</p> <p>Development of a 122,324-square-foot consolidated storage facility, with accessory outdoor storage and office uses.</p>	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none"> <li>• APPROVAL of Detailed Site Plan DET-2023-021</li> <li>• APPROVAL of Type 2 Tree Conservation Plan TCP2-016-14-02</li> </ul>

<b>Location:</b> On the northwest side of MD 704 (Martin Luther King Jr Highway), approximately 700 feet west of Lottsford Vista Road.	
Gross Acreage:	3.01
Zone:	IH
Dwelling Units:	N/A
Gross Floor Area:	122,324 sq. ft.
Planning Area:	70
Council District:	05
Municipality:	N/A
<b>Applicant/Address:</b> SSZ Willowdale Road Self Storage, LLC 8391 Old Courthouse Road, Suite 210 Vienna, VA 22182	
<b>Staff Reviewer:</b> Natalia Gomez-Rojas <b>Phone Number:</b> 301-780-8116 <b>Email:</b> Natalia.Gomezrojas@ppd.mncppc.org	



Planning Board Date:	07/18/2024
Planning Board Action Limit:	07/24/2024
Staff Report Date:	06/25/2024
Date Accepted:	03/25/2024
Informational Mailing:	01/22/2024
Acceptance Mailing:	03/25/2024
Sign Posting Deadline:	04/30/2024

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

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THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DET-2023-021  
Type 2 Tree Conservation Plan TCP2-016-14-02  
Willowdale Self Storage

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

**I. EVALUATION CRITERIA**

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

- (6) **The development in the detailed site plan (minor and major) shall be consistent with the General Plan and shall conform to the relevant goals, policies, and strategies of the Area Master Plan or Sector Plan, applicable Functional Master Plans, and the Growth Policy Map as it relates to centers in the 2014 General Plan, Plan Prince George's 2035, for the subject property and its surrounding area (unless the subject property has been rezoned pursuant to a Zoning Map Amendment subsequent to the adoption of the relevant Area Master Plan, Sector Plan, or Functional Master Plan);**
- (7) **The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge; and**
- (8) **Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:**
  - (A) **The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;**
  - (B) **When possible, there should be no parking or loading spaces located in the front yard; and**
  - (C) **The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.**

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

## **II. BACKGROUND**

- A. Request:** The subject detailed site plan (DET) is for development of a 122,324-square-foot building, in which the applicant plans to locate a consolidated storage use consisting of 92,950 square feet of rentable storage area, and 900 square feet of accessory office, as well as approximately 12,317 square feet of accessory outdoor storage space.



**B. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	IH (Industrial, Heavy)	IH (Industrial, Heavy)
Use	Vacant	Consolidated Storage, with accessory office and outdoor storage
Total Gross Acreage	3.01	3.01
Parcel(s)	1	1
Total Net Acreage	3.01	3.01
Gross Floor Area (GFA)	0	122,324 sq. ft.

**C. Location:** The subject DET is located on the northwest side of MD 704 (Martin Luther King Jr. Highway), approximately 700 feet west of Lottsford Vista Road, in Planning Area 70 and Council District 5. The subject property is bounded to the northeast by a consolidated storage facility in the Industrial, Heavy (IH) Zone; to the northwest by the public right-of-way (ROW) of Willowdale Road; to the southwest by a financial institution also in the IH Zone; and to the southeast by the public ROW of MD 704.

**D. Proposed Uses:** The subject DET proposes a consolidated storage facility use and outdoor storage permitted as accessory use. Use specific standards for consolidated storage uses are contained in Section 27-5102(f)(4)(A) of the Prince George’s County Zoning Ordinance, as follows:

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

Staff find that the DET is in conformance with the use specific standards as follows:

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

The proposed use fronts Willowdale Road and MD 704 and will have its sole access to/from Willowdale Road, a 70-foot-wide industrial roadway with adequate capacity to handle the vehicular trips generated by the proposed uses.

The subject application proposes to construct a consolidated storage facility that will generate 11 AM and 18 PM peak-hour vehicular trips. The site was previously approved for the development of a 130-room hotel via Special Exception SE-4794, which would generate 60 AM and 77 PM peak hour trips. Therefore, the traffic generated by the proposed consolidated storage will be significantly less.

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

The exterior and architectural façade of the proposed building is compatible with the industrial and commercial architecture within the Washington Business Park. The applicant proposes a masonry, metal panel, and exterior insulation finish system (EIFS) with roofline variations and storefront windows, to create attractive visuals for both motorists and customers visiting the site.

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

The proposed building has no entrances to any individual storage units that are visible from the street or adjoining land. Most of the individual storage units are located inside the building, but approximately 33 units can be accessed through roll-up garage doors, at the front and rear of the property. In addition, all exterior units will be screened from adjacent roadways using fencing, grading, and landscaping, in accordance with the Zoning Ordinance and the 2018 *Prince George's County Landscape Manual* (Landscape Manual). To ensure that proper screening is provided to satisfy this provision, the applicant has provided a vinyl privacy fence as a non-see-through solid enclosure, compatible with the architectural character and materials of the proposed consolidated storage building. In addition, landscaping will be installed along the outside of the fence.

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

All entrances to the individual consolidated storage units are located inside the building, and all storage units will be internally accessed from the main building. As previously mentioned, the storage facility will be screened by a solid vinyl privacy fence, and landscaping along the outside of the fence, as supplemental screening.

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

The proposed consolidated storage facility contains approximately 33 individual storage units that will be accessed from the exterior of the building. All exterior unit entrances have adjacent parking that allows for vehicular access and the loading and unloading of materials in a safe manner. The provided drive aisle is sufficient to allow the movement of vehicles on-site while parked vehicles are loading or unloading to access the exterior storage units.

- (vi) In the IE Zone, the expansion of an existing consolidated storage use within a building shall be limited to a maximum of 50 additional individual units and shall not be located within one-half mile of another consolidated storage use in the IE Zone. However, this Subsection shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan of subdivision, final plat, and detailed site plan, where the consolidated storage use is buffered from view from any public right-of-way. The required Technical Staff Report prepared and submitted to the administrative record for the detailed site plan application shall include a current, countywide inventory of the locations, dates of approval, and any conditions of approval for consolidated storage uses located on property within one-half mile of the boundaries of the property on which the proposed consolidated storage use will be located.**

The property is zoned IH; therefore, this finding is not applicable.

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

- (aa) If the Community Non-Profit Space is located above ground level, the property owner shall ensure that space is handicapped accessible, and shall provide adequate signage so that the public can locate the space.**
- (bb) Occupancy and use of the Community Non-Profit Space shall be subject to a Community Benefit Agreement executed by the property owner and Community Non-Profit Organization, as approved by the District Council. Said Community Benefit Agreement shall be binding on all successors, heirs, and assigns of the property.**

The property is zoned IH; therefore, this finding is not applicable.

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

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

The property is zoned IH; therefore, this finding is not applicable.

**E. Previous Approvals:** The property is subject to Preliminary Plan of Subdivision (PPS) 4-86041, which was approved on May 22, 1986, for nine lots previously zoned Light Industrial. The resolution included three conditions, however, they are not applicable to this DET.

The site is also subject to SE-4794 and Alternative Compliance AC-17002, which were approved under the Zoning Ordinance that was effective prior to April 1, 2022. These applications were approved by the Prince George’s County District Council via Zoning Ordinance No. 4-2018, on March 12, 2018, for the development of a hotel use with 130 rooms, with 7 conditions, which are not applicable to this request. A Revision of Site Plan, ROSP-4794-01, was approved by the Prince George’s County Planning Director on June 5, 2019, for the relocation of parking and removal of a retaining wall. Some permits were then issued as a result of these previous approvals, but nothing was ever constructed. However, this application proposes a consolidated storage use, and therefore, the previously mentioned approvals do not apply to this DET.

**F. Design Features:**

1. **Architecture.** The proposed four-story building will include high-quality materials to create variations in façades to break up the overall building mass. Proposed materials include exterior masonry, EIFS, textured insulated metal panels, architectural profiled metal siding, and contrast metal detailing with contrasting colors to create façade variations and visual interest. The roofline also has height, material, and color variations to continue the visual effect of breaking up the building’s massing. Storefront window systems, automatic sliding doors, painted doors, and prefinished canopy systems are used to highlight entry points.



**Figure 1: North Building Elevation facing Willowdale Road**

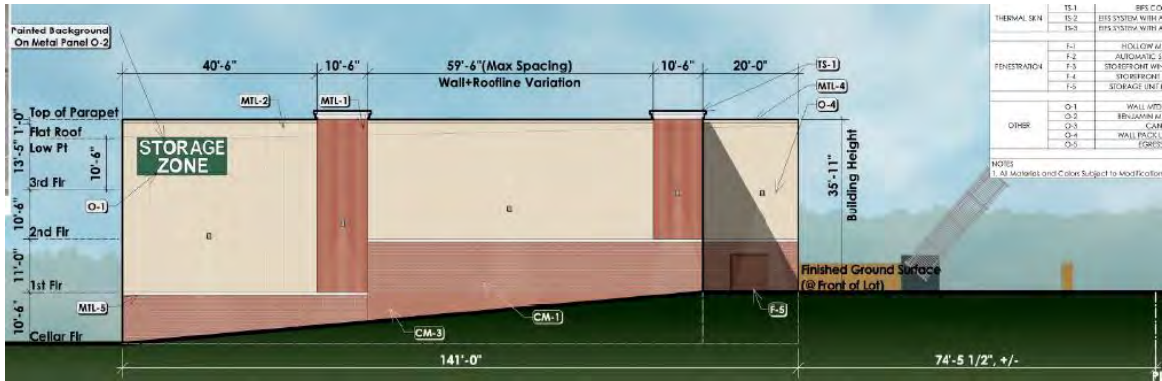


Figure 2: East Building Elevation facing adjacent parcels

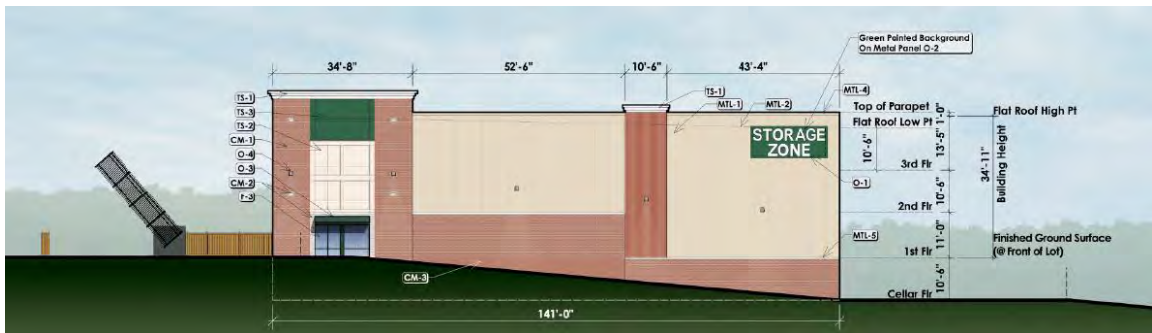


Figure 3: West Building Elevation facing adjacent parcels



Figure 4: South Building Elevation facing MD-704

- Parking.** As shown in the plan set submitted with this application, a total of 35 parking spaces are proposed for the storage facility, distributed in the front yards facing Willowdale Road and MD 704. Out of these 35 parking spaces, 2 are designated as handicap-accessible and are located right in front of the office.

In addition, the DET proposes an additional 26 parking spaces for outdoor storage purposes. However, these 26 parking spaces are not included in the provided parking calculation shown on the submitted DET, as they will be used for storing goods, materials, merchandise, and vehicles associated with the consolidated storage use. These outdoor storage spaces will be identified as "RESERVED" with a designated space number (1 through 26). As such, the storage use complies with the definition of "Outdoor Storage (as an accessory use)," as specified in Section 27-2500 of the Zoning Ordinance.

Lastly, four loading spaces are proposed. All loading spaces are located adjacent to an entrance to the building and are designed to avoid interference with surrounding parking spaces, drive aisles, and pedestrian pathways. All loading spaces will only be accessible for customers once a security entrance code is obtained by renting a unit from the on-site office and proceeding through the easternmost gate.

All exterior unit entrances have adjacent parking that allows for vehicular access and the loading and unloading of materials in a safe manner. The provided drive aisle is sufficient to allow the movement of vehicles on-site while parked vehicles are loading or unloading to access the exterior storage units.

- 3. **Signage.** The applicant proposes a total of five signs, to include four building-mounted signs on each façade and a freestanding sign along the site's frontage on MD 704.

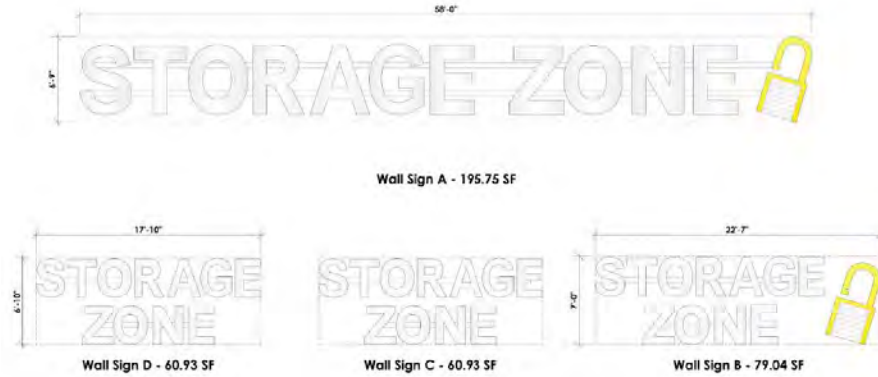


Figure 5: Wall Signs



**Figure 6: Freestanding Signs**

4. **Lighting.** The applicant will provide lighting throughout the surface parking lot and on all sides of the proposed consolidated storage building. A photometric plan and lighting details have been provided.

### III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

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

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

The applicable standards of this Subtitle consist of standards applicable in the IH Zone, Intensity and Dimensional Standards, Section 27-4203(f)(2) of the Zoning Ordinance, and applicable Development Standards (Part 27-6).

1. **Standards Applicable in Industrial Heavy Zone Intensity and Dimensional Standards**

The DET is in conformance with the applicable IH Zone Intensity and Dimensional Standards as shown below:



<b>Standard</b>	<b>Required</b>	<b>Proposed</b>
Density, max	No requirement	N/A
Net lot area, min.	10,000	3.01 acres
Lot width, min.	75 ft.	approx. 407 ft.
Lot Coverage, max.	No requirement	N/A
Green area, min.	10 % of net lot area	40.29%
Front yard depth, min.	25 ft.	approx. 67 ft. and 102 ft.*
Side yard depth, min.	30 ft. both yards total	approx. 91 ft.
Rear yard depth, min.	0	N/A*
Principal structure height, max.	No requirement	approx. 35 ft.

**Note:** \*The property is a through lot, with frontage on two parallel roadways, and has two front yards, and no rear yard.

## 2. **Applicable Development Standards**

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

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

The DET is in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance. The DET is served by a system of vehicular accessways that will accommodate appropriate vehicle turning movements including, but not limited to, firefighting and other emergency vehicles, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development. The proposed development’s direct driveway access to its principal origin or destination points will have access from Willowdale Road, which is not classified as an arterial or a collector roadway. The internal pedestrian circulation system is designed to allow pedestrian walkway access to the development’s building and parking areas.

Nevertheless, the applicant has submitted a waiver requesting relief pursuant to Sections 27-6207(b)(2), 27-6208(a)(2) and 27-6208(b) of the Zoning Ordinance. Approval of these waivers is recommended as follows:

Section 27-6207(b)(1) of the Zoning Ordinance requires that “internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development’s buildings and parking areas and those on adjoining lots containing a [...] nonresidential [...] development.” This provision applies because the DET proposes



nonresidential development and is adjacent to nonresidential development to the northeast and southwest. Section 27-6207(b)(2) allows the Planning Director to “waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to [. . .] the presence of any of the following at the point(s) where through-connections would otherwise be required: [. . .] visual obstructions or parking space locations that create traffic hazards.” [In that respect, the applicant has stated that providing a pedestrian cross-access connection to the eastern or western properties would be unsafe due to the nature of the use, as it would create a traffic hazard and security risk. Both proposed connections would lead to parking spaces on the adjacent properties, which could result in dangerous situations. Instead, pedestrians can use the sidewalk frontage improvements along Willowdale Road, to walk to adjoining properties, as proposed in the subject DET. In addition, a cross-access connection would make it difficult to properly screen the accessory outdoor storage use from the adjacent properties and reduce landscaping along the eastern and western perimeters.

Section 27-6208(a)(2)(A) requires that “[a]ll new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements.” Section 27-6208(a)(2)(B) allows the Planning Director to “waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due to topographic conditions, natural features, or visual obstructions that create hazards.” The applicant requests a waiver from the requirement to install bike lanes, bike paths, or other bicycle improvements. The applicant requested a waiver from the above-mentioned standard, as there are no current or planned master-planned bicycle trails or improvements for Willowdale Road, which is classified as an industrial road. In addition, the 70-foot ROW provided does not seem sufficient to accommodate a bicycle lane. A proposal for a bicycle path would hinder the proposed sidewalk improvements for the site along Willowdale Road and would not connect to any other bicycle path segments along the same road. The provision of a

bicycle lane along Willowdale Road would also pose a safety hazard, given the high volume of large vehicles that use the road to access nearby industrial warehouses and distribution centers.

Section 27-6208(b)(1) requires "[a]ny internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a [. . .] nonresidential". Section 27-6208(b)(1)(2) allows the Planning Director to "waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable." The applicant has stated that there is no internal bicycle circulation system on any adjacent parcels, and it is not practical to require such a bicycle connection between the existing commercial and industrial development. In addition, any such connection to the property would need to overcome significant safety factors, given the high volume of large vehicles entering the adjacent parking lots on the neighboring properties. The proposed cross-access presents a significant safety concern, as access could only be granted into adjoining parking lots, which would inhibit vehicular site patterns for the neighboring property owners.

Given the mentioned circumstances, staff recommend that pedestrian cross-access to adjoining sites be waived per Section 27-6207(b)(2), and bicycle cross-access to adjoining sites be waived per Sections 27-6208(a)(2) and 27-6208(b)(2), due to safety factors.

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

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

**Parking Requirements**

USE	DESCRIPTION	MIN. SPACES REQUIRED	TOTAL SPACES PROVIDED
Proposed Consolidated Storage – 122,324 sq. ft.	1.0 spaces / 3,000 sq. ft. rentable storage area (92,950 sq. ft.);	31	35
	4.0 spaces / 1,000 sq. ft. Office (900 sq. ft.);	4	
	2.0 spaces / Residential Manager	0	
Proposed Outdoor Storage	2.0 spaces / 1,000 sq. ft. GFA (office facilities)	0	0
<b>Total Parking Spaces</b>			35 (Including 2 handicap-van accessible spaces)

**Note:** Twenty-six (26) additional parking spaces will be utilized as accessory outdoor storage and will be distinguished from standard spaces by painting “RESERVED” with a designated space number (1 through 26). These outdoor storage spaces will be utilized for the storage of goods, material, merchandise, and/or vehicles, all associated with the consolidated storage use, and located in the same place for more than 24 hours.

**Loading Space Requirements**

USE	DESCRIPTION	MINIMUM REQUIRED	TOTAL PROVIDED
Proposed Consolidated Storage – 122,324 sq. ft.	No requirement	0	4

**Bicycle Space Requirements**

DESCRIPTION	MINIMUM REQUIRED	TOTAL PROVIDED
2.0 spaces for first 10 vehicle parking spaces; 1.0 spaces for each additional 10 vehicle parking spaces or major fraction thereof	6	6

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

These regulations have been met as approximately 33 percent of the site is being provided in required landscaping and stormwater management (SWM) areas, which meets the 5 percent open space set aside area required for industrial uses, such as consolidated storage, in Nonresidential Base Zones.

d. **Section 27-6500 — Landscaping**

The DET is in conformance with the applicable standards in the Landscape Manual as shown below:

SECTION	MINIMUM REQUIRED	PROVIDED
<b>Section 4.2</b> , Requirements for Landscape Strips along Streets	- 10 shade trees and 94 shrubs along Willowdale Road - 13 shade trees and 61 shrubs along Martin Luther King Highway	- 10 shade trees and 94 shrubs along Willowdale Road - 13 shade trees and 61 shrubs along Martin Luther King Highway
Section 4.4, Screening Requirements	Screening materials should consist of evergreen trees and shrubs, walls, fences, and berms.	See below Section 27-6600
Section 4.7, Buffering Incompatible Uses	Bufferyard type B: 376 planting units or 189 planting units and a 6-foot-high opaque fence or wall	- 210 planting units and a 6-foot-high opaque fence or wall
Section 4.9, Sustainable Landscaping Requirements	Native species: - 80% of shade trees - 70% of ornamental trees - 40% evergreen trees - 60% shrubs	- 100% of shade trees - 100% of ornamental trees - 100% evergreen trees - 73% shrubs and 0% of invasive species
Section 4.11, Requirements for Nonresidential and Mixed-Use Development	- 27 shade trees	26 shade trees are provided plus one shade tree substituted with one ornamental tree

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

As evidenced in Sheet C-2 of the plan included with this application, the proposed development contains fencing that conforms to these requirements, including the applicable provisions of Sections 27-6602, 27-6603, 27-6604, 27-6605, 27-6606, 27-6607 and 27-6608. Specifically, a 6-foot-high, vinyl, privacy fence is proposed to enclose the storage building, outdoor storage, and parking areas. Landscaping will be added along the fence as supplemental screening. The maximum height of the proposed fence is 6 feet high.

Per Footnote 2 of the general height standards in Section 27-6603(a), the maximum height allowed for the wall within the front yard is up to 8 feet, since the wall is required by the use specific standards for consolidated storage, as stated in Section 27-5102(b)(4)(A)(iv).

In addition, two security gates will be provided: one on the southern driveway, and the other on the eastern driveway. These gates will be equipped with hardware to keep them closed when they are not in use. To operate the gate, customers will need to get an electronic code from the consolidated storage office, which is located at the entrance of the facility, outside the fenced and secured area, in the northwesternmost part of the building. After receiving the

code, customers will be able to access the secure side of the facility through the provided gates, allowing them to enter and exit the premises.

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

The DET includes a photometric plan, which demonstrates conformance with the applicable standards in Section 27-6700, including maximum illumination measured in foot-candles, at ground-level, at the lot lines. The proposed consolidated storage use will be accessible to tenants from 6:00 a.m. to 10:00 p.m. and is not adjacent to existing residential development. Management will utilize the accessory office use from 9:00 a.m. to 6:00 p.m. Monday through Saturday, and from 9:00 a.m. to 4:00 p.m. on Sunday. All proposed lighting fixtures adhere to the maximum height standard of 30 feet for the IH Zone, and there will be no lighting spillover to the adjacent nonresidential properties.

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

An approved Natural Resources Inventory Equivalency Letter, NRI-186-13-02, was submitted with the application. An equivalency letter was approved for this project because the site has an approved and implemented Type 2 Tree Conservation Plan (TCP2-016-14-01), and the proposed site plan does not result in significant changes to the previously approved limits of disturbance shown on the TCP2.

Sections 27-6804 is not applicable since no floodplain is present on the site.

Section 27-6805 requires an approved grading, erosion, and sediment control plan. Accordingly, the subject DET will comply with the above requirements, and shall be required to obtain an approved grading, erosion, and sediment control plan prior to issuance of any grading permits.

Section 27-6806 states that the development shall comply with the requirements of SWM, in accordance with Subtitle 32. The proposed development conforms with all applicable sections of Subtitle 32 related to SWM, as reflected on the approved SWM concept plan included in the DET submittal package.

Sections 27-6807 through 27-6810 do not apply to this application.

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

As shown on the architectural elevations included with this application, the DET is in conformance with the applicable standards in Section 27-61100 of the Zoning Ordinance, for the consolidated storage building, including the building orientation, entrances, location of off-street parking and loading areas, building façade materials, and articulation, as shown on the consolidated storage architectural elevations. The proposed materials are high quality, architectural level finishes. Decorative, integral color masonry units are used throughout. In addition, textured insulated metal panels, architectural profiled metal siding, and contrast metal detailing are used in differing colors and locations. EIFS is also used in various locations around the building's façades.

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

The subject application is exempt from this section because it is not adjacent to, or across a street or alley from existing residential uses or zones.

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

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

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

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

l. **Section 27-61500 — Signage**

The DET proposes four building-mounted signs and one freestanding sign which meet all the applicable area, location, and height requirements in the regulations and standards. The applicant provided a signage schedule showing compliance with the maximum allowed sign area per Table 27-61505. The proposed building-mounted signage is within allowable sizes based on the proposed linear width of the building and does not exceed 400 square feet. The freestanding sign has a total area of 104 square feet, which is

below the 105.68-square-foot maximum allowed sign area, based on the length of the street frontage the sign faces.

In compliance with Section 27-61504(a), the proposed development will not have any external light source directed toward any sign and will not cast direct light or create glare upon adjacent lands or streets, nor will it use animated sign illumination. The sign materials proposed comply with Section 27-61504(b). Sections 27-61504(c) and (d) do not apply because neither digital displays nor signs in the ROW are proposed.

m. **Section 27-61600 — Green Building Standards**

The proposed development meets the minimum Green Building score requirement of 4.0 points for new nonresidential development greater than 75,000 square feet, as follows:

<b>Table 27-61603(b): Green Building Point System</b>	<b>Point Earned</b>
Air conditioner with stated efficiency greater than 14 SEER is included as standard	0.75
Use central air conditioners that are Energy Star-qualified	0.5
The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code	1.0
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI	0.50
All toilets are 1.28 GPF or less	0.50
All toilets have dual activated flushing	1.0
<b>Total</b>	<b>4.25</b>

Based on the analysis herein, in addition to the evidence filed in conjunction with this application, staff find that DET-2023-021 represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

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

The conditions of approval for the previous approvals listed in Section II.E above are not relevant to this DET.

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

This site does not contain any regulated environmental features and is relatively flat with no existing woodlands.

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

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

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

The DET has a companion TCP2-016-14-02, which staff recommend be approved.

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

This DET is consistent with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), and conforms to the relevant goals, policies, and strategies of the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (sector plan).

This application is in the Established Communities Growth Policy Area. "Plan 2035 classifies Established Communities as existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the need of the existing residents are met" (page 20). The proposed consolidated storage facility is consistent with Plan 2035 because the scale and intensity of the use is similar to the commercial character of the surrounding uses and the lack of residential uses in the immediate vicinity of the subject property.



This DET application is also consistent with the sector plan which describes mixed-use as “properties containing more than one land use: typically, residential and commercial uses” (page 201). Although the applicant proposes to develop the property as a consolidated storage facility, per the sector plan, “Designation as a mixed-use center does not mean that every property within this center must contain vertical or horizontal mixed-use development. Instead, it means that mixed-use buildings are encouraged and will be permitted in appropriately zoned areas; single-use buildings should be designed with sensitivity to neighboring uses within the center, and increased emphasis will be placed upon interfaces with the public realm” (page 202). The proposed development provides a mixture of nonresidential uses and contributes to the industrial use component of the overall Washington Business Park. Moreover, it will help to increase the supply of storage services for the surrounding mixed-use areas, which includes the residential units in Vista Gardens West and retail and commercial pad sites. In addition, the storage building is designed to blend in with neighboring light industrial and office uses and is positioned towards the street to ensure compatibility with the neighboring uses.

Other design principles, goals, policies, and strategies have been reviewed to confirm consistency with the sector plan:

#### **Natural Resources/Environment**

This DET is also consistent with the SWM practices and green building techniques listed in the sector plan which requires “environmental site design stormwater management techniques to be used on-site to the maximum extent practicable. Environmental site design techniques build on the idea that stormwater is dealt with on a site either by evapotranspiration through vegetation, infiltration back into the ground, or reused graywater in associated buildings. Techniques such as rain gardens, bioretention and infiltration areas, innovative stormwater outfalls, underground stormwater management, green streets, cisterns, rain barrels, grassed swales, and stream stabilization shall be utilized”, and supports “the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and cleaner, healthier buildings to support the health and wellness of county residents and employees. A green building program will not only allow for more sustainable development in the county but also will increase opportunities for the creation of more green jobs” (page 113).

Accordingly, the proposed storage facility includes a SWM plan to collect and convey runoff to an on-site micro-bioretention treatment system to provide sufficient environmental site design (ESD). This system will maintain the natural flow pattern of the surrounding watershed, with water flowing into the Western Branch through the Bald Hill Branch waterways once treated. This micro-bioretention system, with five basins, will ensure that stormwater runoff does not degrade the surrounding watershed when leaving the property at the southeast portion of the site. On-site landscaping will also be utilized to absorb water before its circulation into the micro-bioretention system.

Regarding energy conservation, light pollution and noise impacts, the proposed facility will use green building techniques outlined in Section 27-61600. These techniques include, but are not limited to, using central air conditioners that meet Energy Star qualifications with an efficiency greater than 14 SEER, implementing ESD techniques for the SWM system, and utilizing water conservation technology for restroom facilities.

### **Transportation**

The sector plan provides several goals and policies to increase multimodal transportation access to the overall Washington Business Park but there are no specific improvements recommended or required for the subject Property. Nevertheless, the subject DET proposes bicycle parking facilities for customers and employees to utilize for temporarily parking bicycles on-site, in addition to sidewalk and handicap-accessible crosswalk improvements along the site's frontage on Willowdale Road, which promotes connectivity between adjacent Washington Business Park lots and increases pedestrian safety. The mentioned improvements are affiliated with Goal 4 "improve pedestrian safety throughout the area" (page 165).

### **Community Design and Identity**

The DET aligns with the principles listed on page 75 of the sector plan for site and street design for commercial/employment centers. The building will face the street, and appropriate parking and landscaping areas will be provided. Functional lighting, as shown in the photometric plan, will also be present to ensure safety and security. The plan submitted with this application demonstrates a continuous network of sidewalks and crosswalks on the southern side of Willowdale Road, which will enhance pedestrian connectivity in the region.

As mentioned earlier, the storage building has been designed in a way that seamlessly blends with the surrounding light industrial and office spaces. Compatible with the building design standards listed in the site plan (see page 77). In addition, it has been strategically positioned towards the street to ensure it's in harmony with neighboring properties. Considering the type of use, the customer parking will be located at the front and back of the storage building to facilitate easy access. Moreover, the submitted landscape plan has identified and prioritized specific areas for landscaping and tree installation.

The building design calls for a quality mix of material, color, and fenestration patterning. The entrance will be clearly defined by distinct architectural features and will be oriented to be visible from the roadway entrance.

In short, the development proposal promotes the goals and strategies of the sector plan and will not substantially impair any of the recommendations of the sector plan. However, staff recommend the applicant should provide additional pedestrian pathways to connect the rear parking spaces to the building entrances and "provide streetscape improvements that enhance the character of the public realm and support private investment" (page 76).

A condition has been added herein to request the applicant to include additional pedestrian pathways to connect the rear parking spaces to the building entrances, in conformance with the sector plan's policy that calls for creating internal pedestrian pathways that connect parking areas to building entrances (page 75).

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

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

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

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

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

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

This project is subject to the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO), as the site has a previously approved Type 2 Tree Conservation Plan, TCP2-016-14-01. As part of the submittal package for DET-2023-021, the applicant has provided an amendment (TCP2-016-14-02) to the previously approved TCP2, as required by the WCO.

The TCP2 has been broken out into phases with this DET, shown as the Lot 31 Phase of the project. This site is also subject to the Environmental Technical Manual.

This overall 12.11-acre property contains a total of 7.54 acres of woodland. The woodland conservation threshold is 15 percent, or 1.82 acres. The overall site has cleared 6.78 acres of the existing 7.54 acres and proposes to clear an additional 0.76 acre in this focused area for a total of 7.54 acres. The cumulative woodland conservation requirement is 5.06 acres. The TCP2 proposes to meet the subject site's portion of the overall requirement with 0.76 acre of off-site woodland conservation credits.

A statement of justification for not meeting the woodland conservation requirement on-site was provided with this application. The first phase of the TCP2, for Lot 32, has already obtained 8.6 acres of off-site woodland preservation credits to meet that phase's woodland requirement. The approval of TCP2-016-14-01, in association with SE-4794, allowed for the clearing of the entire Lot 31. The proposed TCP2-016-14-02 was revised only to show the new layout of the site.

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

The site is subject to the requirements of the Prince George's County Tree Canopy Coverage Ordinance. Section 25-128 of the Prince George's County Code requires a minimum percentage of tree canopy coverage (TCC) on properties that require a grading permit. Properties zoned IH are required to provide a minimum of 10 percent of the gross tract area in TCC. The overall legal lot has a gross tract area of 3.01 acres, and a TCC of 0.301 acre, or 13,112 square feet, is required. The TCC worksheet included in the submitted landscape plan confirms that the requirement is satisfied.

**VI. REFERRAL COMMENTS**

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

- A. **Community Planning**—In a memorandum dated April 29, 2024 (Clouatre to Gomez), the Community Planning Division indicated that the proposed DET application is consistent with Plan 2035 policies and is in conformance with the sector plan.
- B. **Subdivision**—In a memorandum dated April 29, 2024 (Vatandoost to Gomez), the Subdivision Section determined that the DET has been found to be in conformance with the approved PPS. Staff recommended two conditions of approval that are included herein.
- C. **Transportation Planning**—In a memorandum dated April 30, 2024 (Smith to Gomez), the Transportation Planning Section provided a review of compliance with the 2009 *Approved Countywide Master Plan of Transportation*, and a review of the applicable Part 27-6 development standards, which are incorporated into the findings above. In addition, the Transportation Planning Section agreed with the waivers requested by the applicant, as discussed above in Section III.A. Lastly, the Transportation Planning Section determined that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Subtitle 27, and meets the findings for pedestrian and bicycle transportation purposes.
- D. **Environmental Planning**—In a memorandum dated April 29, 2024 (Rea to Gomez), the Environmental Planning Section found that the application is in conformance with the environmental regulations of Sections 27-3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 within the

Environmental Protection and Noise Control section of the Zoning Ordinance, and recommended approval of DET-2023-021 and TCP2-016-14-02.

- E. **Prince George’s County Health Department**—In a memorandum dated April 29, 2024 (Adepoju to Gomez), the Health Department provided two recommendations with respect to health-related issues on the property. These recommendations have been included herein as a condition of approval.
- F. **Prince George’s County Fire/EMS Department**—In email dated May 6, 2024 (Reilly to Gomez), the Prince George’s County Fire/EMS Department confirmed that the applicant adequately addressed the comments provided during the Subdivision and Development Review Committee meeting.
- G. **Historic Preservation**—In a memorandum dated April 12, 2024 (Smith, Chisholm and Stabler to Gomez), the Historic Preservation Section indicated that the subject property does not contain, and is not adjacent to, any designated Prince George’s County historic sites or resources.
- H. **Permit Review**—In a memorandum dated April 30, 2024 (Jacobs to Gomez), the Permit Review Section provided comments that have been added herein as conditions of approval.
- I. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 6, 2024 (De Guzman to Gomez), DPIE indicated they do not have objections to the DET and determined that it is consistent with the Site Development Concept Plan, 32921-2024-SDC, approved on April 10, 2024. DPIE also recommended that the applicant “shall provide frontage improvements along Willowdale Road, in accordance with the Commercial and Industrial Road (DPW&T STD 100.05) standards. This is to include but is not limited to 5-foot sidewalks, ADA-compliant pedestrian ramps with detectable warning surface (DWS), street trees, and LED streetlights”.
- J. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on the subject application.
- K. **Community Feedback**—At the time of the writing of this technical staff report, the Prince George’s County Planning Department has not received any written correspondence from the community regarding the subject application.

## VIII. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DET 2023-021, and Type 2 Tree Conservation Plan TCP2-016-14-02, subject to the following condition:

- 1. Prior to certification of the detailed site plan (DET), the applicant and the applicant’s heirs, successors, and/or assignees shall:

- a. Include additional pedestrian pathways along the west portion of the building to connect the rear parking spaces to the front building entrance(s).
- b. Add the gate height and width to the label of the security gate on the site plan.
- c. Clearly show all bearings and distances on the DET, which must be consistent with the record plat, or permits will be placed on hold until the plans are corrected.
- d. Add the following notes:
  - (1) “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.”
  - (2) Add a general note to indicate Preliminary Plan of Subdivision 4-86041 as prior approval applicable for the property.
  - (3) Add a general note to the cover sheet to add the recording plat reference for Lot 31 as Plat Book SJH 241 Plat 98.
- e. Schedule of proposed green building points.
- f. Open space set aside schedule.
- g. Add an exhibit to the set plan that clearly designates the location of the outdoor storage area.
- h. Revise the landscape plan:
  - (1) Update the plant list and schedule for Section 4.9 of the 2018 *Prince George’s County Landscape Manual*, to reflect that *Ilex x attenuata* is not a native species.

# WILLOWDALE SELF STORAGE

Detailed Site Plan  
TCP2-016-14-02

Staff Recommendation: APPROVAL with conditions

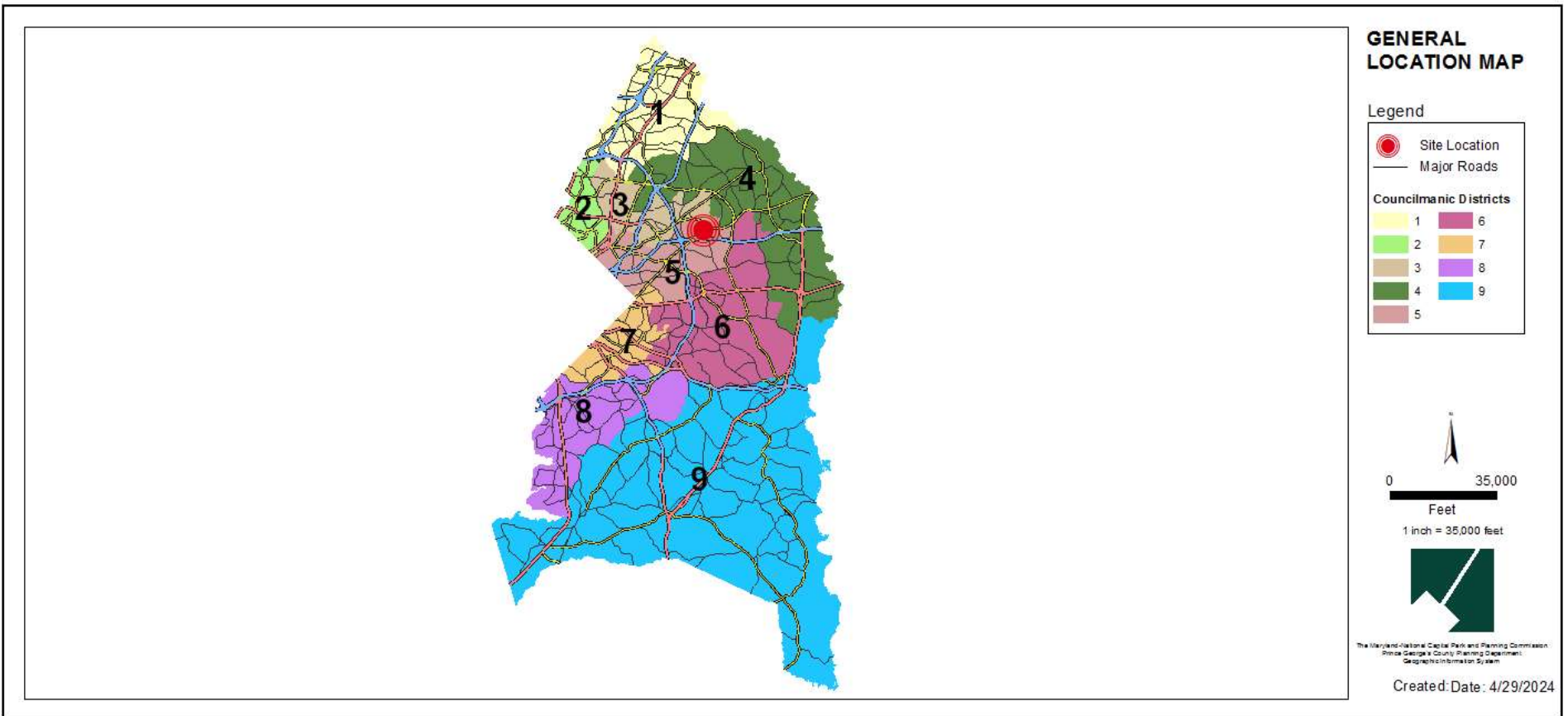




# GENERAL LOCATION MAP

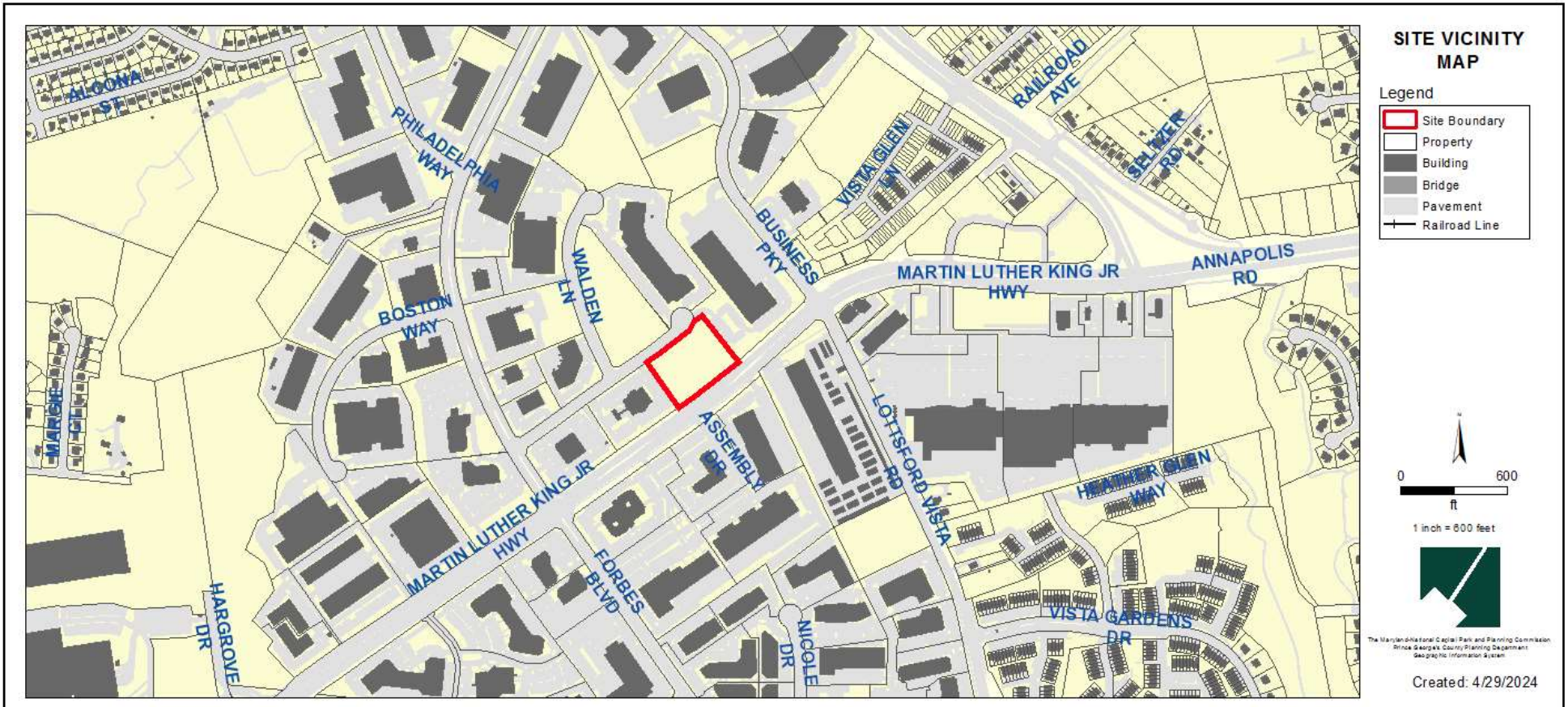
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Planning Area: 070



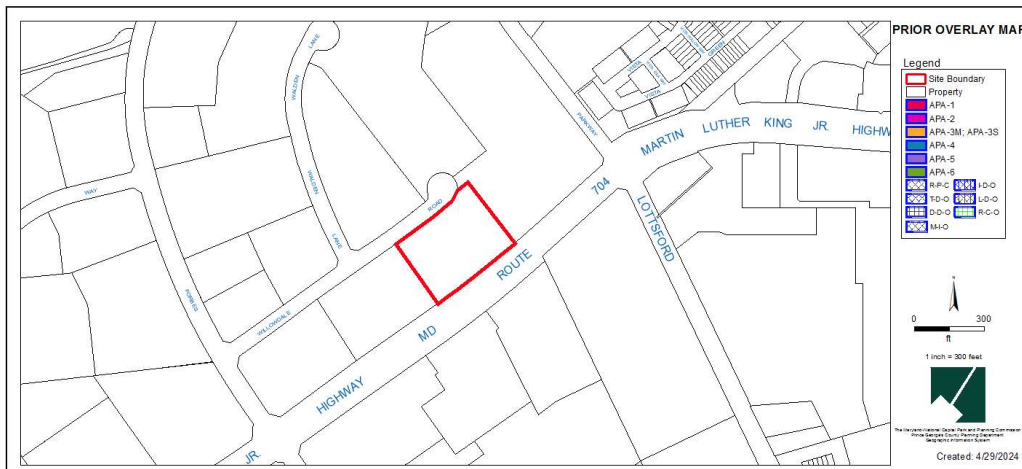


# SITE VICINITY MAP



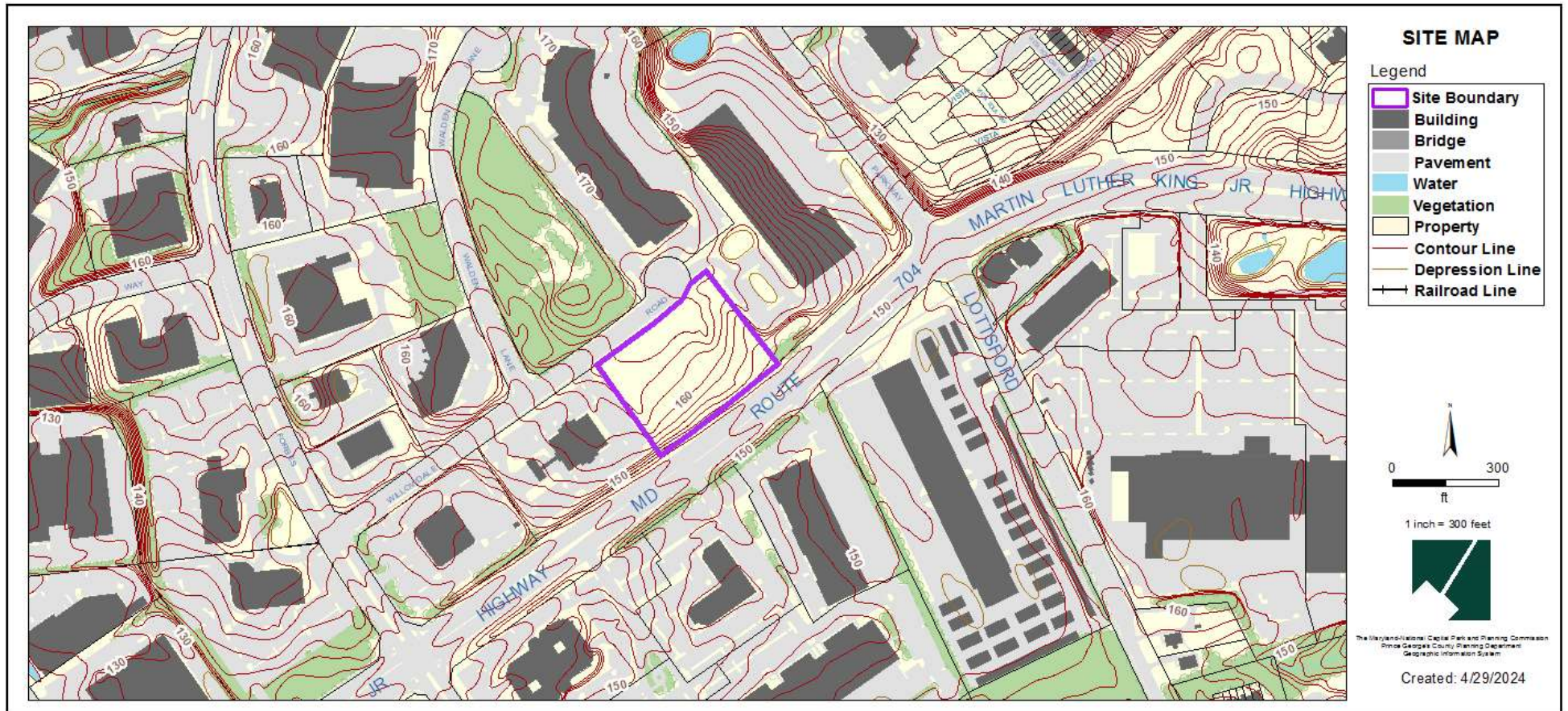


# OVERLAY MAP (PRIOR AND CURRENT)

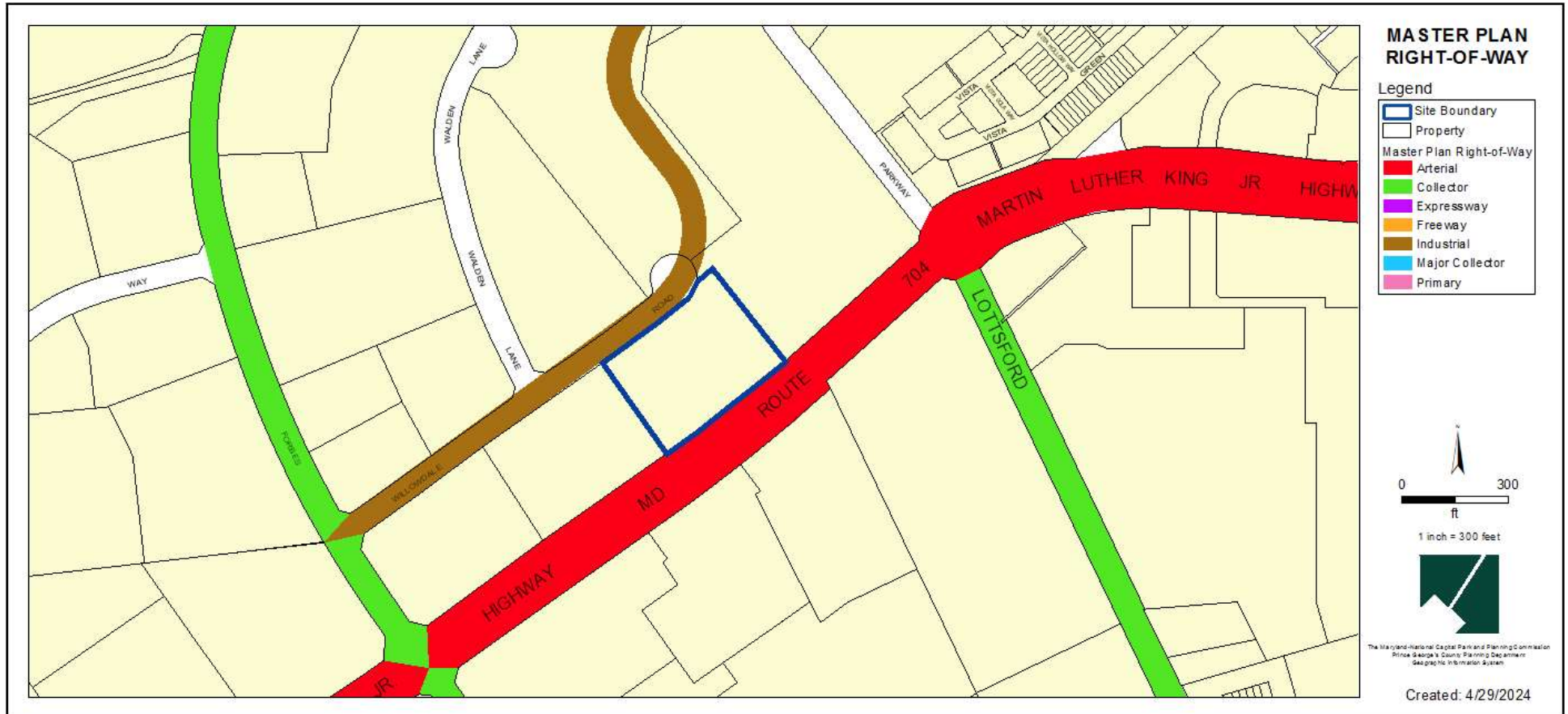




# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP

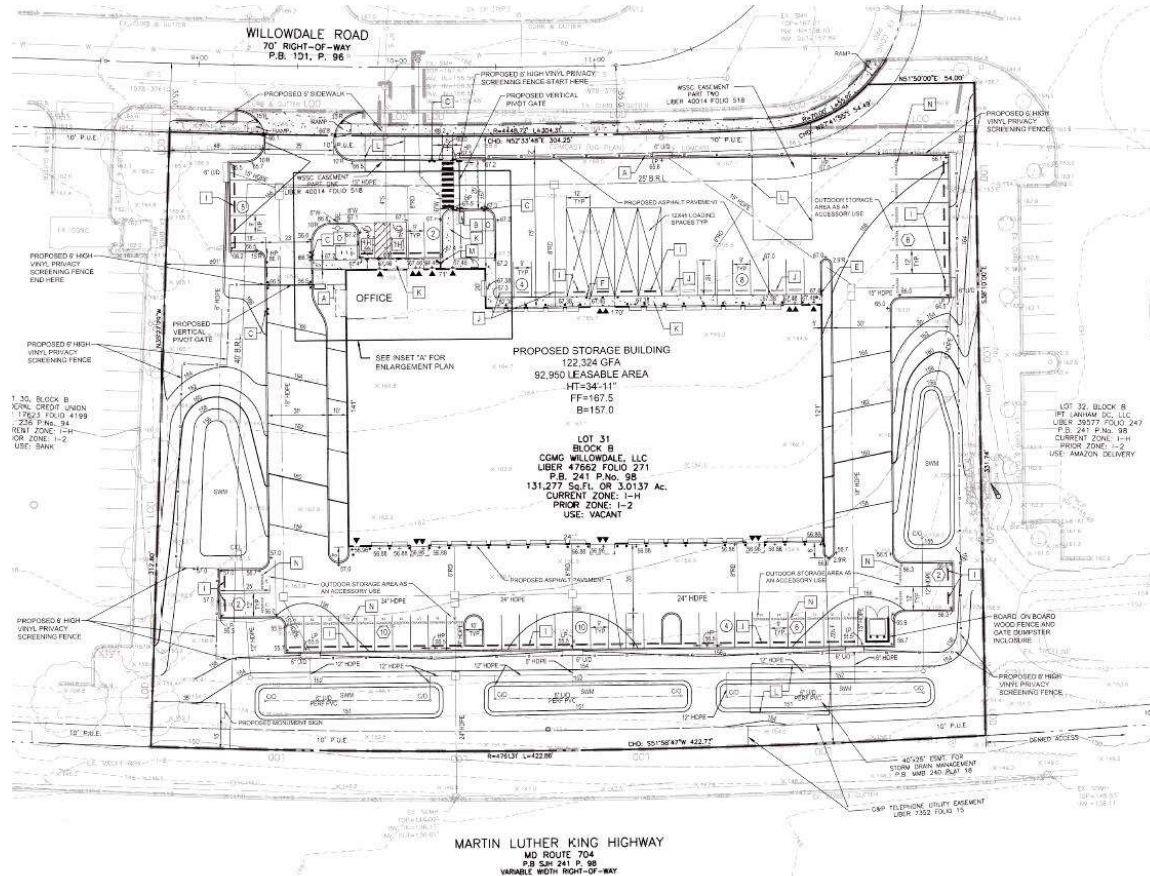




## BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



# DETAILED SITE PLAN



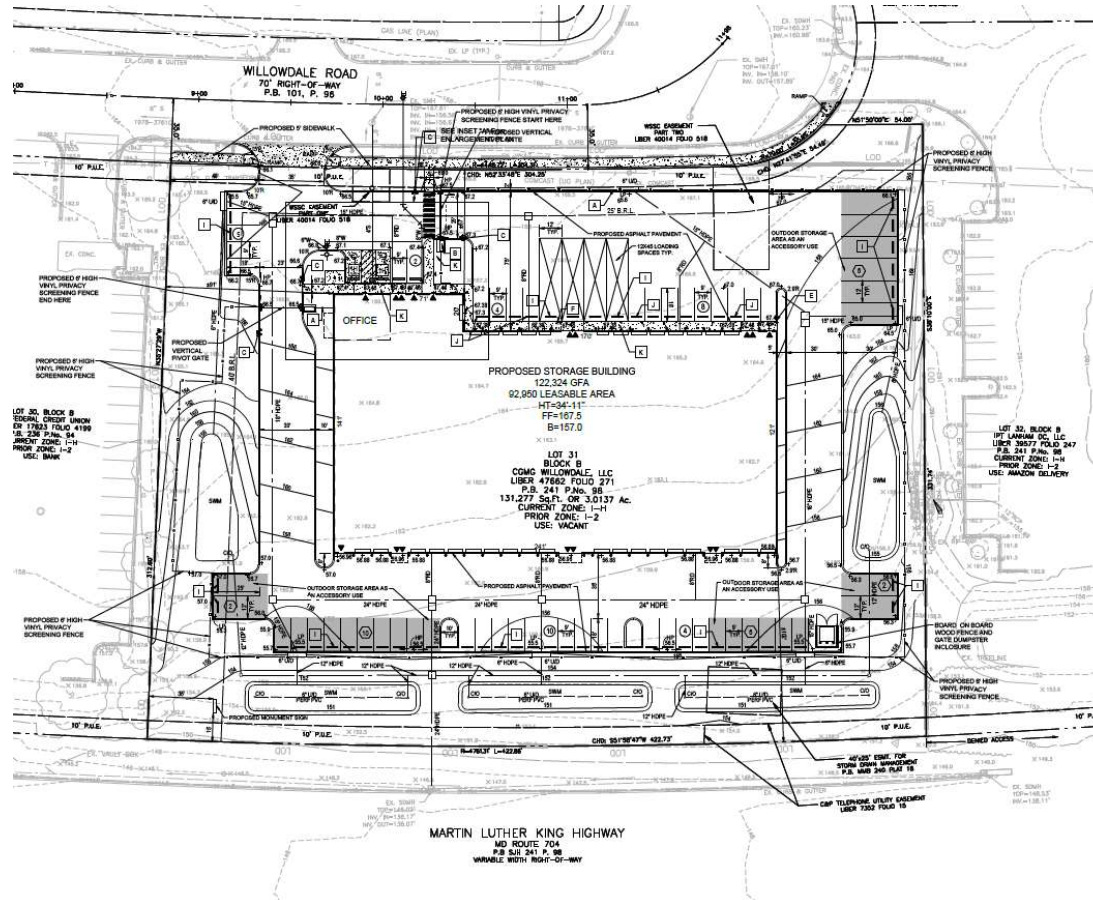








# OUTDOOR STORAGE EXHIBIT



# ELEVATIONS



**bwdarchitects** P-200 Building Elevation Facing Willowdale Rd (N)  
 SHEET 2 OF 2 Willowdale Road Self Storage - Prince George's Co, MD  
 02/14/2024



2 / P-201 Building Side Elevation (E)



**bwdarchitects** P-202 Building Elevation Facing MLK Hwy (S)  
 SHEET 4 OF 9 Willowdale Road Self Storage - Prince George's Co, MD  
 02/14/2024



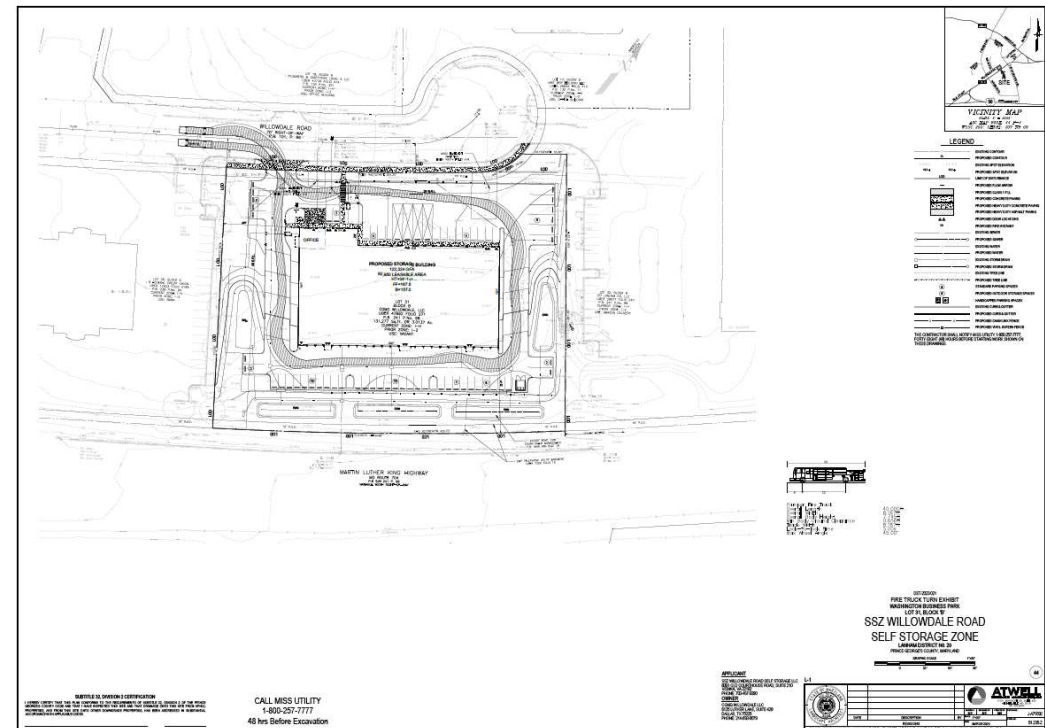
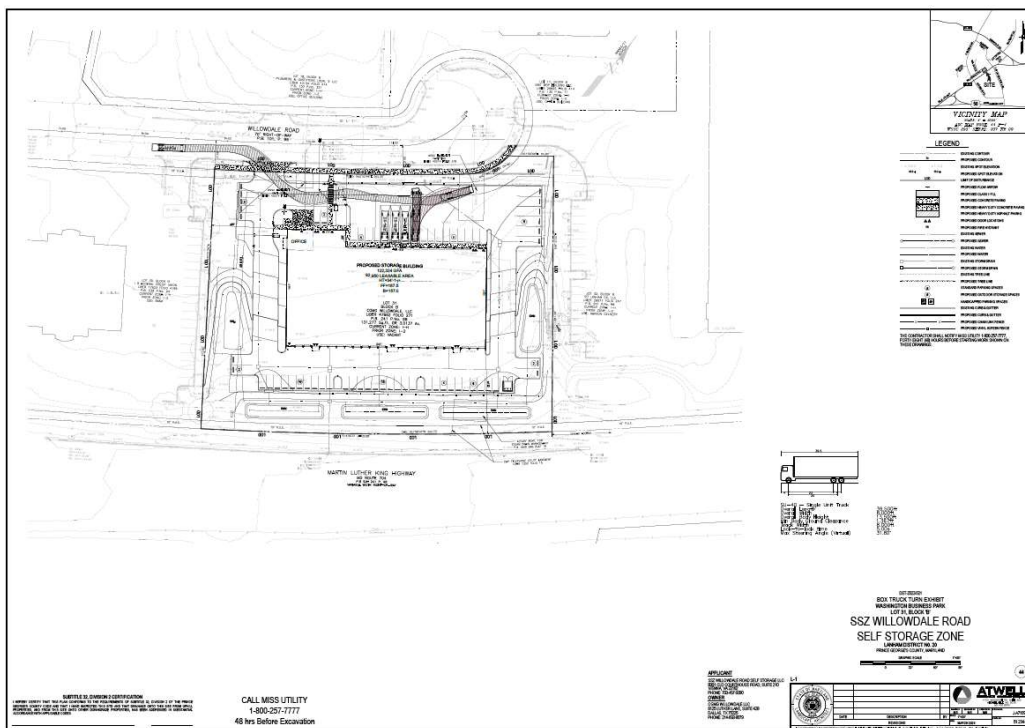
**bwdarchitects** P-201 Side Elevations Facing Adj. Parcels  
 SHEET 3 OF 9 Willowdale Road Self Storage - Prince George's Co, MD  
 02/14/2024







# TRUCK TURN EXHIBIT



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# STAFF RECOMMENDATION

**APPROVAL** with conditions

**Major/Minor Issues:**

- None

**Applicant Required Mailings:**

- 01/22/2024
- 03/25/2024

LAW OFFICES  
**SHIPLEY & HORNE, P.A.**

**Russell W. Shipley**  
**Arthur J. Horne, Jr.\***  
**Dennis Whitley, III\***  
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**Bradley S. Farrar**  
**L. Paul Jackson, II\***

\* Also admitted in the District of Columbia

April 22, 2024

**VIA ELECTRONIC DELIVERY**

Ms. Hyojung Garland  
Urban Design Section – Supervisor  
Development Review Division  
Prince George’s County Planning Department  
1616 McCormick Drive  
Largo, MD 20774

**RE: Willowdale Self Storage - Detailed Site Plan (DET-2023-021)  
STATEMENT OF JUSTIFICATION**

Dear Ms. Garland:

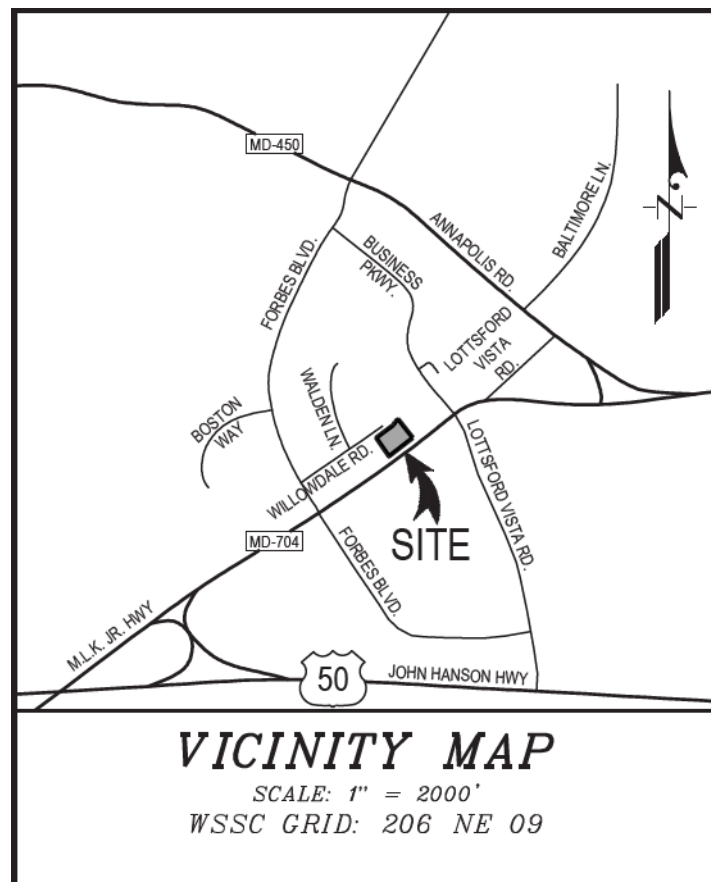
On behalf of our client, SSZ Willowdale Road Self Storage, LLC (the “Applicant”), Shipley and Horne, P.A., hereby submits this Statement of Justification in support of a proposed Detailed Site Plan (the “DET”) application. This DET application is submitted in support of a proposed consolidated storage facility with accessory outdoor storage and office uses.

This DET represents an infill development project on vacant land within the Washington Business Park. The site has an address of 10007 Willowdale Road, Lanham, MD 20706 (the “Property”). The Property is generally located approximately 900 feet east of the intersection of Forbes Boulevard and Willowdale Road. As of April 1, 2022, the Property has been placed in the IH (Industrial, Heavy) Zone. As such, the Applicant is requesting the Planning Board’s approval of a detailed site plan to construct an approximate four-story 122,324 square-foot consolidated storage building, including 92,950 square feet of rentable storage area and 900 square feet of accessory office, and permit approximately 12,317 square-feet of accessory outdoor storage space.

**I. DESCRIPTION OF PROPERTY**

1. Address – 10007 Willowdale Road, Lanham, MD 20706
2. Existing Lot – Lot 31, Block B.
3. Total Gross/Net Acreage – 3.01 Acres.
4. Tax Map & Grid – Tax Map 44, Grid F-4.
5. Zone – IH (Industrial, Heavy).
6. Square Footage – 122,324 square-foot consolidated storage building (including 92,950 square feet of rentable storage area and 900 square feet of office space) with 12,317 square feet of accessory outdoor storage.
7. Height – 3 stories with cellar (approximately 35 feet).

The subject Property is located at the following site address, 10007 Willowdale Road, Lanham, MD 20706. The Property is generally located approximately 900 feet east of the intersection of Forbes Boulevard and Willowdale Road (see Exhibit 1 below). The Property is known as Lot 31 in the Washington Business Park Subdivision and consists of approximately 3.01 acres in the IH (Industrial, Heavy) Zone. The Property was recorded as “Lot 31, Block B” in the Land Records of Prince George’s County on February 27, 2015, as Plat Book SJH 241, Plat 98.



**Exhibit 1** – Location of the subject Property (not to scale)

**II. EXISTING AND SURROUNDING USES:**

The subject Property, whose zoning IH, is a rectangular shaped 3.01-acre site, located approximately 900 feet east of the intersection of Forbes Boulevard and Willowdale Road. More specifically, the subject Property is known as 10007 Willowdale Road, Lanham, MD 20706, Lot 31, Block B within the Washington Business Park. An aerial map and zoning map showing the subject Property are provided below, labeled as Exhibits 2 and 3:





**Exhibit 2** – Aerial Imagery of the subject Property (not to scale)



**Exhibit 3** – Zoning of the subject Property (not to scale)

**North:** North of the Property is Willowdale Road and warehousing/industrial uses beyond in the Washington Business Park industrial area along Walden Lane in the IH Zone.

**South:** South of the Property is MD 704 (Martin Luther King Jr. Highway) and commercial/industrial uses beyond in the IE (Industrial, Employment) Zone.

**East:** East of the Property is an existing warehousing use in the Washington Business Park industrial area in the IH Zone.

**West:** West of the Property is an existing banking use in the IH Zone.

**III. APPLICANT’S PROPOSAL**

The Applicant is proposing the development of a four-story, consolidated storage facility that will consist of approximately 122,324 square feet on the 3.01-acre Property. The ground-floor will include a sales office for the consolidated storage facility, consisting of approximately 900 square feet. The facility will also consist of approximately 92,950 square feet of rentable storage area and approximately 12,317 square feet of accessory outdoor storage space within the associated parking lot. 35 standard parking spaces, of which two spaces are handicap-accessible, and four loading spaces are proposed to serve this use. 26 additional parking spaces will be utilized as accessory outdoor storage and will be distinguished from standard spaces by painting “RESERVED” with a designated space number (1 through 26). These outdoor storage spaces will be utilized for the storage of goods, material, merchandise, and/or vehicles, all associated with the consolidated storage use, and located in the same place for more than 24 hours. This utilization complies with the definition of “Outdoor Storage (as an accessory use)”, which is defined in Section 27-2500 of the Zoning Ordinance. Access to the site will be provided from one proposed entrance on Willowdale Road; no direct access is requested from MD 704. Finally, the Applicant is requesting the following Planning Director waivers from the Part 27-6 Development Standards:

- Pedestrian Cross Access (per Section 27-6207(b)(2))
- Bikeway Network Improvements (per Section 27-6208(a)(2)(B), if advised by the permitting agency)
- Bicycle Cross Access (per Section 27-6208(b)(2))

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

**Development Data Summary:**

	<b>Existing</b>	<b>Proposed</b>
Current Zone	IH (Industrial, Heavy)	IH (Industrial, Heavy)
Use(s)	Vacant	Consolidated Storage with accessory office and outdoor storage
Acreage:	3.01	3.01
Lot(s)	1	1

Parcel(s)	0	0
Gross Floor Area (sq. ft.)	0	122,324

**Parking Requirements\***

The following table outlines the parking requirement for the subject Property:

<b>USE</b>	<b>DESCRIPTION</b>	<b>MINIMUM SPACES REQUIRED</b>	<b>TOTAL SPACES PROVIDED</b>
Proposed Consolidated Storage – 122,324 SF	1.0 spaces / 3,000 SF rentable storage area (92,950 SF); 4.0 spaces / 1,000 SF Office (900 SF); 2.0 spaces / Residential Manager	31 4 0	35
Proposed Outdoor Storage	2.0 spaces / 1,000 SF GFA (office facilities)	0	0
<b>Total Parking Spaces</b>		35	35 (Including 2 van accessible handicapped spaces)

\* 26 additional parking spaces will be utilized as accessory outdoor storage and will be distinguished from standard spaces by painting “RESERVED” with a designated space number (1 through 26). These outdoor storage spaces will be utilized for the storage of goods, material, merchandise, and/or vehicles, all associated with the consolidated storage use, and located in the same place for more than 24 hours.

**Parking Type**

<b>USE</b>	<b>DESCRIPTION</b>	<b>MINIMUM REQUIRED</b>	<b>TOTAL PROVIDED</b>
Standard Space	9’ x 18’ nonparallel parking space	33	33
Handicapped Space	9’ x 18’ handicapped parking space with 8’ access aisle	2	2
<b>Total Parking Spaces</b>		35	35

**Loading Space Requirements**

<b>USE</b>	<b>DESCRIPTION</b>	<b>MINIMUM REQUIRED</b>	<b>TOTAL PROVIDED</b>
Proposed Consolidated Storage – 122,324 SF	2.0 spaces per 25,000-50,000 SF; +1.0 spaces per each additional 50,000 SF or major fraction thereof	4	4
<b>Total Loading Spaces (12' x 45')</b>		4	4

**Bicycle Space Requirements**

<b>DESCRIPTION</b>	<b>MINIMUM REQUIRED</b>	<b>TOTAL PROVIDED</b>
2.0 spaces for first 10 vehicle parking spaces; 1.0 spaces for each additional 10 vehicle parking spaces or major fraction thereof	6	6
<b>Total Bicycle Spaces</b>	6	6

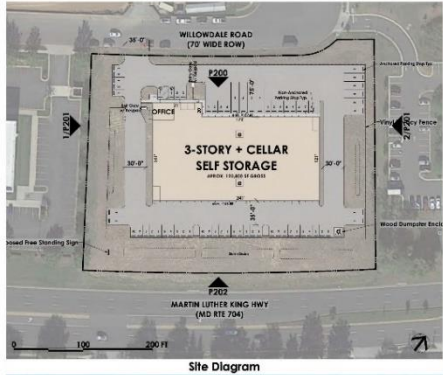
**DESIGN FEATURES:**

The architectural elevations included within the DET-2023-021 submittal package demonstrate that the materials and signage proposed for the 4-story building will be of high quality and create variations in facades to break up the overall building massing. The proposed building is approximately 35 feet in height and will contain 1,092 individual storage units (which consist of a mixture of interior accessed units and exterior accessed units that are screened from MD 704 and Willowdale Road). Proposed materials include exterior masonry and concrete walls and metal panels with contrasting colors to create façade variations and visual interest. The roofline also has height, material, and color variations to continue the visual effect of breaking up the building’s massing. Storefront glazing windows and doorways are provided at various locations along various facades to promote easy access to the site.

Building signage is proposed along each façade and is within allowable sizes in accordance with Part 12 of the Zoning Ordinance based on proposed linear width of the building. A freestanding sign is also proposed along the site’s frontage on MD 704 and demonstrates conformance with Part 12 of the Zoning Ordinance. This Application also proposes landscaping in conformance with the 2018 *Prince George’s County Landscape Manual* (the “Landscape Manual”) and provides plantings along streets, parking lot perimeter(s), and interior planting areas

within the parking lot.

The proposed elevations are further depicted below:



MATERIAL	NO.	ITEM	FINISH	COLOR
CONCRETE/ MASONRY	CM-1	FIELD MASONRY	SPLIT FACE	ROB SR
	CM-2	ACCENT MASONRY	DECO FACE	46K BRGE
	CM-3	PAINED CONCRETE	---	MATCH CM-1
METAL	M1-1	DECORATIVE METAL PANEL	---	REDWOOD
	M1-2	DECORATIVE METAL PANEL	---	SURVEY BEIGE
	M1-3	PROFILED METAL SLONG PANEL	---	---
	M1-4	METAL COILING	RIBBED	MATCH ADJACENT
	M1-5	DECORATIVE METAL BAND	PRE FINISHED	WHITE
	M1-6	COLUMN COVERS	PRE FINISHED	HUNTER GREEN
THERMAL SKIN	TS-1	RFT CORRUGATE	QUARTZITE	SUPERWHITE
	TS-2	IPS SYSTEM WITH AESTHETIC REVEALS	QUARTZITE	VALENT
	TS-3	IPS SYSTEM WITH AESTHETIC REVEALS	QUARTZITE	HUNTER GREEN
	F-1	HOLLOW METAL DOOR	PAINT	MATCH ADJACENT
	F-2	AUTOMATIC SLIDING DOOR	PRE FINISHED	HUNTER GREEN
FENESTRATION	F-3	STOREFRONT WINDOW ASSEMBLY	PRE FINISHED	HUNTER GREEN
	F-4	STOREFRONT ENTRY DOOR	PRE FINISHED	HUNTER GREEN
	F-5	STORAGE UNIT ROLL UP DOOR	PAINT	MATCH ADJACENT
OTHER	O-1	WALL NTD SIGNAGE	SEE P200	---
	O-2	BENJAMIN MOORE PAINT	PRE-FIN	HUNTER GREEN
	O-3	CANOPY	PRE FINISHED	HUNTER GREEN
	O-4	WALL PACK LIGHT FIXTURE	---	BRONZE
	O-5	EGRESS LIGHT	---	BRONZE

NOTES:  
 1. All Materials and Color Subject to Modification per Field Design



MATERIAL	NO.	ITEM	FINISH	COLOR
CONCRETE/ MASONRY	CM-1	FIELD MASONRY	SPLIT FACE	ROB SR
	CM-2	ACCENT MASONRY	DECO FACE	46K BRGE
	CM-3	PAINED CONCRETE	---	MATCH CM-1
METAL	M1-1	DECORATIVE METAL PANEL	---	REDWOOD
	M1-2	DECORATIVE METAL PANEL	---	SURVEY BEIGE
	M1-3	PROFILED METAL SLONG PANEL	---	---
	M1-4	METAL COILING	RIBBED	MATCH ADJACENT
	M1-5	DECORATIVE METAL BAND	PRE FINISHED	WHITE
	M1-6	COLUMN COVERS	PRE FINISHED	HUNTER GREEN
THERMAL SKIN	TS-1	RFT CORRUGATE	QUARTZITE	SUPERWHITE
	TS-2	IPS SYSTEM WITH AESTHETIC REVEALS	QUARTZITE	VALENT
	TS-3	IPS SYSTEM WITH AESTHETIC REVEALS	QUARTZITE	HUNTER GREEN
	F-1	HOLLOW METAL DOOR	PAINT	MATCH ADJACENT
	F-2	AUTOMATIC SLIDING DOOR	PRE FINISHED	HUNTER GREEN
FENESTRATION	F-3	STOREFRONT WINDOW ASSEMBLY	PRE FINISHED	HUNTER GREEN
	F-4	STOREFRONT ENTRY DOOR	PRE FINISHED	HUNTER GREEN
	F-5	STORAGE UNIT ROLL UP DOOR	PAINT	MATCH ADJACENT
OTHER	O-1	WALL NTD SIGNAGE	SEE P200	---
	O-2	BENJAMIN MOORE PAINT	PRE-FIN	HUNTER GREEN
	O-3	CANOPY	PRE FINISHED	HUNTER GREEN
	O-4	WALL PACK LIGHT FIXTURE	---	BRONZE
	O-5	EGRESS LIGHT	---	BRONZE

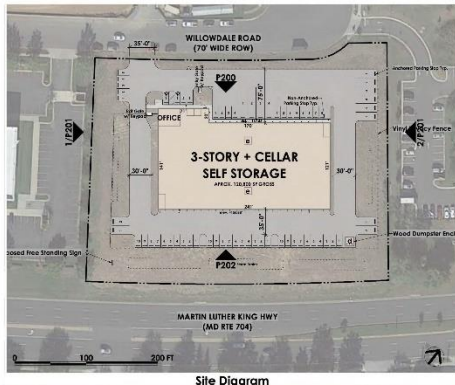
NOTES:  
 1. All Materials and Color Subject to Modification per Field Design

2 / P-201 Building Side Elevation (E)



1 / P-201 Building Side Elevation at Office Corner (W)





Site Diagram

EXTERIOR MATERIAL SCHEDULE				
MATERIAL	NO.	ITEM	FINISH	COLOR
CONCRETE/ MASONRY	CM-1	FIELD MASONRY	ST. FACE	FORM 5/2
	CM-2	ACCENT MASONRY	DISCO FACE	40R 5/8E
	CM-3	PAINTED CONCRETE	-	MATCH CM-1
METAL	MIL-1	DECORATIVE METAL PANEL	-	KESWOOD
	MIL-2	PROFILED METAL SIDING PANEL	KESWOOD	SUNSET BRG
	MIL-3	METAL COILING	PRE-FINISHED	MATCH ADJACENT
	MIL-4	DECORATIVE METAL BAND COLUMN COVERS	PRE-FINISHED	HUNTER GREEN
THERMAL SKIN	TS-1	EIFS CORNACE	QUARTZITE	SUPERWHITE
	TS-2	EIFS SYSTEM WITH AESTHETIC REVEALS	QUARTZITE	VAN DYKE
	TS-3	EIFS SYSTEM WITH AESTHETIC REVEALS	QUARTZITE	HUNTER GREEN
FENESTRATION	F-1	HOLLOW METAL DOOR	PAINT	MATCH ADJACENT
	F-2	AUTOMATIC SLIDING DOOR	PRE-FINISHED	HUNTER GREEN
	F-3	STOREFRONT WINDOW ASSEMBLY	PRE-FINISHED	HUNTER GREEN
	F-4	STOREFRONT ENTRY DOOR	PRE-FINISHED	HUNTER GREEN
	F-5	STORAGE UNIT ROO. UP DOOR	PAINT	MATCH ADJACENT
OTHER	O-1	WALL MOUNT SIGNAGE	SET F500	SET F500
	O-2	BENJAMIN MOORE PAINT	CM-1	HUNTER GREEN
	O-3	CANOPY	PRE-FINISHED	HUNTER GREEN
	O-4	WALL PACK LIGHT FIXTURES	-	BRONZE
O-5	EGRESS LIGHT	-	BRONZE	

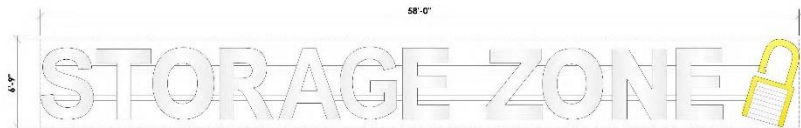
NOTES  
 1. All Materials and Colors Subject to Modification per Final Design



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P-202  
 SHEET 4 OF 9  
 02/14/2024

**Building Elevation Facing MLK Hwy (S)**  
**Willowdale Road Self Storage - Prince George's Co, MD**



Wall Sign A - 195.75 SF



Wall Sign D - 60.93 SF



Wall Sign C - 60.93 SF



Wall Sign B - 79.04 SF



Free Standing Sign E - SF

NOTE: ALL BUILDING MOUNTED SIGNAGE TO BE WHITE INTERNALLY ILLUMINATED CHANNEL LETTERS INSTALLED OVER GREEN BACKGROUNDS (EITHER EIFS OR PAINTED METAL PANEL PER ELEVATIONS)

PROPOSED SIGNAGE SCHEDULE								
SIGN	DRAWING REF	TYPE	SIGN LENGTH	SIGN WIDTH	SIGN AREA*	50 Percent**	PROJECTION**	ILLUMINATION**
A	P202	Building Attached	58'0"	6'9"	391.50 SF	195.75 SF	1'2" Max	Internally, Static
B	P200	Building Attached	22'7"	7'0"	158.08 SF	79.04 SF	1'2" Max	Internally, Static
C	Z1P-201	Building Attached	17'10"	6'10"	121.86 SF	60.93 SF	1'2" Max	Internally, Static
D	1/P-201	Building Attached	17'10"	6'10"	121.86 SF	60.93 SF	1'2" Max	Internally, Static
TOTAL PROPOSED BUILDING ATTACHED SIGN AREA					394.65 SF	COMPLIES		
TOTAL ALLOWED SIGN AREA NOT TO EXCEED 400 SF PER TABLE 22-418.05, Area (maximum) (1) (2)					400 SF			
E	P-001	Freestanding	10'0"	4'0"	104.00 SF	104.00 SF	COMPLIES	Internally, Static
TOTAL FREESTANDING SIGN AREA					104.00 SF	COMPLIES		
MAX ALLOWED FREESTANDING SIGN AREA = 422.73 SF (FRONTAGE ALONG MLK HWY)/4 = 105.68 SF MAX ALLOWED SIGN AREA								

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 SHEET 5 OF 9  
 02/14/2024

**Signage Analysis**  
**Willowdale Road Self Storage - Prince George's Co, MD**



#### **IV. HISTORY AND PRIOR APPROVALS**

The Property is subject to a Preliminary Plan 4-86041 approved by the Planning Board on May 22, 1986, and adopted through Resolution of approval PGCPB No. 86-171 on May 22, 1986, with three (3) conditions, which are not applicable to this request. The Property is also subject to Special Exception SE-4794 and Alternative Compliance AC-17002. These applications were approved by the District Council via Zoning Ordinance No. 4-2018 on March 12, 2018 for the development of a hotel use with 130-rooms with seven (7) conditions, which are not applicable to this request. However, it was determined that the approved 130-room hotel would generate 60 AM and 77 PM peak hour trips. A revision to the special exception, ROSP-4794-01, was approved by the Planning Director on June 5, 2019 for the relocation of parking and removal of a retaining wall. Some permits were then issued as a result of these previous approvals.

The Applicant has provided a traffic impact statement demonstrating that the proposed trips are less than those approved with the Special Exception for the 130-room hotel and notes that at the time PPS 4-86041 was approved, M-NCPPC had not yet started adopting conditions with established trip caps. Furthermore, as noted previously no direct access to MD 704 is proposed with this subject Application.

#### **V. GENERAL PLAN AND MASTER PLAN CONFORMANCE**

##### **Plan Prince George's 2035 (the "2035 General Plan")**

The approved 2035 General Plan places the Property within an Established Communities Growth Area, and further recommends a Mixed-Use future land use for the subject Property. The Property is further identified as being within a Priority Funding (MDP) Area.

The Applicant contends that the provided use is consistent with the IH (former I-2) Zoning and the overall Washington Business Park. The proposed consolidated storage use is an appropriate addition to an existing industrial park. The consolidated storage use is permitted, subject to use specific standards, in both the current and prior Zoning Ordinance regulations and represents a common industrial use with very low traffic generation. The surrounding properties generally contain warehousing uses and the Property directly to the east contains an Amazon distribution center warehouse on Property also designated as "Mixed-Use." The Applicant believes that this proposal does provide a mixture of nonresidential uses and represents the industrial use component of the overall Vista Gardens development. This horizontal mixture of uses would have the subject Property/Amazon distribution center providing the industrial use component of the Vista Gardens project, as the existing properties currently only focus on residential and commercial development.

Furthermore, it should also be noted that the Plan Prince George's 2035 acknowledges that 61% of seniors and millennials prefer multifamily housing. The demand for and potential growth in multifamily housing will create a greater need for storage of materials within consolidated storage facilities such as this. The location of this consolidated storage is also extremely convenient

given the proximity to recent mixed-use development at Vista Gardens West. For all these reasons, the Applicant contends that the proposed consolidated storage use with accessory office and outdoor storage in this application is consistent with applicable general plan recommendations in the 2035 General Plan.

**2010 Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan (the “Master Plan”)**

The Property is located within the limits of the 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan* (the “Master Plan”), Planning Area 70, and is further located in Councilmanic District 5 within the Washington Business Park. The Master Plan presents several engagement areas with policies and strategies to consider. These engagement areas consist of the following chapters:

- Historic Preservation
- Natural Resources/Environment
- Parks, Recreation, and Open Space
- Transportation
- Public Facilities
- Commercial and Employment Areas
- Future Land Use

**Historic Preservation**

The Applicant notes that the subject Property does not contain and is not adjacent to any historic or cultural resources identified for preservation by the Master Plan.

**Natural Resources/Environment**

Within the Master Plan, the Natural Resources/Environmental chapter contains recommended goals, policies, and strategies for development within Prince George’s County. Relevant master plan goals and policies are provided below, *highlighted in italic bold*:

***Goal 1: Restore and enhance water quality in areas that have been degraded.***

***Policy 1: Decrease the amount of pollutants from both storm and nonstorm events from entering sector plan area wetlands and waterways.***

***Policy 2: Preserve, enhance, or restore the vegetated buffers around wetlands and waterways.***

**RESPONSE:** The Applicant has provided a stormwater management concept plan (32921-2024-SDC) that was approved by the Prince George’s County Department of Permitting, Inspections, and Enforcement (DPIE). As the site is currently vacant, primarily with soil and



shrubs, a stormwater management plan has been created to collect and convey runoff to an on-site micro-bioretenion treatment system to provide sufficient Environmental Site Design (ESD). This system will maintain the natural flow pattern of the surrounding watershed, with water flowing into the Western Branch through the Bald Hill Branch waterways, once treated. This micro-bioretenion system with five basins will ensure that stormwater runoff does not degrade the surrounding watershed when leaving the Property at the southeast portion of the site. On-site landscaping will also be utilized to absorb water prior to its circulation into the micro-bioretenion system. Landscaping will be provided in compliance with the Landscape Manual and the Tree Canopy Coverage Ordinance, which is described within this statement of justification.

**Goal 2:**        *Prevent flooding associated with new and redevelopment.*

**Policy 1:**        *Ensure stream corridors are clear of debris, both manmade and natural, in known flooding areas.*

**Policy 2:**        *Ensure that the quantity of stormwater discharged from a site post-development does not exceed predevelopment conditions.*

**RESPONSE:**        The Applicant will prevent flooding associated with this proposed development through the provision of a stormwater management concept plan. The approved stormwater management concept plan (32921-2024-SDC) proposes an on-site micro-bioretenion treatment system to provide sufficient Environmental Site Design (ESD). This system will maintain the natural flow pattern of the surrounding watershed, with water flowing into the Western Branch through the Bald Hill Branch waterways, once treated. This micro-bioretenion system with five basins will ensure that stormwater runoff does not degrade or cause flooding to the surrounding watershed when leaving the Property at the southeast portion of the site. On-site landscaping will also be utilized to absorb water prior to its circulation into the micro-bioretenion system. Landscaping will be provided in compliance with the Landscape Manual and the Tree Canopy Coverage Ordinance, which is described within this statement of justification.

**Goal 3:**        *Preserve, enhance, and restore the existing tree canopy within the sector plan area.*

**Policy 1:**        *Focus tree and forest preservation and restoration efforts in appropriate areas.*

**Policy 2:**        *Encourage the application of urban forestry principles to landscaping and reforestation efforts, while increasing opportunities for incorporating tree planting into the existing landscape.*

**Policy 3:**        *Ensure that no net loss of forest cover occurs within the boundaries of the sector plan area.*

**RESPONSE:** The Applicant has provided a landscape plan and type 2 tree conservation plan demonstrating that this proposal enhances the existing tree canopy coverage within the Master Plan. Aerial imagery demonstrates that the existing property is vacant without woodlands. Instead, the existing site contains mostly grasses and shrubs. With this redevelopment, the Applicant anticipates providing the required ten (10) percent tree canopy coverage and adequate landscaping, including within the parking lot to reduce the heat-island effect and for buffering along each perimeter of the site. All provided landscaping will be installed in accordance with the Landscape Manual and will ensure that there is adequate buffering and shading with on-site vegetation. Native vegetation will be prioritized for landscape plantings and species biodiversity requirements will be met in accordance with the Landscape Manual.

**Goal 4:** *Utilize innovative stormwater management best practices to mitigate the negative impacts of stormwater runoff.*

**Policy 1:** *Require stormwater to be treated nonstructurally to the maximum extent practicable.*

**RESPONSE:** The Applicant acknowledges this goal and notes that the approved stormwater management concept plan (32921-2024-SDC) has been designed with best management practices. Said stormwater management plan proposes an on-site micro-bioretenion treatment system to provide sufficient Environmental Site Design (ESD). This system will maintain the natural flow pattern of the surrounding watershed, with water flowing into the Western Branch through the Bald Hill Branch waterways, once treated.

**Goal 5:** *Address issues of energy conservation, light pollution, air pollution, and noise impacts within the sector plan area.*

**Policy 1:** *Increase opportunities for utilizing green building opportunities in the sector plan area.*

**Policy 2:** *Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.*

**Policy 3:** *Reduce air pollution to support community health and wellness and champion nonmotorized transportation alternatives.*

**Policy 4:** *Reduce adverse noise impacts to meet State of Maryland noise standards.*

**RESPONSE:** The Applicant has demonstrated how the proposed consolidated storage building will be constructed with green building techniques in accordance with Section 27-61600,

which is described within this statement of justification. These techniques include but are not limited to, the use of central air conditioners that are Energy Star-qualified and have a stated efficiency greater than 14 SEER, environmental site design techniques for the stormwater management system, and the use of water conservation technology for restroom facilities. A full list of the anticipated and potential green building standards is provided within the architectural documents included within the submittal package for DET-2023-021.

The Applicant also has provided a photometric lighting plan demonstrating that the site will utilize full cut-off fixtures that do not cause spill-over lighting onto adjacent properties. The provided site plan illustrates the site's frontage will create a continuous network of sidewalks and crosswalks along the southern side of Willowdale road, increasing pedestrian connectivity in the region. No adverse noise impacts are proposed on this Property and thus no noise mitigation will be required. All activities on-site will comply with the State of Maryland noise standards.

### **Parks, Recreation, and Open Space**

The Applicant notes that the subject Property is not adjacent to any existing parks and does not contain any master planned trails. As the Applicant is proposing an industrial use within an existing business park, no recreation or open space facilities are proposed.

### **Transportation**

The Master Plan provides several goals and policies to increase multi-modal transportation access to the overall Washington Business Park but there are no specific improvements recommended or required for the subject Property. Nevertheless, the Applicant has provided bicycle parking facilities for customers and employees to utilize for temporarily parking bicycles on-site. The Applicant has also provided sidewalk and ADA accessible crosswalk improvements along the site's frontage on Willowdale Road, which promotes connectivity between adjacent Washington Business Park lots and increases pedestrian safety.

### **Public Facilities**

The Applicant notes that the subject Property has adequate public facilities for the development of a proposed industrial use within the Washington Business Park, with its location in W/S Category 3, and its proximity to emergency service stations.

### **Commercial and Employment Areas**

Within the Master Plan, the Commercial and Employment Areas chapter contains recommended goals, policies, and strategies for development within Prince George's County. Relevant master plan goals and policies are provided below, *highlighted in italic bold*:

**Goal 3:**            *Concentrate and diversify future employment opportunities within existing centers to enhance the local economic base.*

***Policy 1: Support employment and job growth within existing employment centers.***

**RESPONSE:** The subject Property is located within the Washington Business Park, which is identified as the primary location for office and light industrial uses within the Master Plan. This application is consistent with this listed designation as this DET proposes a consolidated storage, light-industrial use, with accessory outdoor storage and office. This application will support the Master Plan’s goal to redevelop the Washington Business Park by utilizing vacant Property that is centrally located along Willowdale Road. The proposed nonresidential uses are consistent and compatible with those within the Washington Business Park and will enhance the economic base by providing storage facilities for families living within the region. Green building standards and techniques are also proposed in accordance with Section 27-61600 of the Zoning Ordinance. These standards are described within this statement of justification and are provided on the architectural documents included within the submittal package for DET-2023-021.

**Future Land Use**

The subject Property is identified as being within the “Mixed-Use” future land use area designation in the Master Plan. The Master plan provides the following definition for Mixed-Use land uses:

*“Properties containing more than one land use; typically residential and commercial uses”*

Map 38, on page 209, of the Master Plan identifies the subject Property as being a part of the Vista Gardens Marketplace Area and not within the existing Washington Business Park. However, the Applicant disagrees with this designation based on the provided record plat, which notes the subject Property is within the existing Washington Business Park. Furthermore, the provided light industrial consolidated storage use is consistent with the IH (former I-2) Zoning and the overall Washington Business Park. The proposed consolidated storage use is an appropriate addition to an existing industrial park. The consolidated storage use is permitted, subject to use specific standards, in both the current and prior Zoning Ordinance regulations and represents a common light industrial use. The surrounding properties generally contain warehousing uses and the Property directly to the east contains an Amazon distribution center warehouse on Property also designated as “Mixed-Use.”

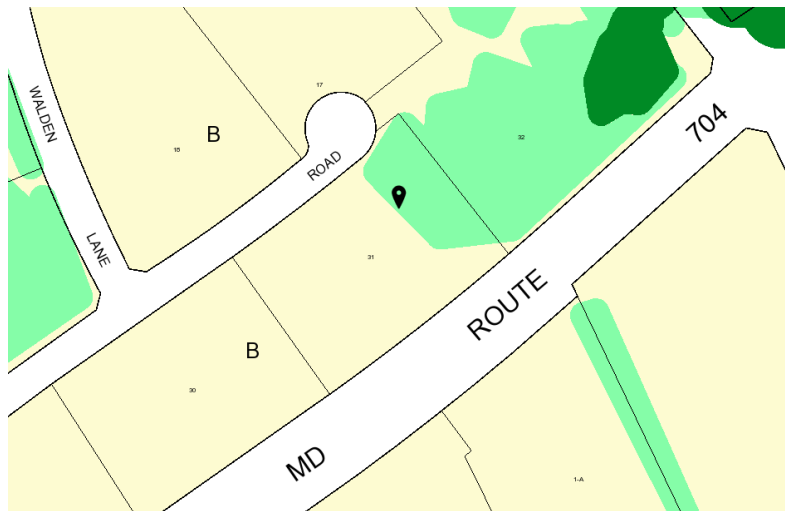
Nevertheless, the Applicant contends that the proposed development at the subject Property also complies with the “Mixed-Use” future land use designation. Page 201 of the Master Plan notes that “Develop within these centers may contain vertical mixed use (uses combined in the same building; typically residential or office over ground-floor retail) or horizontal mixed use (different uses in separate buildings within the same development).” At the time the Master Plan was developed the Vista Gardens Marketplace was being constructed but the adjacent property across MD 704, Vista Gardens West, had not been approved. The Master Plan envisioned that the entire area within Map 38 would be utilized for mixed-use development (as shown on the concept

plans on pages 211 and 212 of the Master Plan), primarily with commercial and residential uses on each Property. While Vista Gardens West would be developed with a mixture of single-family attached townhouses and commercial retail sites, the vacant neighboring property at 10100 Willowdale Road would be redeveloped into an Amazon distribution center. This property provided a mixture of nonresidential uses, primarily concentrating on light industrial and office uses in lieu of residential. This approval thereby created a horizontal mixture of uses within the proposed Vista Gardens Marketplace Area. Residential uses were concentrated in Vista Gardens West, along with retail commercial pad sites, whilst commercial uses were centered within the Vista Gardens Marketplace. Meanwhile, light industrial uses were concentrated at the western most portion of the development area, nearest the existing industrial development within Washington Business Park. The Master Plan on page 202 also notes that while mixed-use development is encouraged single-use buildings are permitted in appropriately zoned areas. As this development is zoned IH within an existing industrial park, a building that proposes a single light-industrial use is consistent with the surrounding area.

This DET application proposes the continuation of the location of primarily light-industrial nonresidential uses within the western most portion of the development area; directly adjacent to the existing Amazon distribution warehouse. The proposed consolidated storage facility with accessory office and outdoor storage represents nonresidential development that will primarily provide the industrial component of the horizontal mixture of uses for the Vista Gardens Marketplace Area. Furthermore, providing a residential component on the subject Property is not possible as such uses are not permitted within the underlying IH zoning. Even if such residential uses were permitted, the Property would be fragmented from all existing residential properties and be surrounded by nonresidential, primarily industrial, facilities.

**2017 Green Infrastructure Plan (Functional Master Plan)**

The 2017 Green Infrastructure Plan places part of the property in the “Evaluation Area” (light green) as shown in the image below, whilst a portion of the neighboring property to the east is placed in the “Regulated Area”:



“Regulated Areas” (as defined by the Master Plan) are target areas on a given property that might contain environmentally sensitive features, such as streams, wetlands, 100-year floodplains, severe slopes and their associated buffers, that are regulated (i.e., protected) during the land development process. “Evaluation Areas” (as defined by the Master Plan) potentially contain environmentally sensitive features, such as interior forests, colonial waterbird nesting sites, and unique habitats, that are not regulated (i.e., not protected) during the land development process. Notwithstanding these designations, the Property does not contain any environmentally sensitive features per the approved NRI equivalency letter (NRI-186-13-01) and is has a gradual slope with no existing woodlands. Nonetheless, the Applicant has proposed a development which is designed to respond to the variable topography of the site without requiring excessive and unnecessary grading.

### **Woodland and Wildlife Habitat Conservation Ordinance**

The Property is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance as the site has a previously approved TCP2 (TCP2-016-14-01). As part of the submittal package for DET-2023-021, the Applicant has provided an amendment (TCP2-016-14-02) to the previously approved TCP2 as required by the 2010 Woodland and Wildlife Habitat Conservation Ordinance.

### **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 specifically: Drinking Water Supply, Water Treatment, and Stormwater Management. The subject Property is within water and sewer categories W-3 and S-3, with active water and sewer lines that can be utilized for this redevelopment.

### **2009 Master Plan of Transportation (Functional Master Plan)**

The Applicant notes that there are no identified improvements pursuant to recommendations contained in this plan or the Master Plan that impact the proposed DET.

## **VI. GENERAL CRITERIA FOR DET APPROVAL**

Pursuant to County Council Bill CB-13-2018, the Prince George’s County Council adopted a new Zoning Ordinance (Subtitle 27 of the County Code), which was to become effective upon the approval of the Countywide Sectional Map Amendment (CMA). Pursuant to Council Resolution CR-136-2021, the new Zoning Ordinance became effective on April 1, 2022. As a result, the subject property was rezoned from the I-2 Zone to the IH Zone. Pursuant to Section 27-3605(a)(2)(O) of the new Zoning Ordinance construction of nonresidential development consisting of more than a total of twenty-five thousand (25,000) square feet of gross floor area requires approval of a detailed site plan. Since the proposed consolidated storage use in this Application is

for 122,324 square feet, a detailed site plan is required.

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

***Section 27-3605. Detailed Site Plan.***

***(e) Detailed Site Plan Decision Standards.***

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

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

**RESPONSE:** Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application the applicant contends that DET-2023-021 represents the most reasonable alternative for satisfying the applicable standards of this Subtitle without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

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

**RESPONSE:** The final plat of subdivision was recorded in Land Records on February 27, 2015, as Plat Book SJH 241, Plat 98. There are no relevant prior conditions of approval that apply to the Property as described above in Section IV of this statement of justification.

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

**RESPONSE:** The Property is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance as the site has a previously approved TCP2 (TCP2-016-14-01). As part of the submittal package for DET-2023-021, the Applicant has provided an amendment (TCP2-016-14-02) to the previously approved TCP2 as required by the 2010 Woodland and Wildlife Habitat Conservation Ordinance. An approved NRI equivalency letter (NRI-186-13-01) has also been included and notes that the Property does not contain any environmentally sensitive features and is relatively flat with no existing woodlands.

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

*that apply to that development;*

**RESPONSE:** The Applicant notes the following decision standard is **not** applicable as the subject Property is located in the IH Zone and is not within a Planned Development (PD) Zone.

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

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

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

**RESPONSE:** As detailed in Section V herein, the proposed development conforms to the 2035 General Plan and 2010 Master Plan. Consolidated storage and accessory office/outdoor storage is permitted on the Property pursuant to the IH Zoning. Furthermore, said nonresidential uses conform with the land use recommendations and relevant goals/policies/strategies of the 2035 General Plan and 2010 Master Plan as described herein.

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

**RESPONSE:** The Applicant notes the following decision standard is **not** applicable as this application is not a detailed site plan for infrastructure.

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



*proposed shall not be increased.*

**RESPONSE:** The Applicant notes the following decision standard is **not** applicable as this application does not propose the development of a place of worship on a lot between one (1) and two (2) acres in size.

**VII. CONFORMANCE WITH THE PURPOSES OF THE NONRESIDENTIAL BASE ZONES AND IH ZONE**

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

**27-4203. Nonresidential Base Zones**

**(a) General Purposes of Nonresidential Base Zones**

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

- (1) *Provide appropriately located lands for the full range of business uses needed by the County's residents, businesses, and workers, consistent with the goals and policies of the General Plan and the applicable Area Master Plan or Sector Plan to support quality economic growth;***
- (2) *Strengthen the County's economic base, and provide employment opportunities close to home for County residents;***
- (3) *Create suitable environments for various types of businesses, and protect them from the adverse effects of incompatible development;***
- (4) *Create suitable environments for various types of mixed-use development, where business, office, retail, and residential development is designed and integrated in compatible ways;***
- (5) *Accommodate new infill development and redevelopment that is consistent with the context and the character of the nonresidential zone in which it is located;***

- (6) *Ensure nonresidential development is located and designed to protect and preserve the character of existing single-family zones and neighborhoods; and*
- (7) *Promote sustainable development that conserves energy and is energy-efficient, reduces the emission of greenhouse gases, provides physical and economic access to nutritious foods, employs sustainably-sourced and recycled materials, and meets similar sustainability goals.*

**RESPONSE:** As provided herein, DET-2023-021 advances the general purposes of the Nonresidential Base Zones. The proposed development is consistent with the applicable planning policies and goals of the 2035 General Plan and 2010 Master Plan. The proposed uses conform with the intensity and dimensional standards provided within Section 27-4203(f)(2) of the Zoning Ordinance. The proposed consolidated storage facility will increase the commercial tax base of the County while providing a valuable and convenient storage use for existing and future residents of the surrounding neighborhoods.

This particular industrial use also requires little impact on public infrastructure. The proposed traffic generation, which is shown in the traffic statement dated January 8, 2024, from Lenhart Traffic Consulting, Inc. indicates that the site would only have 11 AM and 18 PM peak hour trips. These proposed trips are extremely low in relation to the neighboring bank and distribution warehouse uses. The proposed use also does not require improvements to school infrastructure as no residential dwelling units are proposed. Impacts to water and sewer services are limited, along with emergency services (which include police and fire departments), given the modest number of users on-site at a single time.

The Property has been placed in an industrial zoning classification for decades and has yet to develop like the other industrial properties within the Washington Business Park, which is an industrial/employment center as described by the Master Plan. As such, the proposed development represents infill development that is consistent with the industrial character of existing uses within the Washington Business Park. Further, the proposed consolidated storage building is designed in a way to provide attractive views along both Willowdale Road (where the site entrance is located) and MD 704. The proposed development satisfies the required “green building” development standards in Section 27-61600 Zoning Ordinance (discussed herein) promoting appropriate environmental sustainability goals for the project.

**(f) Industrial, Heavy (IH) Zone**

**(1) Purposes**

The purposes of the Industrial, Heavy (IH) Zone are:

- (A) To provide lands for intense industrial development that generally requires large sites, as well as industrial uses that are important for the County's economic growth but may impact adjoining lands. Such uses generally involve greater potential for adverse off-site impacts on the environment and surrounding development (e.g., from dust, fumes, smoke, odors, noise, or vibration, or due to exterior movement of vehicles, materials, and goods);
- (B) To accommodate limited residential uses, particularly as adaptive reuse opportunities;
- (C) To encourage the reuse of existing industrial development; and
- (D) To mitigate potential impacts to surrounding residential neighborhoods.



**RESPONSE:** DET-2023-021 advances the purposes of the IH Zone. As mentioned herein, the proposed consolidated storage facility with accessory office and outdoor storage uses is located in land zoned IH. This property has historically been zoned industrial and is within the existing Washington Business Park. The Property has been vacant for decades and this DET represents an opportunity to redevelop the site with uses that are permitted within the IH Zone. The proposed uses are also consistent with the surrounding industrial uses within the Washington Business Park, which primarily includes warehousing. The proposed development has frontage on Willowdale Road and MD 704, and the proposed architecture will consist of high-quality materials. All individual exterior unit entrances will be screened from the adjacent roadways via fencing, grading, and landscaping in accordance with the Zoning Ordinance and Landscape Manual. The development of the Property will lead to the installation of additional pedestrian connections along Willowdale Road, including sidewalks and crosswalks.

(2) Intensity and Dimensional Standards		
Standard (1)	Multifamily Dwelling, Artists' Residential Studio, Live-Work Dwelling (2)	Other Uses
Density, max. (du/ac of net lot area)	12.00	No requirement
Net lot area, min. (sf)	10,000	10,000
① Lot width, min. (ft)	75	75
Lot coverage, max. (% of net lot area)	No requirement	No requirement
Green area, min. (% of net lot area) (5)	10	10
② Front yard depth, min. (ft)	25	25
③ Side yard depth, min. (ft) (both yards total)	30	30
④ Rear yard depth, min. (ft)	0/20 (4)	0/20 (4)
⑤ Principal structure height, max. (ft) (3)	No requirement	No requirement

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

- (1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.
- (2) The standards in this column apply to multifamily dwellings, artists' residential studios, and live-work dwellings as stand-alone development. Dwelling units above ground-level nonresidential development shall be subject to the maximum density standard in this column, but otherwise to the standards for Other Uses.
- (3) Provided those portions of the structure greater than 50 ft high are set back from the minimum front, side, and rear yard depths an additional 0.5 ft for each 1 ft (or major fraction thereof) the height of the portion exceeds 35 ft.
- (4) The minimum rear yard depth is 0 feet when abutting property in a Nonresidential Base Zone, Transit-Oriented/Activity Center Base or Planned Development zone, or the MU-PD Zone, and 20 feet when abutting property in any other zone.
- (5) Multiple industrial uses on a single property or on one or more adjoining properties under the same ownership (and which are located not more than 1,000 feet away from each other) may consolidate the required minimum green area for the entire industrial development as a whole and is not required to provide minimum green area on each individual lot or parcel.

**RESPONSE:** These requirements are met, as depicted on the provided DET submittal.

## VIII. PRINCIPAL USE STANDARDS

The following use-specific standards apply to consolidated storage:

### 27-5102. Requirements for Permitted Principal Uses

#### (4) *Warehouse and Freight Movement Uses*

##### (A) *Consolidated Storage*

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

**RESPONSE:** The proposed use fronts on two roadways, Willowdale Road and MD 704. However, the proposed DET does not propose access on MD 704. Instead, a sole access point for ingress and egress will be provided on Willowdale Road, a 70-foot-wide industrial roadway with adequate capacity to handle the vehicular trips generated by the proposed uses. The traffic statement dated January 8, 2024, from Lenhart Traffic Consulting, Inc. indicates that the proposed

use would only have 11 AM and 18 PM peak hour trips. In comparison, the 130-room hotel that was approved for the Property via Special Exception SE-4794 would generate 60 AM and 77 PM peak hour trips, which is significantly more than this proposed development.

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

**RESPONSE:** The exterior and architectural facade of the proposed building is compatible with the industrial and commercial architecture within the Washington Business Park. This architectural predominantly utilizes masonry with roofline variations and storefront windows to create attractive visuals for both motorists and customers visiting the site.

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

**RESPONSE:** The proposed building does not contain any entrances to individual storage units that are visible from a street or from adjoining land. A majority of the individual storage units are located within the interior of the building but approximately 33 units will be accessed via doors at the front and rear elevations of the Property. However, all exterior units will be screened via fencing, grading, and landscaping in accordance with the Zoning Ordinance and Landscape Manual. The window facing MD 704 displays colored wall panels in lighted display boxes but does not show entrances to individual units as illustrated on the provided architectural elevations.

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

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

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



**RESPONSE:** The proposed consolidated storage facility contains approximately 33 individual storage units accessed from the exterior of the building. These exterior entrances are screened from the adjacent roadways via fencing, grading, and landscaping in accordance with the Zoning Ordinance and Landscape Manual. All exterior unit entrances have adjacent parking that allows for vehicular access and the loading and unloading of materials in a safe manner. The provided drive aisle is sufficient to allow the movement of vehicles on-site while parked vehicles are loading or unloading to access the exterior storage units. Further, these units are only accessible once a user enters their unique security code, which allows them to pass through one of two electronic gates. In an emergency, gate access is provided via a Knox box and said gate will default to an open position when fire, smoke, or other alarms are triggered that notify the fire department. When entering the site, customers may park in one of seven standard vehicular parking spaces, or two handicapped-accessible spaces located outside the secured area behind the gates and fencing. Only after renting a unit and being provided with a security access code can customers enter the secured fenced/gated areas and the building. There is no free-flowing pedestrian or vehicular access in or out of the gated areas or the building (other than the office) as this would present a security concern for the Property.

- (vi) *In the IE Zone, the expansion of an existing consolidated storage use within a building shall be limited to a maximum of 50 additional individual units and shall not be located within one-half mile of another consolidated storage use in the IE Zone. However, this Subsection shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan of subdivision, final plat, and detailed site plan, where the consolidated storage use is buffered from view from any public right-of-way. The required Technical Staff Report prepared and submitted to the administrative record for the detailed site plan application shall include a current, countywide inventory of the locations, dates of approval, and any conditions of approval for consolidated storage uses located on property within one-half mile of the boundaries of the property on which the proposed consolidated storage use will be located.*

**RESPONSE:** The Applicant notes the referenced standard is **not** applicable to the subject Property as it is located within the IH Zone.

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

*accessible, and shall provide adequate signage so that the public can locate the space.*

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

**RESPONSE:** The Applicant notes the referenced standard is **not** applicable to the subject Property as it is located within the IH Zone.

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

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

**RESPONSE:** The Applicant notes the referenced standard is **not** applicable to the subject Property as it is located within the IH Zone.

## **IX. ACCESSORY USE STANDARDS**

### **27-5203. Standards Specific to Accessory Uses and Structures**

#### **(9) Outdoor Storage (as an Accessory Use)**

*(A) Within the Transit-Oriented/Activity Center base and PD zones, outdoor storage areas shall be located to the rear of the development's principal building(s). In other zones, outdoor storage areas shall be located to the side or rear of the development's principal structure(s).*

**RESPONSE:** The Applicant notes the proposed outdoor storage areas are located to the side or rear of the proposed consolidated storage facility as permitted by the Property's location in the IH Zone. As illustrated above, these outdoor storage areas are only accessible to customers with a unique access code that allows them to utilize the two electronic gates. There is no free-flowing pedestrian or vehicular access in or out of the gated areas as this would present a security concern for the Property. However, in an emergency, gate access is provided via a Knox box and said gate will default to an open position when fire, smoke, or other alarms are triggered that notify the fire department.

- (B) *Where an outdoor storage area stores goods intended for sale or resale, such goods shall be limited to those sold on the premise in conjunction with the principal use of the lot.*

**RESPONSE:** The Applicant acknowledges this standard and notes that no goods intended for sale or resale on premise will be stored within the proposed outdoor storage areas.

- (C) *Flammable liquids or gases in excess of 1,000 gallons shall be stored underground.*

**RESPONSE:** The Applicant acknowledges this standard and notes that no flammable liquids or gases in excess of 1,000 gallons will be stored on the surface in the outdoor storage areas.

- (D) *No materials shall be stored in areas intended for vehicular or pedestrian circulation.*

**RESPONSE:** The Applicant notes that while the proposed outdoor storage areas are in vehicular parking spaces, said parking spaces are not included within the parking calculation. These 26 outdoor storage parking areas will be distinguished from standard spaces by painting “RESERVED” with a designated space number (1 through 26) on each one. These outdoor storage spaces will be utilized for the storage of goods, material, merchandise, and/or vehicles, all associated with the consolidated storage use, and located in the same place for more than 24 hours. This utilization complies with the definition of “Outdoor Storage (as an accessory use)”, which is defined in Section 27-2500 of the Zoning Ordinance. Furthermore, these outdoor storage parking areas do not inhibit the vehicular or pedestrian circulation of the site, based on their locations at the side and rear of the subject Property.

- (E) *Outdoor storage areas shall be enclosed with either a wall made of masonry material consistent with that of the primary building(s) on the lot, or a wood or vinyl fence (or a combination of such a masonry wall and metal fencing). The height of the wall or fence shall be sufficient to screen stored materials from view from public street rights-of-way, private streets, public sidewalks, and any adjoining residential development.*

**RESPONSE:** The Applicant notes that the proposed outdoor storage areas are screened via a combination of a six-foot-high vinyl fence, landscaping, and two proposed access gates. The proposed outdoor storage areas are generally located at the rear of the Property and are not visible from public street rights-of-way or public sidewalks. There are no private streets or residential development adjacent to the subject Property. As illustrated above, these outdoor storage areas are only accessible to customers with a unique access code that allows them to utilize the two

electronic gates. There is no free-flowing pedestrian or vehicular access in or out of the gated areas as this would present a security concern for the Property. However, in an emergency, gate access is provided via a Knox box and said gate will default to an open position when fire, smoke, or other alarms are triggered that notify the fire department.

## **X. PART 27-6: DEVELOPMENT STANDARDS**

The following contains responses to the relevant development standards per the requirements of the Zoning Ordinance:

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

#### **27-6204. Circulation Plan or Site Plan Required**

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

**RESPONSE:** A circulation plan is included with the DET package.

#### **27-6206. Vehicular Access and Circulation**

(a) *Definition of Street Functional Classification*

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

(b) *Vehicular Accessway Classifications*

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

(1) *Driveways*

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

(2) **Alleys**

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

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

(3) **Connectivity**

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

**RESPONSE:** The proposed driveway entrance will connect to Willowdale Road, an existing public street.

(c) ***Required Vehicular Access and Circulation***

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

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

(d) ***Vehicular Access Management***

(1) ***Limitation on Direct Access Along Arterial and Collector Streets***  
***Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial or collector street only if:***

- (A) ***No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;***
- (B) ***Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and***
- (C) ***The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street.***



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

(2) *Limitation on Direct Driveway Access along Other Streets*

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

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

**RESPONSE:** This application is for a DET for an industrial consolidated storage facility and does not propose any residential dwellings. Thus, this standard does **not** apply.

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

**RESPONSE:** This application is for a DET for an industrial consolidated storage facility and does not propose any residential dwellings. Thus, this standard does **not** apply.

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

**RESPONSE:** The subject Property is accessed from Willowdale Road, which is a lower-classified fronting street than the adjacent MD 704 right-of-way (arterial roadway).

(3) *Shared Driveways*

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

**RESPONSE:** The Applicant notes it is impractical to share driveway access for this subject Property. While there are two adjoining properties (a commercial bank to the west and a distribution warehouse to the east), a shared driveway is not feasible based upon vehicular site circulation. The number of trips differs drastically for each of the proposed three principal uses and proposing a new driveway access point along Willowdale Road is permitted within the Zoning Ordinance. Sharing driveway access would also cause vehicles of differing classifications to utilize the same ingress/egress points, which could create a safety hazard. Furthermore, the nature of the proposed use requires that the site have secure access gates, which inhibits the ability of the Applicant to propose a shared driveway with the neighboring properties if it even was desired.

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

**RESPONSE:** The Applicant notes that this standard does **not** apply as there are no proposed shared driveways.

(e) *Cross-Access*

(1) *Purpose*

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

(2) *Cross-Access Between Adjoining Developments*

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

- (A) *The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone (see Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Developments).*
- (B) *Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.*
- (C) *The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.*
- (D) *Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development.*

**RESPONSE:** The Applicant notes this standard does **not** apply as the proposed consolidated storage use is an “industrial” use exempt from these standards per Section 27-6206(e)(2).

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

(1) *Minimum Connectivity Index Score Required*

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

**RESPONSE:** The Applicant notes that this standard does **not** apply as the consolidated storage use is an “industrial” use and is exempt from this requirement. The proposed use is unrelated to a

new single-family residential subdivision.

**(g) Pedestrian Connections**

- (1) A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:**
  - (A) Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and**
  - (B) Can be connected to an existing or proposed sidewalk, trail, greenway or other type of pedestrian connection.**
- (2) Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.**
- (3) These pedestrian connections shall count as links for the purpose of calculating the connectivity index.**
- (4) These pedestrian connections may require public use easements in accordance with Subtitle 24: Subdivision Regulations of the County Code.**

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

**(h) External Street Connectivity**

- (1) The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.**
- (2) Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.**

- (3) *At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.*
- (4) *The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.*

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

(i) *Continuation of Adjacent Streets*

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

**RESPONSE:** This standard has been met as the development will be accessed via an entrance from Willowdale Road. Extension of Willowdale Road is not required for this driveway entrance.

(j) *Traffic-Calming Measures for Private Streets*

- (1) *All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any non-standard or non-conforming elements that may be proposed.*
- (2) *Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.*
- (3) *Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:*

- (A) *Stop signs at street intersections;*
  - (B) *Mini-roundabouts at intersections;*
  - (C) *Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;*
  - (D) *Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands;*
  - (E) *Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and*
  - (F) *Speed tables, raised intersections or elevated pedestrian street crossings.*
- (4) *Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.*

**RESPONSE:** The Applicant notes that this standard does **not** apply as the consolidated storage use does not propose any private streets, and the subject Property is not for residential development.

(k) *Block Design*

(1) *Block Length*

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

- (A) *Environmental or topographic constraints exist;*
- (B) *The site has an irregular shape;*
- (C) *A longer block will reduce the number of railroad grade or water body crossings; or*



*(D) Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.*

**(2) Block Width**

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

**(3) Through-Block Access**

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

**(4) General Accessway Layout and Design**

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

**RESPONSE:**

The Applicant notes that these standards do **not** apply as the Property is zoned IH.

**(I) Driveway Layout and Design**

**(1) Driveway Width**

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

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

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

**RESPONSE:**

The proposed driveway conforms with the minimum width for two-way

driveways as shown on the submitted DET.

(2) *Dead-End Driveway Length*

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

**RESPONSE:** The site is designed to allow for adequate fire truck “turn-around” movement, given that the driveway allows for a complete loop around the proposed building.

(3) *Driveway Intersections*

*Driveway intersections shall also comply with the following standards:*

(A) *Alignment*

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

**RESPONSE:** The subject Property does not have an existing driveway that has been constructed as the site is currently vacant. However, the proposed driveway aligns with the existing driveway for Lot 18, Block B (4755 Walden Lane, Lanham, MD 20706) on the opposite side of Willowdale Road.

(B) *Proximity to Adjoining Land*

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

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

(C) *Medians in Driveway Entrances*

*Medians may be incorporated at driveway entrances provided:*

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

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

(m) *Vehicle Stacking Space*

(1) *For Drive-through and Related Uses*

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

**RESPONSE:** The Applicant notes that this standard does not apply as the proposed consolidated storage use does not contemplate drive-through facilities or any other auto-oriented uses where vehicles queue up to access a service facility.

(B) *Design and Layout*

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

- (i) *Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;*
- (ii) *Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;*
- (iii) *Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and*

- (iv) *Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.*

**RESPONSE:** The Applicant notes that this standard does **not** apply as the proposed consolidated storage use does not propose any drive-through or related uses.

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

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

**RESPONSE:** The Applicant notes that this standard does **not** apply as the proposed consolidated storage use is an industrial use (which is excluded).

## 27-6207. Pedestrian Access and Circulation

(a) *Required Pedestrian Access*

(1) *General Pedestrian Access*

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

- (A) *The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);*

- (B) *Off-street parking bays;*
- (C) *Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and*
- (D) *Recreation facilities and other common use areas and amenities.*

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

(2) *Sidewalks Required*

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

**RESPONSE:** The proposed development includes sidewalks along the Property's entire frontage of Willowdale Road. The development site fronts on an existing street with sufficient right-of-way width to accommodate installation of the required sidewalk along the frontage. A sidewalk shall also be installed along the length of the proposed building's front elevation facing Willowdale Road, as this is where the main entrance will be located. A crosswalk has been provided from Willowdale Road to the internal pedestrian sidewalk network to facilitate a connection from the subject Property to the adjacent roadway. This sidewalk connection leads to the office facility for the site where customers can rent individual storage units and gain access to the building/electronic gates via a provided code.

(b) *Pedestrian Connectivity*

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

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

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

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

**RESPONSE (WAIVER REQUESTED):** The Applicant requests that the Planning Director **waive** this standard as it is impractical or infeasible to require such a pedestrian connection between existing commercial and industrial development on adjacent properties. Proposing a pedestrian cross access connection to either the eastern or western properties would create a traffic hazard and a security risk. Both proposed connections would result in cross-access that leads to parking space locations on the adjacent properties, which would create a traffic hazard. Furthermore, the connection is not necessary as pedestrians can walk to either adjacent property through the sidewalk frontage improvements along Willowdale Road that are proposed with this DET application. The Applicant also contends that providing this cross-access pedestrian connection would inhibit the proposed Environmental Site Design requirements associated with the stormwater management system. A cross-access connection would also inhibit the ability to adequately screen the accessory outdoor storage use from the adjacent properties and lead to a reduction in landscaping material along the eastern and western perimeters.

Further, while not listed as a criterion above, the Applicant also contends that providing a cross-access pedestrian connection presents a security risk, given the nature of the use. The purpose of a consolidated storage facility is to safely secure the belongings of customers. Allowing all users to enter the site between the adjacent properties creates a hazard as individuals could cause harm to property stored both externally or internally. Such pedestrian cross-access would also inhibit



the purpose of the electronic gates as only users of the site are provided an access code, which grants the ability to enter the site via the building or vehicular network system. Therefore, for the use to function the Applicant must be able to guarantee the security of the facility from individuals who are not users of the site.

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

**RESPONSE:** The Applicant requests that this standard be waived by the Planning Director as stated above.

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

(A) *General Standards*

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

**RESPONSE:** The Applicant notes that this standard does not apply as the proposed parking lot only contains 35 standard vehicular spaces.

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

**RESPONSE:** The Applicant notes that this standard does not apply as the proposed parking lot only contains 35 standard vehicular spaces.

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

**RESPONSE:** The Applicant notes that this standard does not apply as the proposed parking lot only contains 35 standard vehicular spaces. There are no required pedestrian walkways necessary to provide access between vehicular parking areas for such a small parking lot.

(B) *Walkway Standards*

*Required pedestrian walkways shall:*

- (i) *Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;*
- (ii) *Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and*
- (iii) *Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.*

**RESPONSE:** The Applicant notes that this standard does not apply as the proposed parking lot only contains 35 standard vehicular spaces. There are no required pedestrian walkways necessary to provide access between vehicular parking areas for such a small parking lot. Nevertheless, the Applicant notes that a crosswalk connection has been provided between Willowdale Road and the Property's internal drive-aisle in front of the eastern electronic access gate to facilitate a pedestrian connection to the unit rental office.

**27-6208. Bicycle Access and Circulation**

- (a) *Required Bicycle Access*

(1) ***Internal and Adjoining Bicycle Access***

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

- (A) *Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;*
- (B) *Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street bicycle facilities outside the development, or internal bicycle systems in adjacent developments;*
- (C) *Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street); and*
- (D) *Connections to any recreational amenities internal to the development, such as open space.*

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

(2) ***Required Bikeway Network Improvements***

- (A) *All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.*
- (B) *The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the*

*facilities are impractical or infeasible due topographic conditions, natural features, or visual obstructions that create hazards.*

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

**RESPONSE (WAIVER REQUESTED):** The Applicant requests that the Planning Director **waive** the requirement to install a bike lane, bike path, or other bicycle improvements along Willowdale Road if advised by the operating agency, Prince George’s Department of Public Works and Transportation (“DPW&T”). The Applicant requests this waiver as there are no existing or planned master planned bicycle trails/improvements for Willowdale Road, which is classified as an industrial road. Furthermore, the provided 70-foot right-of-way does not appear sufficient to accommodate a bicycle lane. Proposing a bicycle path instead would inhibit the proposed sidewalk improvements for the site along Willowdale Road and not connect to any other bicycle path segments along said roadway. Providing a bicycle lane along Willowdale Road is also a safety hazard, given the volume of large vehicles utilizing Willowdale Road to access neighboring industrial warehouses and distribution centers. Therefore, the Applicant respectfully requests that the Planning Director waive this requirement if advised by the operating agency as it is impractical based on the location of the subject Property.

(b) *Bicycle Connectivity Between Developments*

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

- (1) *Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).*
- (2) *The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists’ use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of*

*transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.*

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

**RESPONSE (WAIVER REQUESTED):** The Applicant requests that the Planning Director **waive** the standard requiring cross-access to and from any internal bicycle circulation system on adjoining parcels. The Applicant notes there is no internal bicycle circulation system on any adjoining parcels, and it is impractical to require such a bicycle connection between existing commercial and industrial development. Moreover, any such connection on the Property would need to overcome significant safety factors, given the volume of large vehicles entering the adjacent parking lots on the neighboring properties. The proposed cross-access presents a significant safety concern as access could only be granted into adjacent parking lots, which would inhibit vehicular site patterns for the neighboring property owners.

Further, while not listed as a criterion above, the Applicant also contends that providing a cross-access bicycle connection presents a security risk, given the nature of the use. The purpose of a consolidated storage facility is to safely secure the belongings of customers. Allowing all users to enter the site between the adjacent properties creates a hazard as individuals could cause harm to property stored both externally or internally. Bicycle cross-access would also inhibit the purpose of the electronic gates as only users of the site are provided an access code, which grants the ability to enter the site via the building or vehicular network system. Therefore, for the use to function the Applicant must be able to guarantee the security of the facility from individuals who are not users of the site.

(c) ***General Bikeway Layout and Design***

(1) ***Off-Street Bicycle Facilities***

***Required bicycle paths shall:***

- (A) ***Allow two-way bicycle circulation;***
- (B) ***Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;***
- (C) ***Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised***

*paving height, decorative bollards, and/or flashing caution signals; and*

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

**RESPONSE:** The Applicant notes that these standards do **not** apply as there are no off-street bicycle paths proposed.

- (2) *On-Street Bicycle Facilities*  
*Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.*

**RESPONSE:** The Applicant notes that this standard does **not** apply as there are no on-street bicycle facilities proposed with this DET application.

- (d) *Waiver*

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

## **Sec. 27-6300 Off-Street Parking and Loading**

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

- (a) *Use of Parking and Loading Areas*

- (1) *General*

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



(2) *Identified as to Purpose and Location*

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

**RESPONSE:** The Applicant notes that the provided off-street parking areas comply with these standards.

(b) *Surfacing*

(1) *General*

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

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

(i) *Agricultural research facilities;*

(ii) *Farm supply sales or farm machinery/implement sales, rental, or repair; and*

(iii) *Cemeteries.*

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

(2) *Pervious or Semi-pervious Surfacing*

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

**RESPONSE:** The Applicant acknowledges this section but notes that no pervious or semi-pervious parking lot surfacing materials are proposed for this site given the industrial nonresidential use.

(c) *Location and Arrangement*

(1) *Safe and Convenient Access*

- (A) *Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.*
- (B) *Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.*
- (C) *Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, unless within an automated or mechanical parking deck or garage, or part of valet or tandem parking in accordance with Section 27-6307, Off-Street Parking Alternatives.*
- (D) *Off-street loading areas shall be arranged so no loading berth extends into the required aisle of a parking lot.*

**RESPONSE:** This regulation is met, as the proposed parking spaces and loading berths have been designed to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Further, off-street parking areas shall be arranged so no parking or maneuvering

incidental to parking shall occur on a public street or sidewalk. Off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, and no loading berths extend into the required aisle of a parking lot.

(2) ***Backing onto Streets Prohibited***

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

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

(d) ***Markings***

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

(A) ***Single-family detached dwellings;***

(B) ***Two-family dwellings;***

(C) ***Three-family dwellings; and***

(D) ***Uses in the Rural and Agricultural base zones, other than agricultural research facilities; farm supply sales or farm machinery/implement sales, rental, or repair; and cemeteries.***

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

(2) ***One-way and two-way accesses into parking facilities shall be identified by directional arrows. Any two-way access where parking is located at any angle other than 90 degrees to a street shall be marked with a traffic***

*separation stripe running the length of the access. This requirement does not apply to parking lot drive aisles.*

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

(e) *Exterior Lighting*

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

**RESPONSE:** This regulation is met, as all parking and loading areas comply with the standards of Section 27-6700, Exterior Lighting, as described herein and the submitted photometric plan that is included with the architectural documents.

(f) *Wheel Stop Requirements*

- (1) *Off-street parking areas, except for below-grade or completely enclosed garages, shall comply with the landscaping standards of the Landscape Manual.*
- (2) *Any parking space in a gravel, crushed stone, or similar material lot, at the edge of a parking lot where the parking surface is adjacent to a downward slope of more than five percent, or at the edge of a parking lot where the parking surface ends at a concrete curb or vertical divider, shall include a permanently anchored wheel stop installed at the end of the parking space opposite the drive aisle.*
- (3) *Wheel stops, when used, shall be made of concrete, metal, or other material of comparable durability, and shall be at least six feet long and at least six inches high.*

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

(g) *Accessible Parking for Persons with Physical Disabilities*

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

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

(h) *Maintained In Good Repair*

(1) *Maintained at All Times*

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

**RESPONSE:** The Applicant acknowledges and agrees with the requirement.

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

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

(1) *Primary Drive Aisle*

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

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

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

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

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

**RESPONSE:** The Applicant notes that this regulation does **not** apply. The parking lot proposed does not contain more than 300 spaces.

(2) *Pedestrian Pathways*

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

- (A) Are provided, at a minimum, every six parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension;*
- (B) Are enhanced with planted landscaping strips;*
- (C) Include, to the maximum extent practicable, a pathway aligned with and perpendicular to the primary entrance into the building served by the parking lot;*
- (D) Are paved with asphalt, cement, brick or stone pavers, or other comparable material;*
- (E) Are of contrasting color or materials when crossing drive aisles;*
- (F) Are in compliance with applicable State and Federal requirements while at a minimum are at least four feet wide when located within planting strips, and ten feet wide when crossing drive aisles;*
- (G) Connect to all existing or planned adjacent transit facilities; and*
- (H) Provide safe and efficient pedestrian access to the use they serve.*

**RESPONSE:** The Applicant notes that this regulation does **not** apply. The parking lot proposed does not contain more than 300 spaces.

### **27-6305. Off-Street Parking Space Standards**

*(a) Minimum Number of Off-Street Parking Spaces*

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



**RESPONSE:** The Applicant is proposing 35 parking spaces and four (4) loading spaces. The above referenced regulations require a minimum of 35 off-street parking spaces and four (4) loading spaces. Of the 35 parking spaces, two must be ADA accessible, which are noted on the submitted DET. This Application also includes 26 additional parking spaces, which will be utilized as accessory outdoor storage space. However, as these 26 parking spaces are proposed to be utilized for outdoor storage, they are not included within the provided parking calculation shown on the submitted DET. These spaces will be distinguished from standard spaces by painting “RESERVED” with a designated space number (1 through 26). These outdoor storage spaces will be utilized for the storage of goods, material, merchandise, and/or vehicles, all associated with the consolidated storage use, and located in the same place for more than 24 hours. This utilization complies with the definition of “Outdoor Storage (as an accessory use)”, which is defined in Section 27-2500 of the Zoning Ordinance.

***(b) Unlisted Uses***

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

- (1) Apply the minimum off-street parking space requirement specified in Table 27-6305(a) for the listed use that is deemed most similar to the proposed use;***
- (2) Establish the minimum off-street parking space requirement by reference to resources published by the Institute for Transportation Engineers (ITE), or other sources; or***
- (3) Require the applicant to conduct a parking demand study to demonstrate the appropriate minimum off-street parking space requirement. The study shall estimate parking demand based on an acceptable source of parking demand data. This demand study shall include relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.***

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

***(c) Mixed-Use Developments and Shared Parking***

- (1) *Developments consisting of a mix of uses shall provide parking based on their potential to share parking between uses and thus reduce the overall parking footprint that would result from each individual use meeting minimum standards. This necessarily includes:*
  - (A) *Developments containing more than one principal institutional or commercial use; or*
  - (B) *One or more institutional or commercial uses along with at least one residential use; or*
  - (C) *Multiple industrial uses on a single property classified within the IH Zone; or*
  - (D) *Multiple industrial uses on one or more adjoining properties under the same ownership, and which are located not more than 1,000 feet away from each other, in the IH Zone.*
  
- (2) *These developments shall provide parking spaces using the following shared parking method:*
  - (A) *Applicant determines the minimum parking requirement in accordance with Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for each component principal use in the development.*
  - (B) *Applicant applies the time-of-day demand factors for each of the component uses in accordance with Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors. These represent the time-specific peak demand levels expected for each principal use.*
  - (C) *Applicant calculates the sum of each column in the resulting table (rounding down all fractions). These sums represent the total estimated shared demand for each time period throughout a typical day.*
  - (D) *Applicant uses the highest of these sums as the amount of parking required for the development. (This may be subject to further reduction factors and allowances described further in this Section.)*
    - (i) *For any shared parking that includes an industrial use, the highest sum shall be greater than or equal to the minimum*

*parking requirement for the use with the largest gross floor area. If the highest sum is less than the minimum parking requirement for the largest use, then the minimum parking requirement of the use with the largest gross floor area shall be required.*

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

**RESPONSE:** The Applicant notes that this regulation does **not** apply, as shared parking is not being pursued for this development Application.

(d) *Maximum Number of Off-Street Parking Spaces*

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

**RESPONSE:** The Applicant notes that this regulation does **not** apply as the Applicant proposes a consolidated storage facility for the subject Property, which is classified as an industrial development.

(e) *Electric Vehicle (EV) Charging Stations*

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

**RESPONSE:** The Applicant notes that this regulation does **not** apply as no EV stations are proposed.

(f) *Driveways Used to Satisfy Standards*

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

**RESPONSE:** The Applicant notes that this regulation does **not** apply as no single-family detached dwellings, two-family dwellings, or three-family dwellings are proposed within this DET.

(g) *Visitor Parking*

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

**RESPONSE:** The Applicant notes that this regulation does **not** apply as no dwelling units are proposed.

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

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

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

(A) *Boats;*

- (B) *Boat trailers;*
- (C) *Camping trailer (unoccupied), not to exceed one per lot or parcel; and/or*
- (D) *Not more than 1 commercial vehicle:*
  - (i) *If parked on the premises, having a maximum manufacturer's gross vehicle weight specification of up to 8,500 pounds, no advertising (other than a firm name or similar designation not exceeding 4 inches high), and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, and vehicles with dual rear axles; or*
  - (ii) *The commercial vehicle does not exceed a maximum manufacturer's gross vehicle weight specification of 17,000 pounds, and which may include unlimited advertising on the side of the vehicle, and shall be parked within a wholly enclosed private parking garage.*

**RESPONSE:** The Applicant notes that this regulation does **not** apply as the Property is zoned IH.

#### **27-6306. Dimensional Standards for Parking Spaces and Aisles**

(a) *General*

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

**RESPONSE:** The Applicant notes that this regulation has been met and the proposed spaces meet all dimensional requirements as shown on the submitted DET.

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

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

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

**RESPONSE:** The Applicant notes that this regulation does **not** apply as there is no reduction in parking stall dimensions being sought in this DET application.

(c) *Vertical Clearance*

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

**RESPONSE:** The Applicant notes that this regulation is met as no structured parking is proposed in this DET application.

(d) *Compact Parking Spaces*

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

**RESPONSE:** The Applicant notes that this regulation does **not** apply as compact spaces are not proposed in this DET application.

### **27-6309. Bicycle Parking Standards**

(a) *Bicycle Racks or Lockers Required*

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



*vehicular parking area. Specific requirements for particular uses are as follows:*

- (A) *For multifamily dwellings and uses in the Group Living Uses principal use category other than private dormitories, one space shall be required per four dwelling units, with no fewer than two bicycle parking spaces provided and no more than 49 spaces.*
  - (B) *For private dormitories, 0.25 spaces per leased occupant shall be required if automobile parking is included in lease agreements or 0.4 spaces per leased occupant shall be required if automobile parking is not included in lease agreements and must be rented separately, up to a maximum of 50 spaces.*
  - (C) *For private schools, 1 space per 10 employees plus 1 space for each 20 students (in grades four and higher) of planned capacity shall be required.*
  - (D) *For private colleges and universities, one space per ten employees plus one space for each five students of planned capacity shall be required. Of these student-required spaces, generally half should be for short-term storage (outdoors and convenient to building entrances and other major destinations of the use) and the other half should be for long-term storage (which may be inside buildings, in lockers, or in other specialized covered and secured bicycle parking areas).*
- (2) *In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof, above ten spaces.*
  - (3) *Racks must allow a bicycle's frame to rest against the rack in at least two places, and for both a wheel and section of the frame to be secured to the rack simultaneously. Racks that allow only a wheel to rest against the rack will not be counted toward meeting the minimum bicycle requirements. Applicants should consult best practices sources such as the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines for guidance on types of racks that are appropriate to meet this requirement.*
- (b) *Bike Parking Rack or Locker Location*

- (1) ***Required bicycle racks shall be installed on a paved surface and located in visible, well-lighted areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.***
  
- (2) ***In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings (subject to the approval of the operating agency or municipality with jurisdiction), provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally 3 feet on either side of a rack) for placement and removal of bicycles. Developments may count existing bicycle parking along frontage streets and in the street right-of-way toward these requirements.***
  
- (3) ***Long-term parking facilities should be provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:***
  - (A) ***Be located in a secure, clean and well-lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;***
  - (B) ***Protect bicycles from weather and debris;***
  - (C) ***Be signed so that directions to entrances of related uses are clearly understood;***
  - (D) ***Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;***
  - (E) ***Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, 7 days a week);***
  - (F) ***If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);***

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

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

**RESPONSE:** The Applicant notes that these regulations have been met. Short-term bicycle parking requirements are met onsite via three (3) bike racks, which provide six (6) bicycle spaces (long term bicycle parking is not required for this use). All bicycle parking racks are placed at least three feet away from the principal consolidated storage facility and allow for at least 30 inches of spacing between each rack.

#### **27-6310. Loading Area Standards**

(a) *Minimum Number of Off-Street Loading Berths*

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

(b) *Dimensional Standards for Loading Areas*

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

(c) *Location of Loading Areas*

- (1) *To the maximum extent practicable, loading areas shall be placed away from a public street and screened from view in accordance with the Landscape Manual (see Figure 27-6310(c): Loading Area Configuration).*
- (2) *Loading areas shall be located adjacent to the building's loading doors, in an area that promotes their practical use.*
- (3) *Loading areas shall be located and designed so vehicles using them can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public rights-of-way, parking spaces, parking lot aisles, or pedestrian pathways.*
- (4) *Loading areas shall be set back a minimum of 50 feet from any residential use or vacant land in a Residential or Rural and Agricultural zone.*

**RESPONSE:** The Applicant notes that these regulations have been met as four loading spaces are provided, which is consistent with the Zoning Ordinance requirements. All loading spaces are located adjacent to an entrance to the building and are designed to avoid interference with surrounding parking spaces, drive aisles, and pedestrian pathways. All loading spaces will be screened from Willowdale Road via landscaping and a six-foot-high vinyl privacy fence as shown on the submitted DET. There are no residential uses or residentially zoned property adjacent to the site. All loading spaces will only be accessible for customers once a security entrance code is obtained by renting a unit from the on-site office and proceeding through the easternmost gate.

### **Sec. 27-6400 Open Space Set-Asides**

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

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

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

**RESPONSE:** The Applicant notes that these regulations have been met as a minimum of five percent (5%) of the proposed industrial development in a nonresidential base zone is for an open space set aside as shown on the provided exhibit included within the DET submission package.

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

- (a) *The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for development in the areas indicated.*
- (b) *Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.*

**RESPONSE:** These regulations have been met as five percent (5%) of the site is being preserved as a tree protection area as shown on the provided exhibit included within the DET submission package. This meets the five percent (5%) open-space set aside area required for industrial uses such as consolidated storage.

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

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

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

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

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

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

**(a) Location**

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

**RESPONSE:** The proposed woodland preservation area being utilized as open space set-aside is located on the Property and contiguous to the proposed developed area of the site. The woodland preservation is highly visible from adjacent streets, which include MD 704 and Willowdale Road.

**(b) Configuration**

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

**(2)** *If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).*

**RESPONSE:** The proposed open space set-asides are compact and contiguous to the proposed developed area of the site.

**(c) Orientation of Adjacent Buildings**

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

**RESPONSE:** The consolidated storage building has at least one entrance facing the proposed woodland conservation area being used as an open space set-aside, as shown on the submitted DET.



**(d) *Prioritization of Open Space Set-Aside***

- (1) *Except in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:***
- (A) *Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;***
  - (B) *Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;***
  - (C) *Protected trees and other mature trees;***
  - (D) *Parks and trails (regardless of public or private ownership);***
  - (E) *Lands with active agricultural uses and activities;***
  - (F) *Perimeter buffers or visual transitions between different types or intensities of uses;***
  - (G) *Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and***
  - (H) *Historic and archeological features.***
- (2) *In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.***

**RESPONSE:** Given that the Applicant has a valid NRI Equivalency Letter and no environmental natural features exist on-site, the Applicant has prioritized the provision of perimeter landscaping buffering as the primary component of the open space set-aside areas.

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

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

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

**RESPONSE:** The Property is located on a single lot with a single industrial use in the IH Zone. Therefore, the Applicant does **not** propose to utilize the method listed above in Section 27-6406(e) to comply with the open space set-aside requirements.

#### **Sec. 27-6500 Landscaping**

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

**RESPONSE:** A landscape plan has been submitted with this DET application per the requirements of the County's Landscape Manual.

#### **Sec. 27-6600 Fences and Walls**

##### **27-6602. General Standards**

- (a) General*
  - (1) Fences and walls shall be located outside of the public right-of-way.*
  - (2) Fences and walls are allowed on the property line between two or more parcels of land held in private ownership.*
  - (3) Fences and walls may be located within any required yard.*

- (4) *Nothing in this Section shall be construed to prevent the installation of temporary fencing to protect existing trees, limit sedimentation, or control erosion.*

**RESPONSE:** The proposed development includes fencing and gates that conform with these requirements.

(b) *In Utility Easements*

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

**RESPONSE:** No fences or gates are within a utility easement.

(c) *Within Required Landscaping Areas*

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

**RESPONSE:** The proposed fence is located within landscaping areas per the submitted landscape plan. The proposed two access gates are located within the interior drive aisles of the site and are not within required landscaping areas.

(d) *Avoidance of Traffic Hazards*

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

**RESPONSE:** The proposed development conforms to these requirements.

### 27-6603. Height Standards

(a) *General*

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

(b) *Administrative Waiver Request*

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

(c) *Measurement of Height*

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

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

**RESPONSE:** The proposed development contains fencing and gates that conform to all applicable requirements. The maximum height of the proposed fencing and gates is six feet high.

**27-6604. Materials**

(a) *General*

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

- (1) *Masonry, concrete, or stone;*

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

**RESPONSE:** The proposed development contains vinyl material for the fencing and access gates, which conforms with the above requirement.

***(b) Transit-Oriented/Activity Center Zones***

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

- (1) *Native/regional stone and equivalent imitation stone;*
- (2) *Brick;*
- (3) *Stucco or decorative concrete block or poured concrete (only when a brick or stone coping is provided);*
- (4) *Painted or stained wood;*
- (5) *Metal (wrought iron, welded steel and/or electrostatically plated black aluminum), for fences and gates only; or*

- (6) *Black vinyl-coated chain link fences, only for schools, recreational facilities, daycare facilities, and similar outdoor uses.*

**RESPONSE:** The Applicant notes that this section does not apply as the Property is zoned IH.

(c) *Prohibited Materials*

*The following fence types or materials are prohibited:*

- (1) *Barbed and/or razor wire, unless approved as part of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan, or on land with an agricultural use, or on land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility;*
- (2) *Fences constructed of chicken wire, corrugated metal, fabric materials, fiberboard, garage door panels, plywood, rolled plastic, sheet metal, debris, or waste materials, unless such materials are recycled and reprocessed for marketing to the general public, as building materials designed to resemble new building materials (e.g., picket fencing made from recycled plastic and fiber);*
- (3) *Except where used to prevent wildlife from consuming produce in an urban agriculture use or community garden, chain link fences in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones except the IH base zone, and the IE-PD and MU-PD zones; and*
- (4) *Above-ground fences that carry electrical current, except as used for the purposes of enclosing livestock in the Rural and Agricultural base zones and in the RE and RR zones (nothing shall prohibit below-ground electrical fences intended for the keeping of pets).*

**RESPONSE:** The proposed development contains fencing and gates that avoid the use of any prohibited materials applicable to the IH Zone.

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

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

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

**RESPONSE:** The Applicant notes that the Property is exempt from this requirement as it is located within the IH Zone.

#### **27-6606. Appearance**

- (a) *Finished Side to Outside*

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

**RESPONSE:** The proposed development contains fencing and gates that have a uniform and attractive material that conforms with these requirements.

- (b) *Compatibility of Materials along a Single Lot Side*

*All fencing or wall segments located along a single lot side shall be composed of a uniform style, materials, and colors, except when the Historic Preservation Commission requires an alternative appearance in accordance with the regulations in Subtitle 29: Preservation of Historic Resources of the County Code.*

**RESPONSE:** The proposed development contains fencing and gates that conform to these requirements.

- (c) *Fence and Wall Landscaping*



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

(1) *Shrubs Required*

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

(2) *Substitution of Shade Trees*

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

**RESPONSE:** The Applicant notes that the following standards apply to the fencing along Willowdale Road, which is within 15 feet of the right-of-way. Supplemental screening has been provided as required by this section and Section 4.2 of the Landscape Manual.

**27-6607. Fence and Wall Construction**

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

**RESPONSE:** The proposed development contains fencing that conforms with these requirements.

**27-6608. Gates**

*Gates shall comply with the following standards:*

- (a) *All gates shall have hardware to secure the gate in a closed position.*
- (b) *All unattended gates and gates opening onto a public sidewalk area shall be self-closing, self-latching, and locked when not in use.*

**RESPONSE:** The proposed development contains two access-controlled gates that are consistent with these requirements as shown on the submitted DET. Two security gates will be provided on the southern and eastern drive-aisles for the site. These two gates shall have hardware

to secure the gate in a closed position when not in operation. To operate the gate a customer must receive an electronic code from the consolidated storage office, which is located at the front entrance of the facility, outside the fenced/secured area, in the northwestern most portion of the building. Once the customer receives the electronic code they will have access to the secure side of the facility, granting ingress and egress from the two provided gates. However, in an emergency, gate access is provided via a Knox box and said gate will default to an open position when fire, smoke, or other alarms are triggered that notify the fire department.

### **27-6609. Retaining Walls**

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

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

- (g) *All retaining walls shall comply with the Building Code.*

**RESPONSE:** The Applicant notes that the above regulations do not apply to the subject Property as no retaining walls are proposed with this DET application.

### **27-6610. Security Exemption Plan**

- (a) *A landowner in need of heightened security may submit to the Planning Director a security exemption plan proposing a fence or wall taller than those permitted by this Section, an electric fence, or proposing the use of barbed and/or razor wire atop a fence or wall for security reasons.*

- (b) *The Board of Appeals may approve or approve with conditions, the security exemption plan, upon finding all of the following:*

- (1) *Need for Safety or Security Reasons*

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

- (A) *A taller fence or wall;*

- (B) *An electric fence; or*

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

- (2) *No Adverse Effect*

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

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

**RESPONSE:** The Applicant elects not to submit a security plan as part of this DET application as the proposed facility will be adequately secured 24-hours a day, 7-days a week utilizing the compliance fencing and gates as indicated within the DET submittal.

## **Sec. 27-6700 Exterior Lighting**

### **27-6703. Lighting Plan**

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

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

### **27-6704. Prohibited Lighting**

*The following exterior lighting is prohibited:*

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

**RESPONSE:** The Applicant notes that none of the above forms of lighting are proposed with this DET application.

### **27-6705. Private Street Lighting**

- (a) *All private street lights shall be located inside full cut-off fixtures mounted on non-corrosive poles served by underground wiring.*
- (b) *The light fixture and light color of private street lights in an individual subdivision or development shall be consistent throughout the subdivision or development.*

- (c) *Correlated color temperature (CCT) of street lights shall not exceed 3000K.*

**RESPONSE:** The Applicant notes that no private street lights are proposed with this DET application.

### **27-6706. General Standards for Exterior Lighting**

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

- (a) *Hours of Illumination*

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

**RESPONSE:** The proposed consolidated storage use will be accessible to tenants from 6:00 AM to 10:00 PM and is not adjacent to existing residential development. Management will utilize the accessory office use from 9:00 AM to 6:00 PM Monday through Saturday and from 9:00 AM to 4:00 PM on Sunday. As shown on the provided photometric plan, there will be no lighting spill over to the adjacent nonresidential properties.

- (b) *Shielding with Full Cut-off Fixtures*

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

**RESPONSE:** All proposed lighting will use required full cut-off optics per the above standards, which are shown on the provided photometric plan within this DET application.

(c) *Maximum Illumination Levels*

- (1) *Except for private street lighting (see Section 27-6705, Private Street Lighting), all exterior lighting and indoor lighting visible from outside shall be designed and located so that the maximum illumination measured in foot-candles at ground level at a lot line shall not exceed the standards in Table 27-6706(c).1: Maximum Illumination Levels. See Figure 27-6706(c).2: Maximum Illumination Levels.*
- (2) *All exterior light fixtures shall generate at least 80 lumens per watt of energy consumed, as shown on the manufacturers specifications for the fixture.*

**RESPONSE:** All proposed lighting conforms to maximum illumination levels per the above standards. Illumination details for proposed light fixtures are specified on the provided photometric plan within this DET application.

(d) *Maximum Height*

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

**RESPONSE:** All proposed lighting fixtures adhere to the maximum height standard of 30 feet for the IH Zone as shown on the submitted photometric plan within the architectural documents in DET application.

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

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

(a) *Awnings*

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

(b) *Canopies*

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

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

***(c) Sports and Performance Venues***

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

***(d) Wall Pack Lights***

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

***(e) Pedestrian Lighting***

***Pedestrian light fixtures shall comply with the following:***

- (1) Light fixtures for sidewalks, walkways, trails, and bicycle paths shall provide at least 1.2 foot candles of illumination, but not exceed 2.0 foot candles.***
- (2) Pedestrian bollard lamps shall be mounted no higher than four feet above grade and shall not exceed 900 lumens for any single lamp (see Figure 27-6707(e): Examples of Pedestrian Bollard Lamps).***

***(f) Decorative Landscaping and Lighting***

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

- (1) Decorative lighting intended to enhance the appearance of a building and/or landscaping shall cast all light downward (rather than upward) against the building surface or onto a landscape feature, or shall be***



*calibrated to illuminate features of the building or landscaping such that light spill-over and skyglow are avoided.*

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

**RESPONSE:** All proposed lighting conforms to the above standards as reflected on the photometric plan submitted with this DET application.

### **27-6708. Measurement**

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

**RESPONSE:** All proposed lighting conforms to the above standards as reflected on the photometric plan submitted with this DET application.

### **27-6709. Security Exemption Plan**

- (a) *A landowner may submit a security plan to the Planning Director proposing exterior lighting that deviates from the standards in this Section. The Planning Director shall approve or approve with conditions the security plan and its proposed deviation from the standards, upon finding that the applicant demonstrates:*
  - (1) *The proposed deviation from the standards is necessary for the adequate protection of the subject land, development, or the public;*
  - (2) *The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage, or members of the public are at greater risk for harm than on surrounding land without the additional lighting; and*
  - (3) *The proposed deviation from the standards is the minimum necessary, and will not have a significant adverse effect on neighboring lands.*

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

**RESPONSE:** The Applicant elects to **not** submit a Security Exemption Plan as part of this DET application.

## **Sec. 27-6800 Environmental Protection and Noise Controls**

### **27-6802. Natural Resource Inventory (NRI)**

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

**RESPONSE:** An approved NRI equivalency letter (NRI-186-13-01) is included in the DET submittal package.

### **27-6803. Trees and Vegetation**

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

**RESPONSE:** The proposed development conforms with all applicable sections of Subtitle 25 as reflected on the TCP2 included in the DET submittal package.

### **27-6804. Floodplain Management**

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

**RESPONSE:** The proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the stormwater concept plan included in the DET submittal package. No floodplain is present on the Property per available DPIE floodplain information.

### **27-6805. Erosion and Sedimentation Control**

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

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

### **27-6806. Stormwater Management**

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

**RESPONSE:** The proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the approved stormwater concept plan included in the DET submittal package.

### **27-6807. Chesapeake Bay Critical Area**

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

**RESPONSE:** The Applicant notes that the Property is **not** within the CBCAO Zone.

### **27-6808. Regulated Environmental Features**

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

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

### **27-6809. Unsafe Lands**

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

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

### **27-6810. Noise Control**

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

- (1) *Amusement park;*
- (2) *Animal shelter;*
- (3) *Arena, stadium, or amphitheater;*
- (4) *Boat sales, rental, service, or repair;*
- (5) *Class 3 fill;*
- (6) *College or university;*
- (7) *Concrete batching plant or asphalt mixing plant;*
- (8) *Concrete or brick products manufacturing;*
- (9) *Concrete recycling facility;*
- (10) *Contractor's yard;*
- (11) *Day care center for children;*
- (12) *Fraternity or sorority house;*
- (13) *Junkyard;*
- (14) *Kennel (regardless of lot size);*

- (15) *Landfill, land clearing debris;*
  - (16) *Nightclub;*
  - (17) *Photographic processing plant;*
  - (18) *Private school;*
  - (19) *Racetrack, pari-mutuel;*
  - (20) *Recycling collection center;*
  - (21) *Recycling plant;*
  - (22) *Rifle, pistol, or skeet shooting range (regardless of location);*
  - (23) *Rubble fill;*
  - (24) *Sand and gravel wet-processing;*
  - (25) *Sanitary landfill;*
  - (26) *Sawmill;*
  - (27) *Slaughterhouse;*
  - (28) *Solid waste processing facility;*
  - (29) *Solid waste transfer station;*
  - (30) *Surface mining;*
  - (31) *Uses in the Transportation Uses principal use category;*
  - (32) *Vehicle sales and rental, commercial;*
  - (33) *Vehicle sales and rental, personal;*
  - (34) *Vehicle salvage yard; and*
  - (35) *Vehicle towing and wrecker service.*
- (b) *Except within a Transit-Oriented/Activity Center base or PD zone or the MU-PD Zone, the following shall not be located on a lot or parcel adjacent to an existing*

*street classified as arterial or higher unless the applicant demonstrates, through a noise study, that transportation-generated noise is less than, or will be mitigated to be less than, 55 dBA during the hours of 10:00 PM to 7:00 AM and no greater than 65 dBA during the hours of 7:00 AM to 10:00 PM at the proposed location:*

- (1) Any new structure intended for residential occupancy in the Residential Uses principal use classification;*
  - (2) Day care center for children outdoor activity areas, including but not limited to playgrounds and sitting areas; and*
  - (3) Nursing home facilities.*
- (c) Where applicable, development shall comply with the requirements for noise control in Section 27-4402(c), Military Installation Overlay (MIO) Zone.*
- (d) Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.*

**RESPONSE:** The Applicant notes that consolidated storage is not a principal use that triggers the above noise regulations and thus Section 27-6810 does **not** apply to this DET application.

### **Sec. 27-61100 Industrial Form and Design Standards**

#### **27-61102. Industrial Form and Design Standards**

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

- (a) Building Orientation*
  - (1) Single-Building Development*

*An industrial development composed of a single building shall orient the building façade containing its primary patron entrance to face the street from which the building derives its street address.*
  - (2) Multi-Building Development*

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

(3) *Accessory Uses and Structures*

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

**RESPONSE:** The proposed development is for a single building on the Property. Its primary entrance faces Willowdale Road, which will be the ultimate street from which the building derives its street address. The proposed accessory outdoor storage use is located primarily in the rear of the property and has been adequately screened by fencing and landscaping in accordance with the Landscape Manual. Furthermore, the accessory outdoor storage area is only accessible by customers as these areas are blocked by electronic gates. These gates are only accessible via an electronic code that is provided by the consolidated storage office. In an emergency, gate access is provided via a Knox box and said gate will default to an open position when fire, smoke, or other alarms are triggered that notify the fire department.

(b) *Façade Articulation*

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

(1) *Wall Plane Horizontal Articulation*

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

(2) *Vertical Articulation*

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

(3) *Roof Line Variation*

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



**RESPONSE:** The above façade articulation standards have been met for the proposed building in this DET as shown on the submitted architectural elevations. The proposed building complies as there are various color and material changes on all four elevations. The mixture of masonry and metal materials as well as color changes are presented within the proposal.

(c) *Entrance*

- (1) *Each principal building shall have clearly defined, highly visible primary entrances for occupants and patrons that incorporate at least two of the following design features to emphasize the importance of the entrance:*
  - (A) *Canopy or portico;*
  - (B) *Roof overhang;*
  - (C) *Horizontal recess or projection;*
  - (D) *Arcade or arch;*
  - (E) *Peaked roof form;*
  - (F) *Outside patio;*
  - (G) *Display window;*
  - (H) *Architectural tile work or moldings integrated into the design of the building façade;*
  - (I) *Integrated planters or wing walls that incorporate landscaped area or seating areas; or*
  - (J) *Similar architectural features not found on the remainder of the building façade.*
- (2) *Street-facing façades of the ground level floor shall not include overhead doors, sliding glass doors, removable panels, or similar type of doors.*

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

(d) *Building Façade Materials*

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

**RESPONSE:** The building façade materials standards have been met for the proposed building in this DET. The proposed materials are high quality, architectural level finishes. Decorative, integral color masonry units are used throughout. Additionally, textured insulated metal panels, architectural profiled metal siding, and contrast metal detailing are used in differing colors and locations. Exterior Insulation Finishing System is also used in various locations around the building's facades. Storefront window systems, automatic slider doors, painted man doors and prefinished canopy systems are used to highlight entry points and make the building's use and access user friendly.

***(e) Location of Loading and Service Areas***

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

**RESPONSE:** The loading and service areas are located a minimum of 200 feet from any abutting single-family detached dwellings, two-family dwellings, or vacant lands in a residential single-family zone (the RE, RR, RSF-95, and RSF-65 zones). The Applicant also notes that a majority of the parking lot will be utilized for the unloading and loading of materials in both standard and loading spaces, given the nature of the consolidated storage use. However, the dumpster enclosure has been separated from the primary parking patron parking area along the facility's front elevation on Willowdale Road with its location in the rear of the Property.

***(f) Off-Street Parking Location***

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

**RESPONSE:** The provided DET complies with this standard as exactly sixty percent (60% or 21 of 25 parking spaces) are located in a surface parking lot between the front building façade and Willowdale Road.

**Sec. 27-61500 Signage**

**27-61504. General Standards**

**(a) *Illumination***

**(1) *Static Illumination***

*Static illumination of signs is allowed in all zones except the Rural and Agricultural base zones, for all sign types except canopy signs, provided any external light source shall be directed toward the sign and shall not cast direct light or create glare upon adjacent lands or streets.*

**(2) *Animated Illumination***

**(A)** *Animated sign illumination is prohibited, except in accordance with Subsection 27-61504(a)(2)(B) below.*

**(B)** *Signs on which the only copy that changes is the electronic indication of time, temperature, stock market, or similar information are permitted in all districts except the Rural and Agricultural and Residential base zones and the R-PD Zone. Changes in copy shall be spaced at least eight seconds apart and shall be accomplished without the use of animation, movement, or scrolling.*

**RESPONSE:** The proposed development will not have any external light source directed toward any sign and shall not cast direct light or create glare upon adjacent lands or streets, nor will it use animated sign illumination. No animated illumination is proposed.

**(b) *Materials***

*Permanent signs shall not be made of plywood, corrugated plastic sheets, cardboard, paper, cloth, vinyl banners, or other similar materials.*

**RESPONSE:** The proposed permanent signage will not be made of any of the above materials.

**(c) *Digital Display***

*Digital displays shall comply with the standards in this Subsection.*

**(1) *Location and Sign Type***

- (A) *In the Rural and Agricultural and Residential base zones and the R-PD Zone, digital displays shall be permitted only on freestanding signs for uses in the Community Service Uses and Educational Uses Principal Use Categories.*
- (B) *In the Transit-Oriented/Activity Center base and PD zones, digital displays shall be permitted only on building wall or roof signs.*
- (C) *In all other base and PD zones, digital displays shall be permitted only on building wall or roof signs or freestanding signs.*

(2) *Standards*

- (A) *A digital display shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign or its supporting structure. Each static message shall not include flashing or the varying of light intensity.*
- (B) *Automatic changes in display are permitted for digital displays, provided such changes shall be:*
  - (i) *Spaced at least 8 seconds apart;*
  - (ii) *Accomplished in 0.25 seconds or less; and*
  - (iii) *Accomplished without the use of animation, movement, or scrolling.*
- (C) *Except when part of a digital billboard (see Subsection 27-61506(g)), the luminance of a digital display during daylight hours shall be no greater than 1500 nits. At all other times, luminance shall be no greater than 150 nits. Automatic dimming is required to maintain the appropriate illumination levels at all times.*

**RESPONSE:**  
application.

The Applicant notes that no digital display signs are proposed with this DET

(d) *Signs Within Proposed Right-of-Way*

- (1) *Sign permits may be issued for signs on land located within the right-of-way, property, or acquisition lines of a proposed street, rapid transit route, or rapid transit facility, or proposed relocation or widening of an existing street, rapid transit route, or rapid transit facility as shown on the General*

*Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans) only if such signs are placed on:*

- (A) *Land which:*
  - (i) *Was in reservation but is now not in reservation; and*
  - (ii) *Has not been acquired and is not being acquired; or*
- (B) *Land which was subdivided after the adoption of the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans), but was not reserved or required to be dedicated for a street or rapid transit route or facility shown on the General Plan or other County plan.*

**RESPONSE:** The Applicant notes that no signs are proposed within any existing or future right-of-way as part of this DET application.

#### **27-61505. Standards for Specific Sign Types**

*Unless exempted in accordance with Section 27-61502(b), Exemptions, all signs except special purpose signs (see Section 27-61506, Standards for Special Purpose Signs) and temporary signs (see Section 27-61507, Standards for Temporary Signs) shall comply with the standards in Table 27-61505: Standards for Specific Sign Types, based on the zone in which the sign is located.*

**RESPONSE:** This DET application contains four (3) building mounted signs & one (1) freestanding sign as shown on the provided architectural documents. All provided signage conforms to the regulations in Section 27-61505 of the Zoning Ordinance. Furthermore, the freestanding sign may have a signage area of up to 120.5 square feet since the subject Property is located within an industrial center, the Washington Business Park.

#### **Sec. 27-61600 Green Building Standards**

##### **27-61603. Green Building Standards**

- (a) *Minimum Amount of Points Required*

*Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(b): Green Building Point System.*

- (1) *Minimum Requirements for Residential Development*
  - (A) *10 to 25 units: 3 points.*

(B) 25 or more units: 4 points.

(2) **Minimum Requirements for Non-Residential Development**

(A) 25,000 to 75,000 square feet: 3 points.

(B) More than 75,000 square feet: 4 points.

(b) **Green Building Point System**

**Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.**

(c) **Documentation Required**

**Applicants shall provide documentation of techniques that will be used to satisfy the green building standards of this Section at the time of submittal of a development application.**

**RESPONSE:** The proposed development meets the minimum Green Building standard requirements of 4.0 points for new nonresidential development as shown on the provided architectural documents on Sheet GB-01.

## **XI. TREE CANOPY COVERAGE REQUIREMENT**

The Prince George's County Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128. Properties that are zoned IH Zone are required to provide a minimum of 10 percent of the gross tract area in TCC. As provided on the DET, .030 acres (or 10% of the site area) are being preserved on site, which satisfies the tree canopy coverage based on Section 25-129(a).

## **XII. CONCLUSION**

The Applicant respectfully submits that all of the criteria for granting the proposed detailed site plan and waivers have been met, and as such, the plan does represent a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended purpose. Therefore, based upon the foregoing statement of justification and the accompanying application plans and documents, the Applicant respectfully requests approval of the DET-2023-021.

April 22, 2024  
DET-2023-021, Willowdale Self Storage  
Request for a Detailed Site Plan  
Page 93

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

Respectfully submitted,



Arthur, J. Horne, Jr.

Enclosures

cc: Ms. Diane Tipton  
Mr. Trey Burke  
Paul Woodburn, P.E.  
Mike Novy, P.E.  
Rebekah Brown, RA, LEED AP  
Michael Lenhart, P.E., PTOE

AJH/ats



WHEREAS, Washington Business Park Association is the owner of a 39.8000 acre parcel of land known as Washington Business Park (Lots 13-15, Blk. A; Lots 2, 8, 15, 16, 17 & 18, Block B), said property being in the 20th Election District of Prince George's County, Maryland, and being zoned I-1; and

WHEREAS, on March 18, 1986, Washington Business Park Association, filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 9 lots; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-86041, 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 22, 1986, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on May 22, 1986 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 Preliminary Plat of Subdivision 4-86041 with the following modifications:

As revised in red on Staff Exhibit #1 to provide road dedication on Martin Luther King, Jr. Highway and subject to the following conditions:

1. Approval of a conceptual stormwater management plan by the WSSC prior to the approval of a Final Plat of Subdivision. If, in the opinion of WSSC, a different lot layout would result in a more effective or more environmentally sensitive stormwater management situation, this is to be brought to the attention of the subdivision staff of The Maryland-National Capital

PGPR NO. 86-11  
FILE NO. 4-3604

2. Lot 15 of Block A shall have a joint driveway easement with Lot 14, Block A, having a minimum 55' width; and
3. Vacation of part of Willowdale Road prior to Final Plat of Subdivision.

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

1. Pursuant to Section 7-115(e) of Article 28, Annotated Code of Maryland, street dedication is required to widen an existing road in order to serve the proposed subdivision.
2. Stormwater management may be required in order to protect downstream areas.
3. A portion of Willowdale Road is presently platted which is not needed by this subdivision or by the general public.
4. The subdivision, as modified, meets the legal requirements of Subtitle 24 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Keller, seconded by Commissioner Botts, with Commissioners Keller, Botts, Sewall and Dabney voting in favor of the motion, with Commissioner Rhoads being temporarily absent, at its regular meeting held on Thursday, May 22, 1986, in Upper Marlboro, Maryland.

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department

Date \_\_\_\_\_

Thomas H. Countee,  
Executive Director

*Robert D. Reed*  
BY: Robert D. Reed  
Community Relations Officer

Case No: SE-4794  
AC-17002  
Uptown Suites; Lanham

Applicant: Connor & Gaskin Unlimited, LLC

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

ZONING ORDINANCE NO. 4- 2018

AN ORDINANCE to approve a Special Exception 4794 and Alternative Compliance 17002.

WHEREAS, Application SE-4794 and AC-17002 was filed to request permission to use approximately 3.01 acres of land, in the I-2 (Heavy Industrial) Zone, located on the southeast side of Willowdale Road, approximately 1000 feet east of its intersection with Forbes Boulevard, also identified as 10007 Willowdale Road, Lanham, in Councilmanic District 5, for a hotel;

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the Planning Board (Exhibit 17) did not elect to schedule a hearing on the application and in lieu thereof adopted the Technical Staff Report's recommendations of approval with conditions (Exhibit 15); and

WHEREAS, the Zoning Hearing Examiner held an evidentiary hearing on the application on June 13, 2017; and

WHEREAS, the Zoning Hearing Examiner recommended approval of SE-4794 and AC-17002 on September 15, 2017; and

WHEREAS, the District Council held a hearing to consider the Examiner's recommendations on February 12, 2018; and

WHEREAS, having considered the record and the recommendations of the Examiner, the District Council concurs with the Examiner that SE-4794 and AC-17002 should be approved subject to certain conditions.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. Special Exception 4794 is APPROVED, subject to the following conditions:

1. The Applicant shall provide a table demonstrating conformance to the Prince George's County Zoning Ordinance requirements for the proposed building-mounted and freestanding signage, and provide complete details for the proposed signage. Any proposed signage must meet all area, height, and setback requirements at the time of permit issuance.
2. The Applicant shall satisfactorily revise the building architecture to address the arrangement of materials and colors prior to certification of the Special Exception Site Plan.
3. The Applicant must screen any future mechanical equipment in accordance with the requirements of Section 4.4 of the 2010 Prince George's County Landscape Manual.
4. Prior to certification of the Special Exception Site Plan, an approved Stormwater Management Concept Plan and letter shall be submitted by the Applicant to show how the proposed stormwater will be treated before entering the existing Sector Plan area wetlands and waterways. The proposed improvements (best management practices or environmental site design) shall be clearly identified on the Plan and correctly reflected on the associated Special Exception Amended Site Plan and Type 2 Tree Conservation Plan.
5. In the event that a restaurant or coffee shop is proposed, the Applicant must submit plans to and obtain a Health Department Food Service Facility permit through the Prince George's County Department of Permitting, Inspections and Enforcement.
6. No construction noise shall be allowed to adversely impact activities on the adjacent properties. The Applicant must conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.
7. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. The Applicant must

conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

SECTION 2. Alternative Compliance 17002 is APPROVED subject to conditions in Exhibit 15.

SECTION 3. This Ordinance shall take effect on the date of its enactment.

Enacted this 12<sup>th</sup> day of March, 2018, by the following vote:

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

Opposed:

Abstained:

Absent: Council Members Franklin, Harrison and Toles.

Vote: 6-0

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

By: \_\_\_\_\_  
Dannielle M. Glaros, Chair

ATTEST:


\_\_\_\_\_  
Redis C. Floyd  
Clerk of the Council



April 30, 2024

**MEMORANDUM**

TO: Natalia Gomez-Rojas, Planner II, Urban Design Section

FROM: Alice Jacobs, Planning Technician III, Permit Review Section 

SUBJECT: DET-2023-021 – Washington Business Park Lot 31-B (Willowdale Self Storage)

1. Ilex x attenuate is not identified as a native species in the Landscape Manual. Update plant list, schedule for Section 4.9 and site design accordingly.
2. The gate height and width should be added to the label of the security gate on the site layout.
3. The Permit Review Section offers no further comments at this time.



Countywide Planning Division  
Historic Preservation Section

301-952-3680

April 12, 2024

**MEMORANDUM**

**TO:** Natalia Gomez Rojas, Urban Design Section, Development Review Division

**VIA:** Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **TWG**

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

**SUBJECT: DET-2023-021 Willowdale Self Storage**

The subject property comprises 3.01 acres and is located on the northwest side of Martin Luther King Jr Highway, approximately 700 feet west of Lottsford Vista Road. The subject property is zoned Industrial, Heavy (IH), and is within the 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan* area. The subject application proposes the development of an approximately 122,324-square-foot consolidated storage facility, with accessory outdoor storage and office uses.

The 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan* includes goals and policies related to historic preservation (pp. 85-100). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites, indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not recommended. The subject property does not contain and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation staff recommend approval of DET-2023-021, Willowdale Self Storage, with no conditions.





*Division of Environmental Health/Disease Control*

Date: April 29, 2024

To: Natalia Gomez Rojas, Urban Design, M-NCPPC

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

Re: DET-2023-021, (Willowdale Self Storage)

The Environmental Engineering / Policy Program of the Prince George's County Health Department have completed a health impact assessment review of the detailed site plan for the Willowdale Self Storage facility located at 10007 Willowdale Road in Lanham and has the following comments / recommendations:

1. 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.
2. 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](mailto:aoadepoju@co.pg.md.us).



Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)



April 29, 2024

**MEMORANDUM**

**TO:** Natalia Gomez-Rojas, Planner II, Zoning Review Section

**VIA:** Mridula Gupta, Planner IV, Subdivision Section *MG*

**FROM:** Mahsa Vatandoost, Planner II, Subdivision Section *MV*

**SUBJECT:** DET-2023-021; Willowdale Self Storage

The property subject to this detailed site plan DET-2023-021 is located on Tax Map 44 in Grid F-4. The property, 3.01 acres in area, consists of one lot known as Lot 31, recorded in the Prince George's County Land Records in a plat of correction Plat Book SJH 241 Plat No. 98 titled "Washington Business Park, Lots 31 and 32, Block B" on February 27, 2015. The property was originally recorded on March 13, 2014 in Plat Book MMB 240 Plat 18 titled "Washington Business Park, Lots 31 and 32". The property is located in the Industrial, Heavy (IH) Zone. This application was accepted for review on March 23, 2024, and comments were provided at the SDRC meeting on April 12, 2024. This referral is based on revised plans received on April 23, 2024.

The property is subject to Preliminary Plan of Subdivision 4-86041, titled "Washington Business Park" which was approved on May 22, 1986 (PGCPB Resolution No. 86-171). This PPS approved nine lots for the development of a business park.

DET-2022-021 proposes to construct a 122,324-square-foot consolidated storage building.

4-86041 was approved with 3 conditions. The conditions relevant to the review of this DET are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. **Approval of a conceptual stormwater management plan by the WSSC prior to the approval of a final plat of subdivision. If, in the opinion of WSSC, a different lot layout would result in a more effective or more environmentally sensitive stormwater management situation, this is to be brought to the attention of the subdivision staff of the Maryland- National Capital Park and Planning. In such a case, proposed subdivision design changes may be brought back to the Planning Board prior to Final Plat of Subdivision without the need to reconsider the Preliminary Plat.**
3. **Vacation of part of Willowdale Road, prior to Final Plat of Subdivision.**

These conditions were satisfied prior to the recordation of the final plats, MMB 240 Plat 18 and SJH 241 Plat 98.

**Additional Comments:**

1. The property received an automatic certificate of adequacy (ADQ) associated with PPS 4-86041 pursuant to Section 24-4503(a)(1) of the Subdivision Regulations, which became effective April 1, 2022, and is valid for twelve years from that date, subject to the expiration provisions of Section 24-4503(c).
2. A trip generation analysis, dated January 8, 2024, was submitted by the applicant to demonstrate that the proposed development is within the capacity established by PPS 4-86041. The Transportation Planning Section should evaluate and confirm that the development proposed for Lot 31 will be within the capacity established by the PPS.
3. A variation request for Lot 31 to Section 24-121(a)(3) of the prior Subdivision regulations, to allow direct access to MD 704 for Lot 31 was approved by the Prince George's County Planning Board on January 29, 2015 (PGCPB Resolution No. 15-08) with the plat of correction 5-14099 entitled "Washington Business Park, Lots 31 and 32, Block B". The DET, however, does not propose direct access to MD 704.

**Recommended Conditions:**

1. Prior to certification, revise the detailed site plan as follows:
  - a. Add a general note to the Cover Sheet to add the recording plat reference for Lot 31 as Plat Book SJH 241 Plat No. 98.
  - b. Add a general note to indicate preliminary plan of subdivision 4-86041 as prior approval applicable for the property.

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



April 29, 2024

## MEMORANDUM

**TO:** Natalia Gomez-Rojas, Planner II, Zoning Section, Development Review Division

**VIA:** David A. Green, MBA, Planner IV, Long-Range Planning Section, Community Planning Division *DG*

**VIA:** Sarah Benton, AICP, Supervisor, Long-Range Planning Section, Community Planning Division *SB*

**FROM:** Lyndsey Clouatre, Planner III, Long-Range Planning Section, Community Planning Division *LC*

**SUBJECT:** DET-2023-021 – Willowdale Self Storage

## FINDINGS

Community Planning Division staff finds that pursuant to Section 27-3605(e)(6), Detailed Site Plan Decision Standards of the Zoning Ordinance, this detailed site plan (DET) application to develop the subject property with a consolidated storage facility is consistent with the 2014 *Plan 2035 Prince George's Approved General Plan's* ("Plan 2035") Growth Policy Map, which places the subject property in the Established Communities. The application must also demonstrate consistency with the other relevant policies and strategies from Plan 2035, which can be found in the General Plan section below.

The DET does not strictly conform to the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* ("sector plan") as discussed in detail the Sector Plan portion of this memo below. Though the application conforms to the sector plan's recommended land use, it must also demonstrate conformance with all the relevant goals, policies, strategies, and design principles identified in the Sector Plan.

Pursuant to 27-3605(e)(6), "Detailed Site Plan Decision Standards" of the Zoning Ordinance, the development in the detailed site plan (minor or major) shall be consistent with the General Plan and shall conform to the relevant goals, policies, and strategies of the Area Master Plan or Sector Plan, applicable Functional Master Plans, and the Growth Policy Map as it relates to centers in the 2014 General Plan, *Plan Prince George's 2035*, for the subject property and its surrounding area (unless the subject property has been rezoned pursuant to a Zoning Map Amendment subsequent to the adoption of the relevant Area Master Plan, Sector Plan, or Functional Master Plan).

## **BACKGROUND**

**Application Type:** Detailed Site Plan (DET)

**Planning Area:** 70

**Community:** Glenn Dale-Seabrook-Lanham and Vicinity

**Location:** 10007 Willowdale Road, Lanham, MD 20706

**Size:** 3.01 acres

**Existing Uses:** Vacant

**Future Land Use:** Mixed-use

**Proposal:** Construction of an approximately 122,324 square foot consolidated storage facility, including 92,950 square feet of storage area, 900 square feet of office space, and approximately 12,317 square feet of outdoor storage space.

**Community Character:** Located within the Washington Business Park and proximate to other vacant land, office, and warehouse uses. The property has frontage on both Willowdale Road and MD 704 (Martin Luther King Jr. Highway).

**Zoning:** IH (Industrial, Heavy)

**Prior Zoning:** I-2 (Heavy Industrial)

## **GENERAL PLAN, SECTOR PLAN, AND SMA**

**General Plan:** Plan 2035 places this application in the Established Communities Growth Policy Area. “Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met” (page 20).

This DET application to develop the subject property with a consolidated storage facility is consistent with Plan 2035’s recommendations for properties within the Established Communities because the scale and scope of the proposed use is compatible with surrounding and nearby uses. However, it is not strictly consistent with the following policies and strategies affecting the subject property:

### **Transportation**

- Policy 4: Use complete and green street practices to design, operate, maintain, and retrofit the transportation network in order to improve travel conditions for

pedestrians, bicyclists, transit riders, and vulnerable populations consistent with the surrounding area's character. (page 156)

- TM 4.4: Design new transportation systems to accommodate all modes of transportation. Continuous sidewalks on both sides of the road and on-road (bike lanes) bicycle facilities should be included, to the extent feasible and practical, and based on the type and location of the facility proposed. (page 156)

*Analysis: The applicant requests a waiver of the requirement to install a bike lane, bike path, or other improvements along Willowdale Road, as well as the standard requiring cross-access for pedestrians and bicyclists. No transportation improvements are proposed along Martin Luther King Jr Highway (MD 704). The applicant is required to demonstrate consistency with the policy and strategy listed above, and the Transportation Planning Section and/or the operating agencies will determine consistency with the above policy and strategy.*

### **Natural Environment**

- Policy 3: Implement green building techniques and green neighborhood design to reduce energy use, stormwater runoff, the heat island effect, improve air and water quality, and increase opportunities to reduce, reuse, and recycle construction waste. (page 173)
- Policy 5: Preserve and enhance existing forest and tree canopy coverage levels. (page 176)

*Analysis: Per their Statement of Justification, the applicant plans to prevent flooding through an on-site micro-bioretenion treatment system to ensure stormwater runoff does not degrade or cause flooding within the watershed, as well as integrating on-site landscaping to reduce the amount of water entering the micro-bioretenion system (page 11). Additionally, the landscape plan and type 2 tree conservation plan enhance the existing tree canopy and provide the required ten percent tree canopy coverage (page 12). Finally, the applicant intends to construct the storage facility with green building techniques, including the use of Energy Star-qualified central air conditioners, environmental site design techniques for the stormwater management facility, and water conservation technology for restrooms (pages 12-13). The Environmental Planning Section concurs that the application is consistent with the policies listed above.*

### **Community Heritage, Culture, and Design**

- Policy 9: Use urban design to guide development, promote community health, protect our natural, historic, and cultural resources and quality of life, and enhance mobility. (page 214)
  - HD 9.6: Orient and relate building frontages, rather than parking, to the street. (page 215)
  - HD 9.7: Identify and prioritize areas for street tree installation. (page 215)

*Analysis: The application is not strictly consistent with the policy and strategies listed above. The building is oriented towards the street and its design is compatible with that of its neighbors; however, parking surrounds the building. The Urban Design Section will determine consistency with the above policy and strategies.*

**Sector Plan:** The 2010 Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment ("sector plan") recommends mixed-use land uses on the subject

property. The sector plan describes mixed-use as “properties containing more than one land use: typically residential and commercial uses” (page 201). Although the applicant proposes to develop the property as a consolidated storage facility, per the sector plan, “Designation as a mixed-use center does not mean that every property within this center must contain vertical or horizontal mixed-use development. Instead, it means that mixed-use buildings are encouraged and will be permitted in appropriately zoned areas; single-use buildings should be designed with sensitivity to neighboring uses within the center, and increased emphasis will be placed upon interfaces with the public realm” (page 202).

While the application conforms with the sector plan’s recommended land use, it does not strictly conform with the following design principles, goals, policies, and strategies that affect the subject property:

### **Community Design and Identity**

- Commercial/Employment Center Design Principles
  - Site and Street Design
    - Orient buildings to the public street. (page 75)
    - Place parking areas to the rear of commercial/employment properties. (page 75)
    - Provide landscaped parking areas. (page 75)
    - Create internal pedestrian pathways that connect parking areas to building entrances. (page 75)
    - Provide adequate screening for utility and service features. (page 75)
    - Provide functional and attractive outdoor lighting. (page 76)
    - Ensure security and safety. (page 76)
    - Provide streetscape improvements that enhance the character of the public realm and support private investment. (page 76)
  - Building Design
    - Use high-quality materials with compatible colors and textures. (page 77)
    - Employ consistent design on all façades. (page 77)
    - Incorporate rhythmic, human-scaled fenestration. (page 77)
    - Ensure a high degree of ground-floor transparency. (page 77)
    - Coordinate upper-floor design and street-level design. (page 78)
    - Screen rooftop equipment. (page 78)
    - Promote energy-efficient design. (page 78)

*Analysis: The building is oriented towards the street and its design is compatible with that of its neighbors. However, parking surrounds the building, there are no internal pedestrian pathways, and the applicant is requesting a waiver for bicycle improvements along Willowdale Road. The applicant is required to create additional pedestrian pathways to connect the rear parking spaces to the building entrances and provide streetscape improvements that enhance the character of the public realm and support private investment. The Transportation Planning Section, the operating agencies, and/or the Urban Design Section will determine conformance with the above design principles.*



## Natural Resources/Environment

- Goal 1: Restore and enhance water quality in areas that have been degraded. (page 111)
  - Policy 1: Decrease the amount of pollutants from both storm and nonstorm events entering sector plan area wetlands and waterways. (page 110)
    - Strategy: Require the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers and chemical applications. These techniques include planting native plant stock, utilizing efficient irrigation, mulching, soil preparation, and appropriate planting, design, and maintenance. (page 110)
  
- Goal 2: Prevent flooding associated with new and redevelopment. (page 111)
  - Policy 2: Ensure that the quantity of stormwater discharged from a site post-development does not exceed predevelopment conditions. (page 111)
    - Strategy: Implement stormwater management techniques on development sites to mitigate the negative impacts of development. (page 111)
  
- Goal 3: Preserve, enhance, and restore the existing tree canopy within the sector plan area. (page 111)
  - Policy 1: Focus tree and forest preservation and restoration efforts in appropriate areas. (page 111)
    - Strategy: Support shade tree plantings for roadways, residential streets, and parking lots. (page 112)
  - Policy 2: Encourage the application of urban forestry principles to landscaping and reforestation efforts, while increasing opportunities for incorporating tree planting into the existing landscape. (page 112)
    - Strategy: Utilize the following key principles when implementing landscape and reforestation/afforestation efforts:
      - Use native plant species for landscape projects.
      - Plant a mixture of overstory trees and understory trees and shrubs.
      - Prevent the use of nonnative plant species. (page 112)
    - Strategy: Increase the percentage of urban tree canopy by planting trees and other vegetation, especially along roadways, in median strips, and within residential communities. (page 112)
  
- Goal 4: Utilize innovative stormwater management best practices to mitigate the negative impacts of stormwater runoff. (page 113)
  - Policy 1: Require stormwater to be treated nonstructurally to the maximum extent possible. (page 113)
    - Strategy: Require environmental site design stormwater management techniques to be used on-site to the maximum extent practicable. (page 113)
    - Promote use of areas designed to increase infiltration within required open or green space. (page 113)

- Goal 5: Address issues of energy conservation, light pollution, air pollution, and noise impacts within the sector plan area. (page 113)
  - Policy 1: Increase opportunities for utilizing green building opportunities within the sector plan area. (page 113)
    - Strategy: Encourage the use of green building techniques as designated by the U.S. Green Building Council or a green building program equivalent. (page 113)

*Analysis: Per their Statement of Justification, the applicant plans to prevent flooding through an on-site micro-bioretenement treatment system to ensure stormwater runoff does not degrade or cause flooding within the watershed, as well as integrating on-site landscaping to reduce the amount of water entering the micro-bioretenement system (page 11). Additionally, the landscape plan and type 2 tree conservation plan enhance the existing tree canopy and provide the required ten percent tree canopy coverage (page 12). Finally, the applicant intends to construct the storage facility with green building techniques, including the use of Energy Star-qualified central air conditioners, environmental site design techniques for the stormwater management facility, and water conservation technology for restrooms (pages 12-13). The Environmental Planning Section concurs that the application conforms with the goals, policies, and strategies listed above.*

## **Transportation**

- Goal 3: Encourage alternative means of transportation within the sector plan area. (page 163)
  - Policy 2: Support transportation-efficient land use policies and pursue mixed-use development in strategic locations. (page 163)
    - Strategy: Promote land use policies that increase density in strategic areas to support public transportation. (page 163)
    - Strategy: Promote land use policies that create walkable “centers” of neighborhood-serving commercial and employment uses. (page 163)
- Table 38, “Recommended Trails Improvements” (page 170)
  - Bicycle Facilities
    - Martin Luther King Jr Highway (MD 704)
      - Description: Sidepath and designated bike lanes
      - Justification: Will improve nonmotorized access to the Washington Business Park and connect with the eastern terminus of the existing WB&A Trail. (page 170)
- Table 39, “Recommended Pedestrian Safety Improvements” (page 172)
  - Martin Luther King Jr Highway (MD 704)
    - Facility: Widen sidewalk (page 172)

*Analysis: The applicant requests a waiver of the requirement to install a bike lane, bike path, or other improvements along Willowdale Road, as well as the standard requiring cross-access for pedestrians and bicyclists. No transportation improvements are proposed along Martin Luther King Jr Highway (MD 704). The applicant is required to demonstrate conformance with the goal, policy, strategies, and recommended transportation improvements listed above. The Transportation Planning Section and/or the operating agencies will determine conformance.*

## **Commercial and Employment Areas**

- Goal 3: Concentrate and diversify future employment opportunities within existing centers to enhance the local economic base. (page 197)
  - Policy: Support employment and job growth within existing employment centers. (page 197)
    - Strategy: Focus future office and employment growth within the Washington Business Park and other sector plan area employment centers. (page 197)
    - Strategy: Support the development of convenience retail, restaurant, hospitality, and service business uses within the Washington Business Park and other sector plan area employment centers. (page 197)
  
- Goal 4: Create attractive, pedestrian-oriented commercial centers. (page 197)
  - Policy 1: Support building and site design that is compatible with neighboring residential areas and establishes a unique identity for the Glenn Dale-Seabrook-Lanham area. (page 197)
  - Policy 2: Enhance the appearance of existing commercial areas. (page 197)
  - Policy 3: Improve nonvehicle access to commercial areas. (page 198)
    - Strategy: Provide adequate sidewalks, bus stops, and bicycle facilities in future commercial area site planning and design improvements. (page 198)
    - Strategy: Provide pedestrian safety improvements along streets that lead to commercial areas. (page 198)

*Analysis: The proposed DET would add both temporary and permanent jobs to the Washington Business Park. However, given the proposed use of a consolidated storage facility, the request to deviate from development standards regarding pedestrian and bicycle cross access and bikeway network improvements, and the lack of transportation improvements proposed for the frontage along MD 704, the design is not pedestrian-oriented. The Urban Design Section will determine conformance with Goal 4, Policies 1 and 2; and the Transportation Planning Section will determine conformance with Goal 4, Policy 3 and its strategies.*

## **SECTOR PLAN CONFORMANCE ISSUES**

*Community Planning staff finds the proposed DET is consistent with Plan 2035. While it conforms with the sector plan's recommended land use, it must also demonstrate conformance with the sector plan's goals, policies, strategies, and recommended transportation improvements. This can be accomplished by improving the planned design for non-vehicular access, thereby implementing a design that is both pedestrian- and bicycle-friendly.*

## **OVERLAY ZONE CONFORMANCE ISSUES**

None.

cc: Long-Range Agenda Notebook

## GomezRojas, Natalia

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**From:** Reilly, James V <JVReilly@co.pg.md.us>  
**Sent:** Monday, March 25, 2024 2:19 PM  
**To:** GomezRojas, Natalia  
**Cc:** PPD-PGReferrals; Reilly, James V  
**Subject:** FW: ACCEPTANCE: Washington Business Park Lot 31-B (Willowdale Self Storage) DET-2023-021 (PB)  
**Attachments:** DET-2023-021.pdf

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

Good Afternoon Natalia,

The Office of the Fire Marshal has reviewed the referral for Washington Business Park Lot 31-B (Willowdale Self Storage) DET-2023-021 for adequate fire access. We have the following comments:

- 1) Please provide the location of the proposed FDC.
- 2) Please provide details on how fire access will be provided through the entrance gate (lock box or siren activation is required.)

Regards. Jim

### James V. Reilly

Contract Project Coordinator III



Office of the Fire Marshal  
Division of Fire Prevention and Life Safety  
Prince George's County Fire and EMS Department

**Note new address:**

9400 Peppercorn Place, Fifth Floor, Largo, MD 20774

Office: 301-583-1830

Direct: 301-583-1838

Cell: 240-508-4931

Fax: 301-583-1945

Email: [jvreilly@co.pg.md.us](mailto:jvreilly@co.pg.md.us)

**To pay for a fire inspection by credit card go to:**

<https://www.velocitypayment.com/client/princegeorges/fire/index.html>

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**From:** Townsend, Donald <Donald.Townsend@ppd.mncppc.org>

**Sent:** Monday, March 25, 2024 12:25 PM

**To:** Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Gross, Thomas <thomas.gross@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Chisholm, Amelia <Amelia.Chisholm@ppd.mncppc.org>; PPD-CPDreferrals <cpdreferrals@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Albrecht, Jill <Jill.Albrecht@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Smith, Noelle <Noelle.Smith@ppd.mncppc.org>; Hancock, Crystal <crystal.hancock@ppd.mncppc.org>; Ryan, Benjamin <Benjamin.Ryan@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgarks.com>; Brooke E. Larman <brooke.larman@ppd.mncppc.org>; Hughes, Michelle



Countywide Planning Division  
Environmental Planning Section

301-952-3650

April 29, 2024

**MEMORANDUM**

**TO:** Natalia Gomez Rojas, Planner II, Zoning Review Section, DRD  
**VIA:** Tom Burke, Planning Supervisor, Environmental Planning Section, CWPD *TB*  
**FROM:** Mary Rea, Planner II, Environmental Planning Section, CWPD *MR*  
**SUBJECT:** **Willowdale Self Storage; DET-2023-021 and TCP2-016-14-02**

The Environmental Planning Section (EPS) reviewed Detailed Site Plan DET-2023-021 submitted for Willowdale Self Storage, and the Type 2 Tree Conservation Plan TCP2-016-14-02, accepted for review on March 25, 2024. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on April 12, 2024. Revised information was received on April 11, 2024, and on April 23, 2024. The EPS finds the application in conformance with the environmental regulations of Sections 27-3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809, within the Sec. 27-6800 Environmental Protection and Noise Control section of the Zoning Ordinance, and recommends approval of DET-2023-021 and TCP2-016-14-02.

**BACKGROUND**

The EPS previously reviewed the following applications and associated plans for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-186-13	N/A	Staff	Approved	1/17/2014	N/A
N/A	TCP2-016-14	Staff	Approved	8/8/2014	N/A
SE-4794	TCP2-016-14-01	District Council	Approved	3/12/2018	Z.O. 4-2018
NRI-186-13-01	N/A	Staff	Approved	4/19/2019	N/A
NRI-186-13-02	N/A	Staff	Approved	4/5/2024	N/A
DET-2023-021	TCP2-016-14-02	Planning Board	Pending	Pending	Pending

**PROPOSED ACTIVITY**

The current application is a DET for the development of an approximate 122,324 square foot consolidated storage facility.

**GRANDFATHERING**

The project is subject to the current environmental regulations and woodland conservation requirements contained in Subtitles 24, 25, and 27 because the application is for a new DET.

## **SITE DESCRIPTION**

The subject property is a 3.01-acre site located on the south side of Willowdale Road and north of Martin Luther King Jr. Highway. No Sensitive Species Project Review Areas (SSPRA) are indicated or mapped on the site. Furthermore, no rare, threatened, or endangered (RTE) species are indicated as present on-site. This property is in the Folly Branch watershed of the Patuxent River basin, which is identified as a Tier II Catchment area by the Maryland Department of the Environment. The site contains Evaluation Areas, as designated on the *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan* (May 2017), however there are no regulated environmental features (REF) on-site.

## **MASTER PLAN CONFORMANCE**

### ***PLAN PRINCE GEORGE'S 2035 APPROVED GENERAL PLAN (2014)***

The site is located within the Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map, as well as within the Established Communities Area of the General Plan Growth Policy Plan as designated by *Plan Prince George's 2035 Approved General Plan* (Plan 2035).

### ***2010 Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment***

The site is located within the 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment (SMA)*, which includes applicable goals, policies, and strategies. The following policies are applicable to the current project regarding natural resources preservation, protection, and restoration. The text in **BOLD** is the text from the SMA and the plain text provides comments on plan conformance:

## **Natural Resources/Environment Chapter Recommendations**

**Goal 1: Restore and enhance water quality in areas that have been degraded.**

**Policy 1: Decrease the amount of pollutants from both storm and non-storm events entering sector plan area wetlands and waterways.**

The implementation of the approved stormwater concept plan will result in a decrease in the number of pollutants from storm and non-storm events currently entering the sector plan area's wetlands and waterways untreated.

**Policy 2: Preserve, enhance, or restore the vegetated buffers around wetlands and waterways.**

No wetland or waterways are associated with this site.

**Goal 2: Prevent flooding associated with new and redevelopment.**

**Policy 1: Ensure stream corridors are clear of debris, both manmade and natural, in known flooding areas.**

No stream corridors or known flooding areas occur on-site.

**Policy 2: Ensure that the quantity of stormwater discharged from a site post-development does not exceed predevelopment conditions.**

Water quality will be addressed through the approval of the final stormwater management (SWM) plan.

**Goal 3: Preserve, enhance, and restore the existing tree canopy within the sector plan area.**

**Policy 1: Focus tree and forest preservation and restoration efforts in appropriate areas.**

No on-site preservation or restoration is proposed with this application as detailed in the Woodland Conservation section below.

**Policy 2: Encourage the application of urban forestry principles to landscaping and reforestation efforts, while increasing opportunities for incorporating tree planting into the existing landscape.**

The proposed development does not propose any reforestation on-site. Landscaping requirements will be evaluated by the Urban Design Section in conjunction with the requirements of the Prince George's County Landscape Manual (December 2010).

**Policy 3: Ensure that no net loss of forest cover occurs within the boundaries of the sector plan area.**

Proposed site improvements may result in a net loss of forest cover within the boundary of the sector plan area if the proposed off-site requirement is placed in a woodland conservation bank in a different location. In accordance with Section 25-122(a)(6), off-site woodland conservation credits are required to be considered as follows: "...within the same eight-digit sub-watershed, within the same watershed, within the same river basin, within the same growth policy tier, or within Prince George's County. Applicants shall demonstrate to the Planning Director or designee due diligence in seeking out opportunities for off-site woodland conservation locations following these priorities. All woodland conservation is required to be met within Prince George's County." However, to ensure master plan conformance, the purchase of off-site woodland conservation credits shall first be sought within the sector plan.

**Goal 4: Utilize innovative stormwater management best practices to mitigate the negative impacts of stormwater runoff.**

**Policy 1: Require stormwater to be treated nonstructurally to the maximum extent practicable.**



The approved stormwater concept plan shows stormwater to be treated nonstructurally on-site to the maximum extent practicable through the use of micro-bioretenion facilities.

**Goal 5: Address issues of energy conservation, light pollution, air pollution, and noise impacts within the sector plan area.**

**Policy 1: Increase opportunities for utilizing green building opportunities in the sector plan area.**

The use of green building techniques and energy conservation techniques should be used as appropriate.

**Policy 2: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.**

The minimization of light intrusion from proposed developed areas of this site onto the sensitive wetland area to remain on-site, as well as off-site environmentally sensitive areas surrounding the site is of particular concern. The use of alternative lighting technologies and the limiting of total light output should be demonstrated.

**CONFORMANCE WITH THE 2017 GREEN INFRASTRUCTURE PLAN**

According to the *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan* (May 2017), one quarter of the property is within the designated Evaluation Area. While the Green Infrastructure elements mapped on the subject site will be impacted, there are no REF on-site. The design of the site meets the zoning requirements and the intent of the growth pattern established in the *Plan Prince George's 2035 Approved General Plan* (May 2014).

**CONDITIONS OF PRIOR APPROVALS**

The prior approved SE-4794 was for the approval of a hotel use, which does not pertain to this development proposal.

**ENVIRONMENTAL REVIEW**

**Natural Resource Inventory (NRI)**

Section 27-6802 requires an approved NRI plan with DET applications. An approved Natural Resource Inventory Equivalency Letter (NRI-186-13-02) was submitted with the application. The equivalency letter was approved for this project because the site has an approved and implemented tree conservation plan (TCP2-016-14-01), and the proposed site plan does not result in significant changes to the limits of disturbance of the previously approved TCP. No revisions are required for conformance to the NRI.

**Woodland Conservation**

This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the application is for a new DET. The TCP2-016-14-02 was submitted with this application.

The TCP2 has been broken out into phases with this DET shown as for the Lot 31 phase of the project. This site is also subject to the Environmental Technical Manual (ETM).

This overall 12.11-acre property contains a total of 7.54 acres of woodland. The woodland conservation threshold is 15 percent or 1.82 acres. The overall site has cleared 6.78 acres of the existing 7.54 acres and is proposing to clear an additional 0.76 acre in this focused area for a total of 7.54 acres. The cumulative woodland conservation requirement is 5.06 acres. The TCP2 proposes to meet the subject site's portion of the overall requirement with 0.76 acre of off-site woodland conservation credits.

A statement of justification for not meeting the woodland conservation requirement on-site was provided with this application. The first phase of the TCP2, for lot 32, has already obtained 8.6 acres of off-site woodland preservation credits to meet that phase's woodland requirement. The approval of TCP2-016-14-01, in association with SE-4794, allowed for the clearing of the entire Lot 31. The TCP2-016-14-02 was revised only to show the new layout of the site.

### **Regulated Environmental Features (REF)**

Section 27-6808 refers to Section 24-4303(d)(5) of the Subdivision Regulations and states: "Where land is located outside the Chesapeake Bay Critical Area Overlay (CBCAO) zones, the preliminary plan of subdivision (minor or major) and all plans associated with the application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state, to the fullest extent possible, consistent with the Environmental Technical Manual established in accordance with Subtitle 25: Trees and Vegetation, of the County Code.

Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required in accordance with Subtitle 27: Zoning Ordinance, of the County Code, for the reasonable development of the lot outside the regulated feature."

This site does not contain REFs.

### **Stormwater Management**

Section 27-3605(c)(F)(x) of the Zoning Ordinance requires a SWM concept approval prior to acceptance of a DET. An approved Concept Plan (32921-2024-SDC/P48755-2024-SDC) was submitted with the submission material showing the use of five micro-bioretenion facilities. This stormwater management concept was approved on April 10, 2024, and expires on April 10, 2027. A stormwater management fee payment of \$9,706.00 in lieu of providing on-site attenuation/quality control measures is also required.

### **Soils**

Section 27-6809, Unsafe Lands of the Zoning Ordinance, requires all applications to conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations. This application is using the prior Subdivision Regulations, and Section 24-131 that states "The Planning Board shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to natural conditions, such as, but not confined to, flooding, erosive stream action, high water table, unstable soils, or severe slopes, or to man-made conditions on the property, such as, but not confined to, unstable fills or slopes."

According to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), soils present include Russett-Christiana-Urban land complex, and Russett-Christiana complex. According to available information, no unsafe soils containing Marlboro clay exist on-site; however, unsafe soils containing Christiana complexes are mapped on this property. The Commission's geotechnical reviewer has determined that there are no geotechnical issues due to the site being relatively flat.

### **Erosion and Sediment Control**

Section 27-6805 of the Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code. A copy of the approved Concept Grading, Erosion and Sediment Control Technical Plan (CSC# 141-24) was submitted and is in conformance with the TCP2.

### **SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS**

The Environmental Planning Section has completed the review of DET-2023-021 and TCP2-016-14-02, and recommends approval, subject to the following findings:

#### **Recommended Findings**

1. There are no regulated environmental features (REF) on the subject property.
2. The application area does not contain any specimen trees.



April 30, 2024

**MEMORANDUM**

**TO:** Natalia Gomez-Rojas, Urban Design Section, Development Review Division

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

**VIA:** Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

**SUBJECT:** **DET-2023-021, Willowdale Self Storage**

**Proposal**

The subject application proposes the construction of a 122,324 square foot, 4-story, consolidated storage facility that includes 92,950 sq. ft. of storage area, 900 sq. ft. of office space and 12,317 sq. ft. of accessory outdoor storage space. The subject site is located along Willowdale Road and Lanham and is in the Industrial Heavy (IH) zone. The Transportation Planning Section's (TPS) review of the subject application has been evaluated under the current Zoning Ordinance, Subtitle 27.

**Prior Conditions of Approval**

The subject site has a prior approved Special Exception (SE)-4794, which established a trip cap on Lot 31, evaluating a 130-room hotel to produce 60 AM and 77 PM trips. The subject application proposes a mini warehouse use that is projected to produce 11 AM and 18 PM peak hour trips. Therefore, the subject application does not exceed the established trip cap.

The subject site also has prior approvals such as, a Preliminary Plan of Subdivision (PPS), Revision to Special Exception (ROSP) and several Final Plat approvals. However, there are no prior conditions included that are applicable to this application.

**Master Plan Compliance**

**Master Plan Right of Way**

The site is subject to the 2009 *Countywide Master Plan of Transportation (MPOT)* and 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan*. The subject site is bounded by Willowdale Road (I-314), identified as an industrial roadway with and 70-foot-wide right-of-way, and Martin Luther King Jr Highway (MD 704) (A-22), an arterial roadway with a right-of-way of 120-150 feet wide. The property has frontage along Willowdale Road only and will not have any access from MD 704.

**Master Plan Pedestrian and Bike Facilities**

The MPOT recommends a bicycle lane and side path along MD 704. However, that does not directly impact the subject site. The MPOT's Complete Streets element reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

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

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

**Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan* includes the following recommendations:

**Goal 3: Encourage alternative means of transportation within the sector plan area.**

**Policy 1: Follow complete street principles, which include pedestrian and bicycle considerations, in all new road construction and improvement projects.**

**Goal 4: Improve pedestrian safety throughout the area.**

**Policy 1: Develop a continuous network of safe routes (sidewalks and trails) for pedestrians, especially between neighborhoods and sector plan area destinations.**

**Comment:** Although there are no master planned facilities that would impact the subject application, the site plan includes sidewalk along the frontage of Willowdale Road and a crosswalk crossing the vehicular access point for a continuous pedestrian pathway through the industrial area. Bicycle parking is also provided to encourage potential employees to use bicycles as a mode of transportation to and from the site.

### **Transportation Planning Review** **Zoning Ordinance Compliance**

Section 27-3605 provides specific requirements for detailed site plans. Additionally, the proposed development was evaluated using the design guidelines described in Sections 27-6000 (Development Standards) of the Prince George's County Zoning Ordinance (Ordinance) and Section 27-5102 for specific guidelines for a consolidated storage use.

Section 27-5102 describes the requirements for vehicular access. The subject property proposes a single access point along Willowdale Road, an existing roadway. The proposed consolidated storage use would generate a lower number of trips to and from the site than the previously proposed hotel. Staff find the existing street to be sufficient to accommodate the proposed trip generation.

Section 27-6200 describes the requirements regarding roadway access, mobility and circulation. The relevant sections that were evaluated with the subject application are 27-6204, 27-6206, 27-6207 and 27-6208 which detail the requirements for vehicular, pedestrian and bicycle cross-access.

Regarding Section 27-6204, a circulation plan was provided, and includes vehicular and pedestrian movement through the site. Staff finds the plan acceptable.

Section 27-6206 describes the standards for vehicular access and circulation. The proposed development will be accessed via a single two-way driveway with a 35-foot width, connecting to an existing public industrial street. The proposed access is aligned with the existing property opposite the subject site. No roadway extension is proposed with this development. A truck turning exhibit was provided to demonstrate the movement of large vehicles through the site and to the designated loading area. The internal network is confined to the site and is acceptable for this proposed use. The site plan does not propose a shared driveway given that the use requires secured gates and limited access within the designated area on site. Staff agrees with this assessment and finds the applicable standards of this section have been met.

Section 27-6207 describes the standards for pedestrian access and circulation. The site plan includes a five-foot-wide sidewalk along the property frontage of Willowdale Road and a direct path from Willowdale Road to the building entrance. Crosswalks are included crossing the vehicular access point and within the site to the building entrance. There are no additional pedestrian walkways required as the proposed use required 35 parking spaces.

The applicant requests a waiver for the requirement of pedestrian cross-access between the subject property and the adjoining site, to which staff is in agreement. The proposed consolidated storage is a destination for a specific purpose. The users of the site have purchased secured storage space, including the option of outside storage, to which the use does not encourage visitors that are not members of the storage unit. Staff find the applicable standards of this section have been met.

Section 27-6208 describes the standards for bicycle access and circulation. The site plan includes designated space for 6 bicycle racks. There are no planned bicycle facilities along Willowdale Road and no other bicycle improvement recommended.

The applicant requests a waiver for the requirement of bicycle cross-access between the subject property and the adjoining site, to which staff is in agreement. The proposed consolidated storage is a destination for a specific purpose. The users of the site have purchased secured storage space, including the option of outside storage, to which the use does not encourage visitors that are not members of the storage unit. Staff find the applicable standards of this section have been met.

Section 27-6300 describes the requirements regarding off-street parking and loading. The relevant sections that were evaluated with the subject application are 27-6305, 27-6306, 27-6309 and 27-6310 which detail the requirements for parking space standards, dimensions, and bicycle parking.

Regarding Section 27-6305, the site plan includes 35 total parking spaces, of which 2 ADA accessible spaces are provided. The proposed parking spaces meet the requirements and does not exceed the maximum number. There are 26 additional parking spaces provided in the rear of building, however, those spaces are designated as outdoor storage space and are not accounted for in the overall parking count. Staff find the applicable standards of this section have been met.

Regarding Section 27-6306, the proposed parking meets the required dimensions and does not propose any reduction in size. Staff find the applicable standards of this section have been met.

Regarding Section 27-6309, the site plan includes designated space for 3 inverted u-style bicycle racks to accommodate space for 6 bicycles. The bicycle racks are located within 50-feet of the building entrance and are spaced at least 30inches apart. Staff find the applicable standards of this section have been met.

Regarding Section 27-6310, the site plan includes 4 loading spaces within the secured area of the site. The loading spaces are located where interference with the available parking, drive aisles and pedestrian paths are minimum or non-existent. The loading spaces are proposed to be screened from Willowdale Road to allow for privacy. Staff find the applicable standards of this section have been met.

### **Conclusion**

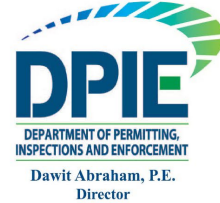
Based on the findings presented above, staff concludes that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27 and meets the findings for pedestrian and bicycle transportation purposes.





Angela D. Alsobrooks  
County Executive

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



**MEMORANDUM**

May 6, 2024

**TO:** Natalia Gomez Rojas, Urban Design Section  
Development Review Division, M-NCPPC

**FROM:** Rey De Guzman, P.E., Acting Associate Director  
Site/Road Plan Review Division, DPIE *Reynaldo de Guzman*

**Re:** Willowdale Self Storage  
DET-2023-021

**CR:** Willowdale Road  
**CR:** Martin Luther King Jr. Highway

This memorandum is in response to the Detailed Site Plan DET-2023-021 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The proposed development is located at 10007 Willowdale Road, Lanham, Maryland 20706 approximately 700 feet west of the intersection of Martin Luther King Highway and Lottsford Vista Road.
- The Applicant requests to develop a 122,324-square-foot storage facility with accessory outdoor storage and office space.
- DET-2023-021 is consistent with Site Development Concept Plan 32921-2024-SDC, approved on April 10, 2024.

DPIE Site Road Traffic Comments:

- The applicant shall provide frontage improvements along Willowdale Road in accordance with the Commercial and Industrial Road (DPW&T STD 100.05) standards. This is to include but is not limited to 5' sidewalks, ADA-compliant pedestrian ramps with detectable warning surface (DWS), street trees, and LED streetlights.

DPIE Site Road Water/Sewer Comments: Forthcoming

- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
  - a) The exact acreage of impervious areas has been provided in the concept plan.
  - b) Proposed grading is shown on plans.
  - c) Delineated drainage areas at all points of discharge from the site have been provided in the concept plan.
  - d) Stormwater volume computations have been provided with the concept plan.
  - e) Erosion/sediment control plans that contain the construction sequence, any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in this submittal.
  - f) Provide a stream restoration plan, if applicable, associated with ESD practices.
  - g) A narrative per the Code has been provided.
  
- DPIE has no objection to DET 2022-12

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

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE  
SSZ Willowdale Road Self Storage, LLC, 8391 Old Courthouse Road, Suite 210, Vienna VA. 22182  
Arthur J. Horne, Jr., ESQ., 1101 Mercantile Lane, Suite 240, Upper Marlboro MD. 20774

**From:** [Reilly, James V](#)  
**To:** [GomezRojas, Natalia](#)  
**Subject:** RE: ACCEPTANCE: Washington Business Park Lot 31-B (Willowdale Self Storage) DET-2023-021 (PB)  
**Date:** Monday, May 6, 2024 10:23:57 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)

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

Good Evening Natalia,

I apologize for the delayed response. The applicants SDRC response letter adequately addresses my comments. Many thanks. Jim

**James V. Reilly**

Contract Project Coordinator III



Office of the Fire Marshal  
Division of Fire Prevention and Life Safety  
Prince George's County Fire and EMS Department

**Note new address:**

9400 Peppercorn Place, Fifth Floor, Largo, MD 20774

Office: 301-583-1830

Direct: 301-583-1838

Cell: 240-508-4931

Fax: 301-583-1945

Email: [jvreilly@co.pg.md.us](mailto:jvreilly@co.pg.md.us)

**To pay for a fire inspection by credit card go to:**

<https://www.velocitypayment.com/client/princegeorges/fire/index.html>

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**From:** GomezRojas, Natalia <Natalia.GomezRojas@ppd.mncppc.org>

**Sent:** Wednesday, May 1, 2024 10:40 AM

**To:** Reilly, James V <JVReilly@co.pg.md.us>

**Subject:** RE: ACCEPTANCE: Washington Business Park Lot 31-B (Willowdale Self Storage) DET-2023-021 (PB)

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Good morning Jim,

Can you please confirm whether the applicant has addressed your comments as per your email below?

Here is the link to the revised information

<https://www.dropbox.com/scl/fo/gdz6x9opj8spwvs55b6f7/h?rlkey=ahmswzwoy9icyas0clm84j5r4&st=i10332ro&dl=0>

Please let me know if you have any questions. Thank you,

## Natalia Gomez Rojas

Planner II | Zoning Review Section

301-780-8116 | [natalia.gomezrojas@ppd.mncppc.org](mailto:natalia.gomezrojas@ppd.mncppc.org)



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**From:** Reilly, James V <[JVReilly@co.pg.md.us](mailto:JVReilly@co.pg.md.us)>

**Sent:** Monday, March 25, 2024 2:19 PM

**To:** GomezRojas, Natalia <[Natalia.GomezRojas@ppd.mncppc.org](mailto:Natalia.GomezRojas@ppd.mncppc.org)>

**Cc:** PPD-PGReferrals <[PGCReferrals@ppd.mncppc.org](mailto:PGCReferrals@ppd.mncppc.org)>; Reilly, James V <[JVReilly@co.pg.md.us](mailto:JVReilly@co.pg.md.us)>

**Subject:** FW: ACCEPTANCE: Washington Business Park Lot 31-B (Willowdale Self Storage) DET-2023-021 (PB)

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

Good Afternoon Natalia,

The Office of the Fire Marshal has reviewed the referral for Washington Business Park Lot 31-B (Willowdale Self Storage) DET-2023-021 for adequate fire access. **We have the following comments:**

1. Please provide the location of the proposed FDC.
2. Please provide details on how fire access will be provided through the entrance gate (lock box or siren activation is required.)

**DETAILED SITE PLAN  
WILLOWDALE SELF STORAGE (DET-2023-21)**

**III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE**

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

(6) ...

**Community Design and Identity**

...

In short, the development proposal promotes the goals and strategies of the sector plan and will not substantially impair any of the recommendations of the sector plan. ~~However, staff recommend the applicant should provide additional pedestrian pathways to connect the rear parking spaces to the building entrances and "provide streetscape improvements that enhance the character of the public realm and support private investment" (page 76). A condition has been added herein to request the applicant to include additional pedestrian pathways to connect the rear parking spaces to the building entrances, in conformance with the sector plan's policy that calls for creating internal pedestrian pathways that connect parking areas to building entrances (page 75).~~

**VIII. RECOMMENDATION**

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DET-2023-021, and Type 2 Tree Conservation Plan TCP2-016-14-02, subject to the following condition:

1. Prior to certification of the detailed site plan (DET), the applicant and the applicant's heirs, successors, and/or assignees shall:
  - a. Include additional pedestrian pathways along the west portion of the building to connect the rear parking spaces to the front building entrances.

- ~~a.~~ ~~Include additional pedestrian pathways along the west portion of the building to connect the rear parking spaces to the front building entrances.~~
- ~~a.b.~~ Add the gate height and width to the label of the security gate on the site plan.
- ~~b.e.~~ Clearly show all bearings and distances on the DET, which must be consistent with the record plat, or permits will be placed on hold until the plans are corrected.
- ~~c.d.~~ Add the following notes:
- (1) “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.”
  - (2) Add a general note to indicate Preliminary Plan of Subdivision 4-86041 as a prior approval applicable for the property.
  - (3) Add a general note to the cover sheet to add the recoding plat reference for Lot 31 as Plat Book SJH 241 Plat 98.
- ~~d.e.~~ Include a schedule of proposed green building points.
- ~~e.f.~~ Include an open space set-aside schedule.
- ~~f.g.~~ Add an exhibit to the set plan that clearly designates the location of the outdoor storage area.
- (1) Update the plant list and schedule for Section 4.9 of the 2018 *Prince George’s County Landscape Manual*, to reflect that *Ilex x attenuata* is not a native species.
- ~~g.h.~~ Revise the landscape plan: