

October 9, 2023

Maurene Epps-McNeil
Zoning Hearing Examiner
County Administration Building
Upper Marlboro, MD 20772

**RE: SPE-2022-002 – Glenn Date Self Storage
(Arcland Duvall Street)**

Dear Ms. Epps-McNeil:

On **October 5, 2023**, after review of the technical staff report, the Prince George's County Planning Board approved the transmittal of the recommendation. Therefore, the application is hereby transmitted directly to the District Council/Zoning Hearing Examiner, and the technical staff's recommendation constitutes the Planning Board's recommendation.

Very truly yours,



James R. Hunt, Chief
Development Review

Enclosure

cc: Persons of Record



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

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

Special Exception SPE-2022-002

Glenn Dale Self Storage (Arcland Duvall Street)

REQUEST		STAFF RECOMMENDATION	
Special exception for the use of a 135,873-square-foot building for consolidated storage.		With the conditions recommended herein: <ul style="list-style-type: none"> •Approval of Special Exception SPE-2022-002 •Approval of Type II Tree Conservation Plan TCPII-016-96-04 	
Location: In the southwest quadrant of the intersection of Glenn Dale Boulevard and MD 564 (Lanham-Severn Road).			
Gross Acreage:	3.34		
Zone:	CS		
Prior Zone:	C-M		
Dwelling Units:	N/A		
Gross Floor Area:	135,873 sq. ft.		
Lots:	0		
Parcels:	1		
Planning Area:	70		
Council District:	04		
Municipality:	None		
Applicant/Address: Arcland Property Company, LLC 1055 Thomas Jefferson Street, NW, Suite 250 Washington, DC, 20007		Planning Board Date:	10/05/2023
Staff Reviewer: Dominique Lockhart Phone Number: 301-952-3411 Email: Dominique.Lockhart@ppd.mncppc.org		Planning Board Action Limit:	N/A
		Staff Report Date:	09/21/2023
		Date Accepted:	06/28/2023
		Informational Mailing:	09/02/2022
		Acceptance Mailing:	07/26/2023
		Sign Posting Deadline:	N/A

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

Table of Contents

I.	EVALUATION CRITERIA	4
A.	Prince George’s County Zoning Ordinance.....	4
B.	Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance.....	4
C.	Prince George’s County Tree Canopy Coverage Ordinance.....	5
II.	BACKGROUND	5
A.	Summary and Request.....	5
B.	Development Data Summary	5
C.	Location and Site Description.....	5
D.	Proposed Use(s)	5
E.	Neighborhood and Surrounding Uses.....	6
F.	History and Previous Approvals.....	6
III.	COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE.....	7
IV.	COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2018 PRINCE GEORGE’S COUNTY LANDSCAPE MANUAL	18
V.	COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2010 PRINCE GEORGE’S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE	18
VI.	COMPLIANCE WITH APPLICABLE PROVISIONS OF THE PRINCE GEORGE’S COUNTY TREE CANOPY COVERAGE ORDINANCE	19
VII.	REFERRAL COMMENTS.....	19
VIII.	COMMUNITY FEEDBACK.....	21
VIII.	RECOMMENDATION	21

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

TECHNICAL STAFF REPORT:

TO: The Prince George's County Planning Board
The Prince George's County District Council

VIA: Jeremy Hurlbutt, Supervisor, Zoning Section,
Development Review Division

FROM: Dominique Lockhart, Planner III, Zoning Section,
Development Review Division

SUBJECT: Special Exception SPE-2022-002
Glenn Dale Self Storage (Arcland Duvall Street)

REQUEST: Special exception to permit the use of a 135,873-square-foot building for
consolidated storage.

RECOMMENDATION: **APPROVAL, with conditions**

NOTE:

The Planning Board has scheduled this application on the consent agenda for transmittal to the Zoning Hearing Examiner on the agenda date of October 5, 2023.

You are encouraged to become a person of record in this application. Requests to become Persons of Record should be submitted electronically, by email to: ZHE@co.pg.md.us. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530.

The Zoning staff has reviewed the subject application and presents 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. Special exceptions (SPEs) are reviewed and decided by the Prince George's County Zoning Hearing Examiner. Pursuant to Section 27-3604(e) of the Prince George's County Zoning Ordinance, SPEs may only be approved upon a finding that all the following standards are met:

1. The proposed use and site plan are in harmony with the purpose of this Subtitle;
2. The proposed use is in conformance with all the applicable requirements and regulations of this Subtitle;
3. The proposed use shall be consistent with the General Plan and shall conform with the relevant goals, policies, and strategies of the applicable Area Master Plan, Sector Plan, or Functional Master Plan for the subject property and its surrounding area;
4. The proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area;
5. The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood; and
6. The proposed site plan is in conformance with an approved Type 2 Tree Conservation Plan; and
7. The proposed site plan 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 Subtitle 24: Subdivision Regulations.

To utilize the proposed use of the property, the SPE application must also meet use specific requirements. These requirements are noted in Section 27-5402(u) of the Zoning Ordinance, for consolidated storage use (See III.). In addition, all SPE applications must comply with Section 27-5401 of the Zoning Ordinance, regarding setbacks, landscaping, buffering, and screening.

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 Code, SPE applications shall include a Type II tree conservation plan (TCPII) or a standard letter of exemption. If a site requires approval of a TCPII, with an associated SPE application, the TCPII is reviewed simultaneously with the associated plan (See V.).

- 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 and must provide a minimum of 10 percent of the limits of disturbance to be covered in tree canopy due to the site being redeveloped and located in the Commercial, Service (CS) Zone (See VI.).

II. BACKGROUND

- A. **Summary and Request:** Special exception for the use of a 135,873-square-foot building for consolidated storage.

- B. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	CS (prior C-M)	CS
Use	Cell Tower	Consolidated Storage
Lot(s)	1	0
Parcel(s)	1	1
Total Gross Acreage	3.34	3.34
Gross Floor Area (GFA)	-	135,873 sq. ft.
Office Space (sq. ft.)		900
Community Space (sq. ft.)		1,540

- C. **Location and Site Description:** The subject property is located in the southwest quadrant of the intersection of Glenn Dale Boulevard and MD 564 (Lanham-Severn Road). More specifically, the property is located on Tax Map 36 in Grid B2, and consists of one parcel, one lot, and a portion of a public street (Duvall Street). The site is currently improved with a cell tower, which will remain.

- D. **Proposed Use(s):** The subject application is for the development of a 3-story, 135,873-square-foot consolidated storage facility, which requires a special exception. The Prince George’s County Council enacted Prince George’s County Council Bill CB-11-2023, adopted on March 28, 2023, which effectively eliminated consolidated storage from the CS Zone. However, CB-11-2023 Section 3 states:

“SECTION 3. BE IT FURTHER ENACTED that any proposed development of a consolidated storage use located outside I-95/I-495 (the “Capital Beltway”) that has completed a Pre-Application Neighborhood Meeting for a Special Exception or a Detailed Site Plan pursuant to Section 27-3402, prior to April 1, 2023, may be reviewed and decided in accordance with the use regulations in effect prior to the effective date of this Ordinance.”

The pre-application community meeting for this subject application occurred on October 3, 2022, prior to April 1, 2023. Staff find that this application conforms to the Zoning Ordinance, prior to the change in Section 27-5101, Principal Use Table, of the Zoning Ordinance, enacted by CB-11-2023.

- E. Neighborhood and Surrounding Uses:** The general neighborhood is industrial and commercial in character. The subject property is bordered by MD 564 (a major collector roadway) to the north, Glenn Dale Boulevard (a major collector roadway) to the east, commercial and industrial uses to the west, and a railroad right-of-way to the south. Duvall Street provides the primary entrance to the property. The immediate uses surrounding the subject property are as follows:

North—	MD 564 and beyond by commercial/retail uses in the Commercial, General, and Office (CGO) Zone.
East—	Glenn Dale Boulevard and beyond by commercial and industrial uses in the Reserved Open Space, Agricultural and Preservation, and Industrial, Employment Zones.
South—	Duvall Street and beyond by single-family residential uses in the Residential, Rural Zone.
West—	Glenn Dale Road and beyond by commercial/retail uses in the CGO and CS Zones.

- F. History and Previous Approvals:** Zoning Map Amendment (Basic Plan) A-9748-C was approved by the Prince George's County District Council (Zoning Ordinance No. 41-1989) in July 1989, and rezoned the property from the Commercial Office Zone to the Miscellaneous Commercial (C-M) Zone, subject to five conditions.

On July 27, 1995, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-95045 (PGCPB Resolution No. 95-226). This PPS approved one parcel for non-residential development. The Final Plat of Subdivision (5-97060) was approved on February 26, 1997. A new PPS will be required for the proposed development, to create one development parcel. The new PPS will supersede PPS 4-95045, once approved, for Parcel D. A new final plat will also be required for the new parcel, following the approval of a new PPS, and prior to approval of permits.

Detailed Site Plan DSP-95082 and the subsequent four revisions were approved between 1996 and 2010, for development on the subject property. The approvals included work for grading, a monopole, and a contractor's office.

On November 29, 2021, the District Council approved Prince George's County Council Resolution CR-136-2021, the Countywide Sectional Map Amendment ("CMA"), which reclassified the subject property from the C-M Zone to the CS Zone, effective April 1, 2022.

The site is also the subject of Stormwater Management (SWM) Concept Plan 35607-2022-00, approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on March 23, 2023, and valid until March 23, 2026.

III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

This application, to permit a consolidated storage use through a special exception, is being reviewed in accordance with the Zoning Ordinance. The analysis of all required findings for approval are provided below.

A. General Special Exception Findings—Section 27-3604(e) of the Zoning Ordinance provides the following applicable findings:

(1) A Special Exception may be approved if:

(A) The proposed use and site plan are in harmony with the purpose of this Subtitle;

The purposes of Subtitle 27 of the County Code, as set forth in Section 27-1300 of the Zoning Ordinance, are generally to protect the health, safety, and welfare of the public; to promote compatible relationships between various land uses; to guide orderly development; and to ensure adequate public facilities and services. This proposal will also be subject to a PPS to determine adequacy of public facilities.

Staff find that the proposed development will not negatively impact the public. The proposed consolidated storage facility will provide quality infill development on land that has remained mostly undeveloped. The 3-story building is proposed to be situated internal to the site and will be screened from the abutting properties to the west by a 15-foot landscape buffer. The consolidated storage facility would also complement the adjacent existing industrial uses. The site also abuts three roadways to the north, east, and south, and therefore, reduces any potential adverse impacts to nearby properties.

The proposed SPE use and site plan demonstrate harmony with the purposes of Subtitle 27 of the County Code.

(B) The proposed use is in conformance with all the applicable requirements and regulations of this Subtitle;

The proposed use is in conformance with the requirements and regulations set forth in Subtitle 27. The Prince George's County Council enacted CB-11-2023, adopted on March 28, 2023, which effectively eliminated consolidated storage from the CS Zone. However, applications that have completed a pre-application neighborhood meeting for a SPE pursuant to Section 27-3402 of the Zoning Ordinance, prior to April 1, 2023, may be reviewed and decided in accordance with the use regulations in effect prior to the effective date of the council bill.

The proposed use is being evaluated according to the general required findings of approval for all SPEs contained in Section 27-3604(e). A consolidated storage use is also subject to the additional findings of Section 27-5402(u).

The application also demonstrates conformance with the CS Zone development regulations, and development standards contained in Part 27-6 of the Zoning Ordinance. The applicant has provided the proposed site layout and representative architecture to supplement the SPE site plan.

(C) The proposed use shall be consistent with the General Plan and shall conform with the relevant goals, policies, and strategies of the applicable Area Master Plan, Sector Plan, or Functional Master Plan for the subject property and its surrounding area;

The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) classifies this application as located within the Established Communities Growth Policy Area. These areas are most appropriate for context-sensitive infill and low- to medium-density development. The application conforms to the goals, policies, and strategies of Plan 2035 because the scope and size of the proposed consolidated storage facility is compatible with adjacent low- to medium-density commercial development. As its proposed location is surrounded by roads, railroad right-of-way, and other commercial and industrial businesses, it would not have a detrimental impact on the existing established communities' residential neighborhoods.

The subject property is also within the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham Sector Plan), which recommends commercial land uses on the subject property. The Glenn Dale-Seabrook-Lanham Sector Plan also recommends:

“Retain and attract an appropriate range of neighborhood-serving commercial uses.” (Page 194)

“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)

“Provide adequate sidewalks, bus stops, and bicycle facilities in future commercial area site planning and design improvements.” (Page 198)

The application conforms to the goals, policies, and strategies of the Glenn Dale-Seabrook-Lanham Sector Plan because it provides a use that appropriately serves the needs of community residents and is

compatible with the proposed location. Although the proposed use is industrial and not commercial, the building design and use as a storage facility is compatible with and does not detract from the surrounding businesses. There are also bicycle facilities proposed to serve the building.

Staff find that construction of the consolidated storage facility will not substantially impair the integrity of the sector plan or Plan 2035. The SPE application, as requested, conforms to this finding.

(D) The proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area;

The proposed use will add quality development to the surrounding community. The use of a consolidated storage facility will generate minimal traffic and noise that could negatively impact residents or workers in the surrounding area. While a full traffic impact study was not required, the applicant submitted traffic counts. The traffic counts show the proposed volumes will not have an adverse impact on the current traffic conditions. The development will provide safe vehicular and pedestrian circulation for current and future workers and visitors to the property. Although not required, since the subject application is being evaluated under the code in existence at the time of the neighborhood meeting, a community room is proposed to facilitate community gatherings and meetings.

Staff find that the proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area.

(E) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood; and

The general neighborhood is industrial and commercial in character. The neighborhood is bounded to the north by MD 564 (a major collector road), Glenn Dale Boulevard (a major collector road) to the east, Prospect Hill Road to the south, and Glenn Dale Road to the west. Duvall Street, a gravel road, provides the primary entrance to the property.

Directly abutting the property to the west are commercial and industrial uses. More specifically, the adjacent sites contain an auto service center, childcare facility, construction company, and a branch of the United States Postal Service. The proposed consolidated storage facility, as an industrial use, will complement these surrounding uses. The applicant has also submitted a photometric plan demonstrating that the lighting provided will reduce spill-over into the surrounding community. The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood.

(F) The proposed site plan is in conformance with an approved Type 2 Tree Conservation Plan; and

A Type II Tree Conservation Plan, TCPII-016-96-04, was submitted with this SPE application. The TCPII shows 0.08-acre woodlands in the net tract area. A portion of 1.63 acres of woodland was cleared under the prior TCPII-016-96-03 and accounted for with that approval. This SPE application and TCPII revision propose to clear the remaining 0.08 acre of woodlands to develop the site. Based on the proposed clearing, the total woodland conservation requirement is 0.56 acre. The applicant proposes to meet this requirement with 0.56 acre of off-site mitigation credits, which will be required to be secured prior to issuance of the first permit. Revisions are required to the woodland conservation worksheet to incorporate this data.

(G) The proposed site plan 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 Subtitle 24: Subdivision Regulations.

Regulated environmental features (REF) are defined as any regulated streams, nontidal wetlands, and their associated buffers inclusive of any primary management area(s). An approved Natural Resources Inventory Equivalency Letter (NRI-029-2022-01) was submitted with the application. PGAtlas.com shows wetlands on-site, however, it was determined that these were sediment traps from when the site was previously cleared and graded. No REFs were identified on site.

(2) In addition to the above required findings, in a Chesapeake Bay Critical Area Overlay (CBCAO) Zone, a special exception shall not be granted:

(A) Where the existing lot coverage in the CBCAO exceeds that allowed by this Subtitle, or

This criterion is not applicable, as the proposed development is not located within the Chesapeake Bay Critical Area Overlay (CBCAO) Zone.

(B) granting the special exception would result in a net increase in the existing lot coverage in the CBCAO.

This criterion is not applicable, as the proposed development is not located within the CBCAO Zone.

- B. Special Exception General Required Findings**—Section 27-5401 provides the following applicable findings:

(a) Required Findings

In addition to the required findings for the approval of a special exception specified in Section 27-3604(e), Required Findings, all special exception applications shall comply with Subsections (b) and (c), below, and all regulations applicable to the proposed use(s) as specified in Section 27-5402, Additional Requirements for Specific Special Exception Uses.

The subject application demonstrates conformance with the subsections regarding setbacks, landscaping, buffering, and screening as analyzed below.

(b) Setbacks

All setbacks shall be measured from the boundary line of the land for which the special exception is requested or approved, regardless of whether this boundary line is a lot, property, street, or other line. This Section applies to all setback requirements of this Subtitle which are specifically applicable to the special exception use.

The submitted site plan shows all building setbacks are measured from the boundary line of the requested SPE.

(c) Landscaping, Buffering, and Screening

(1) All landscaping required for a special exception, including any amendments to landscaping, buffering, and screening requirements which may be proposed by the applicant, shall be approved at the same time the special exception is approved. A special exception shall comply with the Landscape Manual through the approval of a landscape plan. The District Council may require additional landscaping, screening, or buffering if it determines that the amount required by the Landscape Manual is insufficient to adequately protect adjacent uses.

(2) Amendments to landscaping, buffering, and screening required in an approved special exception shall be made in accordance with Section 27-3604(i), Changes to Approved Special Exceptions: Minor Changes.

The subject application does not request any amendments to the landscaping, buffering, and screening requirements. The proposed development has been evaluated according to the requirements of the 2018 *Prince George's County Landscape Manual* (Landscape Manual).

- C. **Specific Special Exception Requirements**—Section 27-5402(u) provides the following applicable findings:

(1) Consolidated storage may be permitted, subject to the following:

(A) The application shall be accompanied by:

(i) An impact statement explaining:

(aa) The nature and scope of the operation; and

(ab) The type and amount of traffic expected to be generated;

A traffic impact statement, prepared by Lenhart Traffic Consulting, Inc., was submitted with the SPE application showing the proposed traffic counts. The statement showed the potential weekday morning and evening peak hours for the intersection of MD 564 and MD 193 (Greenbelt Road), which surrounds the subject property. Traffic counts were also taken for the intersection of MD 564 and Glenn Dale Road. Staff find that the traffic counts demonstrate the proposed volumes will not have an adverse impact on traffic conditions.

(ii) A description (graphic and narrative) of the proposed architectural facade of the building.

Architectural plans were submitted with the SPE application, and the various architectural features were also described within the submitted statement of justification (SOJ). The applicant proposes to construct a 135,873-square-foot consolidated storage building on one parcel. The 3-story building will be approximately 36 feet high.

The building is proposed to be constructed of a mixture of masonry and metal paneling. Additional architectural features include parapet trim, decorative cornice, decorative canopy, and colored wall panels in a lighted display box providing visual contrast. The roofline has height, material, and color variations to break up the building's massing. Glazing windows are provided at various locations along multiple facades to create a more multi-family residential feel to the building.

The primary entrance for the building is located on the southern elevation, facing Duvall Street. The primary entrance is identified by a double door with storefront windows on either side, and a metal canopy. The building can

also be accessed via a tunnel on the west. The northern, eastern, and western elevations provide side elevations, which show multiple loading and parking areas. A condition has been included herein requiring the applicant to revise the site plan and elevations to show and label all building entrances.

(B) The subject property shall have frontage on, and 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 site has frontage on and access to Duvall Street, via a 30-foot-wide driveway. The submitted traffic counts demonstrate the proposed use will generate a low volume of vehicle trips. Traffic adequacy will be fully evaluated at the time of PPS.

(C) The use shall be appropriate, given the nature of development in the neighborhood;

The neighborhood is industrial and commercial in character. The subject property is bordered by MD 564 (a major collector roadway) to the north, Glenn Dale Boulevard (a major collector roadway) to the east, commercial and industrial uses to the west, and a railroad right-of-way to the south. The proposed use is compatible with the surrounding neighborhood and uses.

(D) The District Council shall find that:

(i) There is a need for the public in the surrounding area.

The applicant has submitted a needs analysis prepared by Valbridge Property Advisors, to demonstrate the proposed consolidated storage facility will serve a need for the public in the surrounding area. In summary, the report stated “Although there are other existing self-storage businesses in the area, there are not many that offer a modernized facility, contactless entry, and 100 percent climate-controlled units. Industry trends show that a majority of renters require climate-controlled units to prevent unwanted growth of fungus and other microbes. There is also an increased demand for higher technology and security of these sites. The establishment of a larger, more secure, and technologically advanced {building} would be beneficial to the community.” The report defined the subject self-storage facility trade area as a 3-mile radius from the proposed site. There were seven other storage facilities identified in the trade area. These facilities operate at approximately 90 percent capacity, showing a relatively high demand for self-storage that the proposed use may accommodate. The proposed consolidated storage facility will include various amenities that the nearby storage facilities do not provide. These amenities include modern

architecture, 24/7 camera surveillance, a code-activated gate, climate-controlled units, and covered, heated overhead loading bays. Staff find that the analysis submitted with this SPE application adequately demonstrates a public benefit and need for the surrounding residential and commercial areas.

(E) The exterior and architectural facade of the building shall be compatible with the prevailing architecture and appearance of other development in the surrounding neighborhood;

The neighborhood primarily includes residential, commercial/retail, and industrial uses. The proposed 3-story consolidated storage building will be approximately 36 feet high and composed of masonry materials and metal paneling of various colors. The commercial and industrial uses abutting the site to the west are one-story buildings composed mainly of masonry materials. To the north and east, the site abuts MD 564 (a major collector road to the north) and Glenn Dale Boulevard (a major collector road to the east). The developments beyond these roadways are also commercial in nature. The submitted architectural plans demonstrate the proposed building will be compatible with development in the surrounding neighborhood.

(F) Beginning June 23, 1988, no entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Rural and Agricultural, Residential, or Commercial base zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for the LCD Zone or any approved detailed site plan);

As depicted on the SPE site plan, no entrances to individual consolidated storage units are visible from a street, or adjoining land in any rural, agricultural, or commercial base zones. Immediately surrounding the site are properties in the CGO and CS Zones, which are commercial zones. The primary entrance to the proposed consolidated storage facility will be accessed from Duvall Street. Vehicles can also access the building through a drive-through interior loading dock.

(G) 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; and

As depicted on the SPE site plan and architectural plans, all entrances to individual consolidated storage units are oriented toward the interior of the development. A condition has been included herein requiring the applicant to note the location of all building entrance doors on the site plan and elevations.

- (H) Consolidated storage for which special exceptions were approved prior to the date reflected in paragraph (F), above, need not meet the provisions set forth in paragraphs (F) and (G), above.**

This criterion is not applicable. The subject property does not contain any prior approvals for a consolidated storage facility.

- (I) In the CS, NAC, TAC-E, and LTO-E Zones, 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 business incubator or Community Non-Profit Space, as defined in Section 27-2500 of this Code, subject to the following:**

- (i) 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.**
- (ii) 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. Said Community Benefit Agreement shall be binding on all successors, heirs, and assigns of the property.**
- (iii) The property owner shall ensure that the Community Non-Profit tenant has access to at least one (1) large storage unit on the property.**

The subject property is located within the CS Zone. The submitted SPE site plans show a 1,540 square feet community non-profit space on the ground floor. The submitted SOJ acknowledges the remaining requirements for the community space. A condition has been included herein requiring the applicant to provide a signed community benefit agreement at the appropriate stage of development.

- (2) In addition to what is required by Section 27-3604(c), Special Exception Submittal Requirements, the site plan shall show the topography of the subject lot and abutting lots (for a depth of at least fifty (50) feet).**

The SPE site plan shows the topography for the subject property and abutting lots for a depth of at least 50 feet. The source of topography is from a June 2022 survey, by Karins and Associates.

- D. Development Standards**—Section 27-6100 of the Zoning Ordinance provides the following applicable development standards:

The SPE is consistent with the applicable standards in Part 27-6, Development Standards, as described in the applicant's SOJ, incorporated herein by reference. The following discussion is offered:

(a) Section 27-6200 Roadway Access, Mobility, and Circulation

The SPE is in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance. The SPE demonstrates sufficient vehicular, pedestrian, and bicycle access and circulation. There is one proposed access point to the site, which will be via Duvall Street. A 30-foot-wide driveway is proposed to connect Duvall Street to the consolidated storage facility. The SPE site plan shows the installation of a 5-foot-wide sidewalk along the north side of Duvall Street connecting to Glenn Dale Road. Bicycle parking is also shown on the site plan to accommodate four bicycle spaces.

(b) Section 27-6300 Off-Street Parking and Loading

In accordance with the parking and loading regulations contained in Section 27-6300 of the Zoning Ordinance, consolidated storage requires 1.0 spaces per 3,000 square feet of rentable storage area, 4.0 spaces per 1,000 square feet of office space, and 2.0 spaces per resident manager. This development has 102,425 square feet of rentable storage area, and thus, would require 35 parking spaces. There is 1,050 square feet of office space which will require an additional 5 parking spaces. There is no resident manager associated with this development. The total required spaces are 40. There are 40 parking spaces proposed. The plan also meets the requirement for handicap spaces, as there are two van accessible spaces provided.

Pursuant to Section 27-5101, "consolidated storage use" is specifically categorized as an "industrial use" within the "warehouse and freight movement uses" principal use category, where loading spaces are not required for consolidated storage uses. However, due to likelihood that larger moving trucks may utilize the site, a condition has been included herein requiring the applicant to provide one oversized parking space with a minimum dimension of 12 feet wide by 33 feet long to accommodate larger delivery vehicles.

(c) Section 27-6400 Open Space Set-Asides

The open space required for Industrial Uses in a nonresidential base zone is five percent. The SPE proposes 10 percent of open space, exceeding the minimum requirement.

(d) Section 27-6500 Landscaping

This SPE is in conformance with the applicable standards of the Landscape Manual. Section 4.2, Requirements for Landscape Strips Along Streets, and Section 4.3, Parking Lot Requirements, are shown on the landscape plan.

(e) Section 27-6600 Fences and Walls

The SPE is in conformance with Section 27-6600 of the Zoning Ordinance. The site will incorporate a 6-foot-high, sight tight fence, as well as landscape plantings. A second fence type detail for an 8-foot aluminum decorative fence is also shown in the plan set. A condition has been included herein requiring the applicant to note the location of the 8-foot aluminum fence on the site plan.

(f) Section 27-6700 Exterior Lighting

The SPE application included a photometric plan demonstrating conformance with this standard. Light-level measurements at the property line are shown to be negligible. All exterior luminaries, including security lights, are full cut-off fixtures that are directed downward.

(g) Section 27-6800 Environmental Protection and Noise Controls

The site will be governed by a SWM concept plan if approved. This plan, when implemented, will result in a decrease in pollutants and run-off from storm and non-storm events currently entering the sector plan area's waterways and wetlands. An approved SWM Concept Plan (35607-2022-00) was submitted with the SPE, which shows the use of one submerged gravel wetland. The SWM concept plan was approved by DPIE on March 23, 2023, and expires on March 23, 2026. The layout of the SWM facilities shown on the concept is consistent with the layout shown on the SPE site plan and the TCPII.

Noise controls and adequacy will be evaluated at the time of PPS, but it is anticipated the level of noise generated from the proposed use will be minimal.

(h) Section 27-61100 Industrial Form and Design Standards

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

(i) Section 27-61200 Neighborhood Compatibility Standards

The SPE is in conformance with the applicable standards in Section 27-61200 of the Zoning Ordinance, including building height and setbacks, open space, and locations/design of other site features. The site plan and architectural plans demonstrate that the proposed consolidated storage building meets the various dimensional standards for the CS Zone.

(j) Section 27-61500 Signage

The applicant is proposing three wall signs for the consolidated storage building. The proposed building wall signs meet the requirements of this section.

IV. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2018 PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL

The proposed development is subject to the requirements of the Landscape Manual. Specifically, conformance is required for Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Interior Planting for Parking; and Section 4.9, Sustainable Landscaping Requirements. Staff find that the proposed landscape plan meets these requirements.

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

Section 27-6803 of the Zoning Ordinance requires that this property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet and has a previously approved TCPII. TCPII-016-96-04 was submitted with the SPE application.

The TCPII shows 0.08-acre woodlands in the net tract area. A portion of 1.63 acres of woodland was cleared under the prior TCPII-016-96-03 and accounted for with that approval. This application and TCPII revision propose to clear the remaining 0.08 acre of woodlands. The current woodland conservation worksheet as shown on the TCPII is incorrectly accounting for the removal of the woodlands which were previously approved with TCPII-016-96-03.

The threshold as established by the zone is 15 percent, or 0.48 acre. Based on the proposed clearing, the total woodland conservation requirement is 0.56 acre. The applicant proposes to meet this requirement with 0.56 acre of off-site mitigation credits, which will be required to be secured prior to issuance of the first permit. Revisions are required to the woodland conservation worksheet to incorporate this data.

VI. 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 and must provide a minimum of 10 percent of the limits of disturbance to be covered in tree canopy due to the site being redeveloped and zoned CS. A tree canopy coverage (TCC) schedule was provided, demonstrating the required amount of TCC is 14,549 square feet. The provided TCC is 15,728 square feet, exceeding the minimum requirement.

VII. 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 August 29, 2023 (Clouatre to Lockhart), the Community Planning Division found that, pursuant to Section 27-3604 (e)(1)(C), Special Exception, of the Zoning Ordinance, this SPE application for the development of a 135,873-square-foot consolidated storage facility is consistent with Plan 2035, and conforms with the relevant goals, policies, and strategies of the Glenn Dale-Seabrook-Lanham Sector Plan for the subject property and its surrounding area.
- b. **Transportation Planning**—In a memorandum dated September 5, 2023 (Yang to Lockhart), the Transportation Planning Section determined that the proposed plan will not have an adverse impact on traffic conditions. With the addition of the new trips, the intersection at the site access point will continue to operate at acceptable levels and staff agree that the proposed use will not be detrimental to the use or development of adjacent properties.
- c. **Environmental Planning**—In a memorandum dated September 8, 2023 (Kirchoff to Lockhart), the Environmental Planning Section provided an analysis of the subject application.

An approved NRI Equivalency Letter (NRI-029-2022-01) was submitted with the application. The site was previously cleared and developed and there are no REFs on-site.

The TCPII shows 0.08-acre woodlands in the net tract area. A portion of 1.63 acres of woodland was cleared under the prior TCPII-016-96-03 and accounted for with that approval. This application and TCPII revision propose to clear the remaining 0.08 acre of woodlands. The current woodland conservation worksheet, as shown on the TCPII, is incorrectly accounting for the removal of the woodlands which were previously approved with TCPII-016-96-03. The threshold, as established by the zone, is 15 percent, or 0.48 acre. Based on the proposed clearing, the total woodland conservation requirement is 0.56 acre. The applicant proposes to meet this requirement with 0.56 acre of off-site mitigation credits, which will be required to

be secured prior to issuance of the first permit. Revisions are required to the woodland conservation worksheet to incorporate this data.

No REFs exist on-site; therefore, none will be impacted by the proposed development.

The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Christiana-Downer-Urban land complex and Russett-Christiana-Urban land complex. Marlboro clay is not present on-site; however, Christiana clay is present. While steep slopes are present, the slopes are not considered critical slopes, and the building is located lower than the toe of the slope. A geotechnical report, including a slope stability analysis, was not included in the application package; however, the Commission's geotechnical planner reviewed the information and determined that there are no soil or slope issues with the development proposal.

An approved SWM Concept Plan (35607-2022-00) was submitted with the SPE, which shows the use of one submerged gravel wetland. The SWM concept plan was approved by DPIE on March 23, 2023, and expires on March 23, 2026. The layout of the SWM facilities shown on the concept is consistent with the layout shown on the SPE site plan and the TCPII.

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. Prior to certification of the SPE, a copy of the erosion and sediment control plan must be submitted so that the ultimate limits of disturbance for the project can be verified and shown on the site plan.

- d. **Subdivision**—In a memorandum dated September 4, 2023 (Heath to Lockhart), the Subdivision Section noted that a new PPS will be required for the proposed development, and to create one development parcel. This new PPS will supersede PPS 4-95045, once approved, for Parcel D. The boundaries of Lot 2 have been altered by the conveyance of land for public use for Lanham-Severn Road right-of-way, and the creation of Parcels A, B, and C, which abut the lot to the north and west. Therefore, Lot 2 is no longer considered a recorded lot. A new final plat will be required for the new parcel, following the approval of a new PPS, and prior to approval of permits.
- e. **Historic Preservation**—In a memorandum dated August 8, 2023 (Stabler to Lockhart), the Historic Preservation Section noted that the subject site is near, but not adjacent to, the St. George's Chapel and Cemetery Historic Site (70-052-27). A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicated that the subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.

- f. **Permit Review**—In a memorandum dated September 6, 2023 (Bartlett to Lockhart), the Permit Review Section provided nine technical comments, in which four have been included as conditions of approval prior to the certification of the SPE.
- g. **Prince George’s County Fire/EMS Department**—As of the writing of this technical staff report, the Fire/EMS Department did not offer any comments on this subject application.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPiE)**—As of the writing of this technical staff report, DPiE did not offer any comments on this subject application.
- i. **Washington Suburban Sanitary Commission (WSSC)**—As of the writing of this technical staff report, WSSC did not offer any comments on this subject application.
- j. **Prince George’s County Health Department**—As of the writing of this technical staff report, the Health Department did not offer any comments on this subject application.

VIII. COMMUNITY FEEDBACK

As of the writing of this technical staff report, no correspondence has been received from the surrounding community.

VIII. RECOMMENDATION

Based on the applicant’s statement of justification, the analysis contained in the technical staff report, associated referrals, and materials in the record, the applicant has demonstrated conformance with the required special exception findings, as set forth in Section 27-3604(e) (in general) and Section 27-5402(u) (consolidated storage facilities) of the Prince George’s County Zoning Ordinance. Staff find that the proposed application satisfies the requirements for approval and that the application will be in conformance with the Zoning Ordinance requirements.

Therefore, staff recommend APPROVAL of Special Exception SPE-2022-002, and Type II Tree Conservation Plan TCPiI-016-96-04, for Glenn Dale Self Storage (Arland Duvall Street), subject to the following conditions:

- 1. Prior to certification of the special exception (SPE) site plan, the following revisions shall be made, or information shall be provided:
 - a. Label the new development parcel and provide the square footage.
 - b. Label the 10-foot-wide public utility easements along all public rights-of-way.
 - c. Revise General Note 5 to indicate that one development parcel is proposed.
 - d. The applicant shall provide evidence of vacation for the portion of Duvall Street included in the SPE site plan.

- e. Provide a 5-foot walkway with wheel stops on the north and west sides of the building.
 - f. Provide a circulation plan sheet which details the following:
 - (1) Site access and vehicular circulation.
 - (2) Notate the location of the drive-through loading dock.
 - (3) Pedestrian circulation including sidewalks and walkways.
 - (4) Location of all building entrance doors.
 - (5) Location of all loading doors.
 - g. Revise the site plan to note the height of building in feet, as well as stories.
 - h. Revise the site plan to note one of the accessible spaces will be van accessible.
 - i. Provide the length and width dimensions on the plan for both accessible spaces and the access aisle. The van space should be 11 feet wide by 18 feet long, with a 5-foot shared access aisle, and the regular handicapped space should be 8 feet wide by 18 feet long.
 - j. Revise elevations to show and label all building entrance doors.
 - k. Revise elevations to indicate the location and height of the drive-through loading dock.
 - l. Provide one oversized parking space with a minimum dimension of 12 feet wide by 33 feet long.
 - (1) This revision will likely result in a modified site layout, which shall be reviewed and approved by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.
 - m. Revise the parking schedule, so the square footage of the office space matches what is depicted on the site plan.
 - n. At the time of building permit, provide a signed community benefit agreement, in accordance with Section 27-5402(u)(1)(I) of the Prince George's County Zoning Ordinance.
2. Prior to certification of the Type II tree conservation plan (TCPII), the plan shall meet all the requirements of Subtitle 25, Division 2 of the Prince George's County Code, and the Environmental Technical Manual (ETM), and shall be revised as follows:
- a. Revise the general information table to the current standard, as shown in the 2018 ETM, which does not include the traffic information.

- b. Remove the -04 from the plan number within the tree conservation plan approval block, as the revision will be indicated by a signature along the -04 line.
- c. Revise the Development Review Division case number within the Environmental Planning Section tree conservation plan approval block along the -04-revision line to Special Exception SPE-2022-002.
- d. Revise General Note 10 to state, "This plan is not grandfathered by CB-27-2010, Section 25-119".
- e. Remove the nonstandard "General Notes" section from the TCPII.
- f. Revise the woodland conservation worksheet based on the following conditions:
 - (1) Revise Line 2 to indicate the gross tract is 3.20.
 - (2) Revise Line 10 to indicate this site is subject to the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and in the Priority Funding Area.
 - (3) Revise Line 17 to indicate the existing woodland is 0.08 acre.
 - (4) Revise Line 22 to indicate the cleared woodland is 0.08 acre.
 - (5) Revise Line 37 to account for the correct amount of off-site woodland.

GLENN DALE SELF STORAGE (ARCLAND DUVALL STREET)

Special Exception

Type II Tree Conservation Plan, TCPII-016-96-04

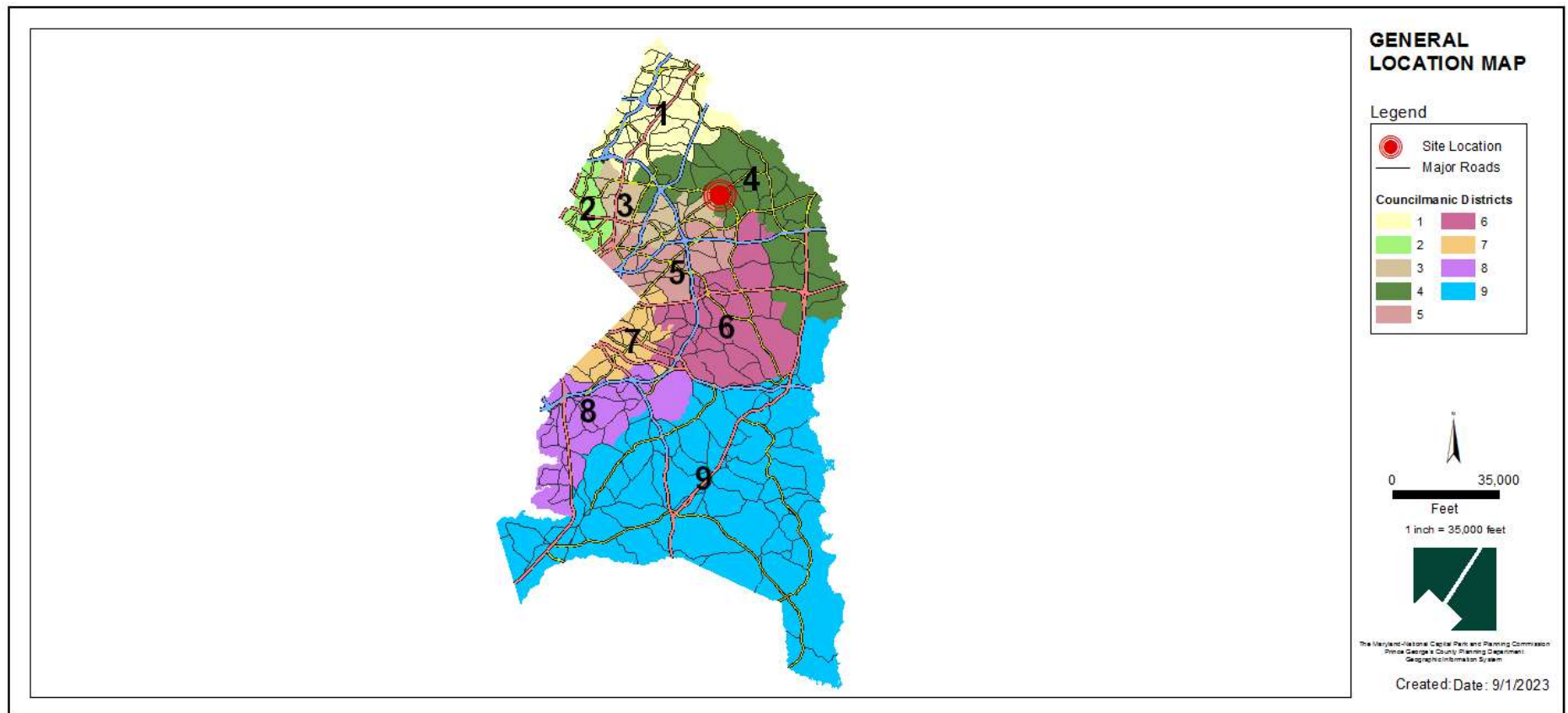
Staff Recommendation: APPROVAL with conditions



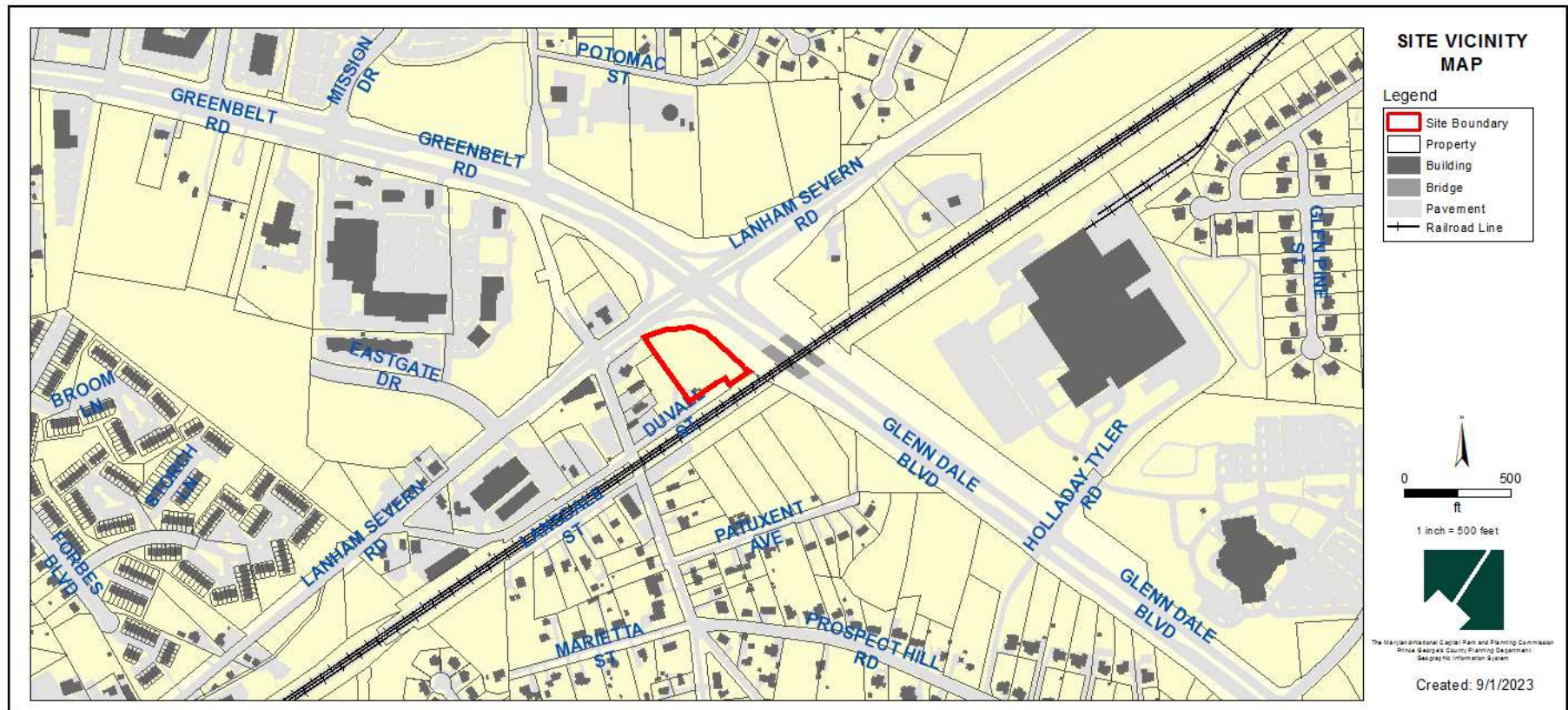
GENERAL LOCATION MAP

Council District: 04

Planning Area: 70

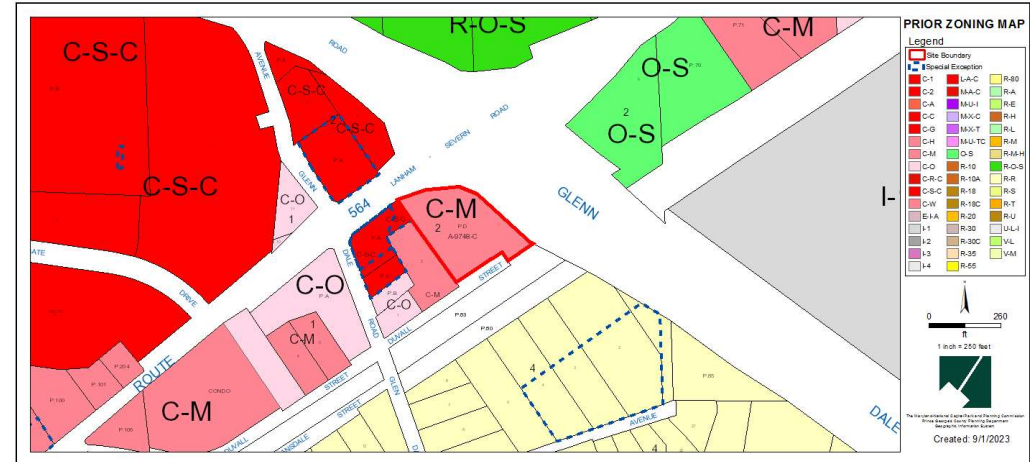


SITE VICINITY MAP



ZONING MAP (CURRENT & PRIOR)

Property Zone: CS (Prior C-M)



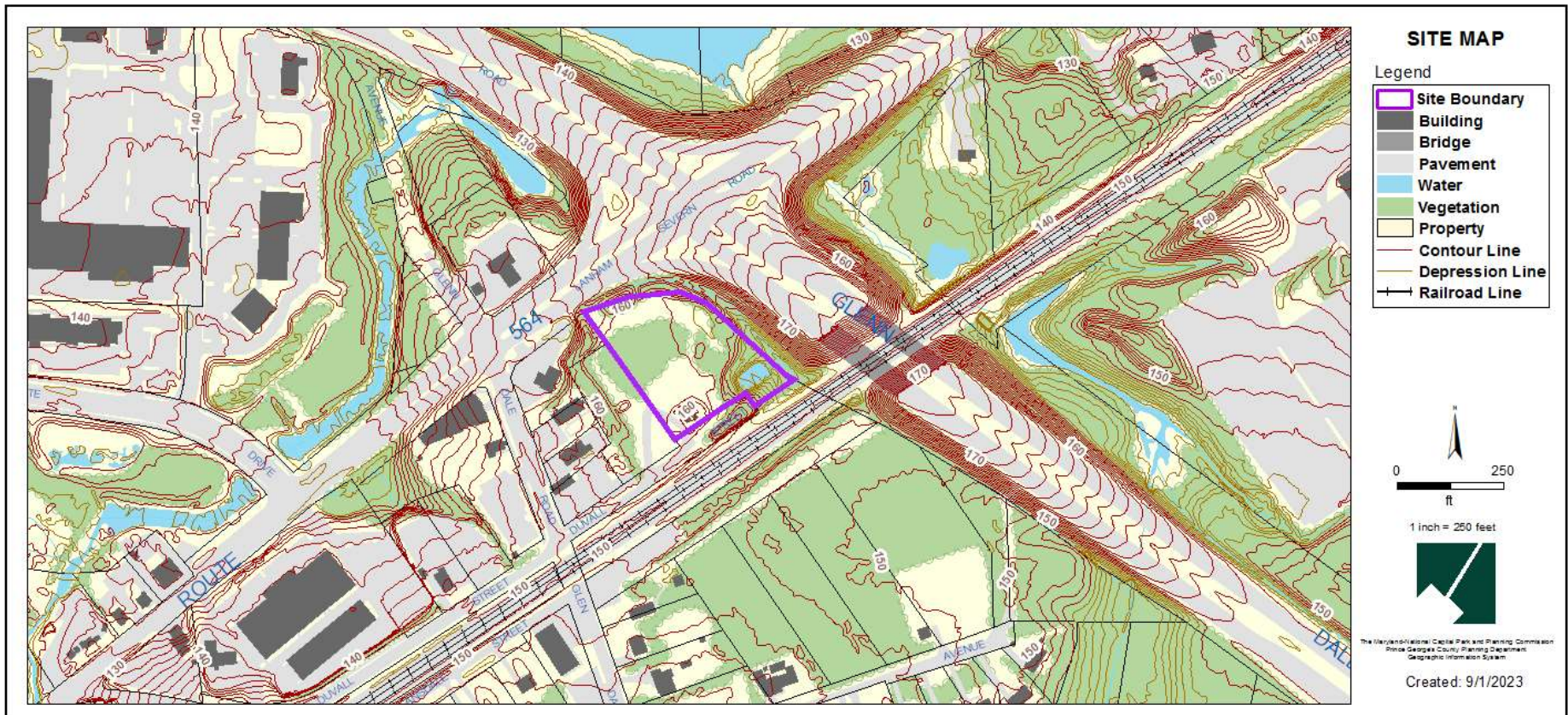
OVERLAY MAP (CURRENT & PRIOR)



AERIAL MAP



SITE MAP



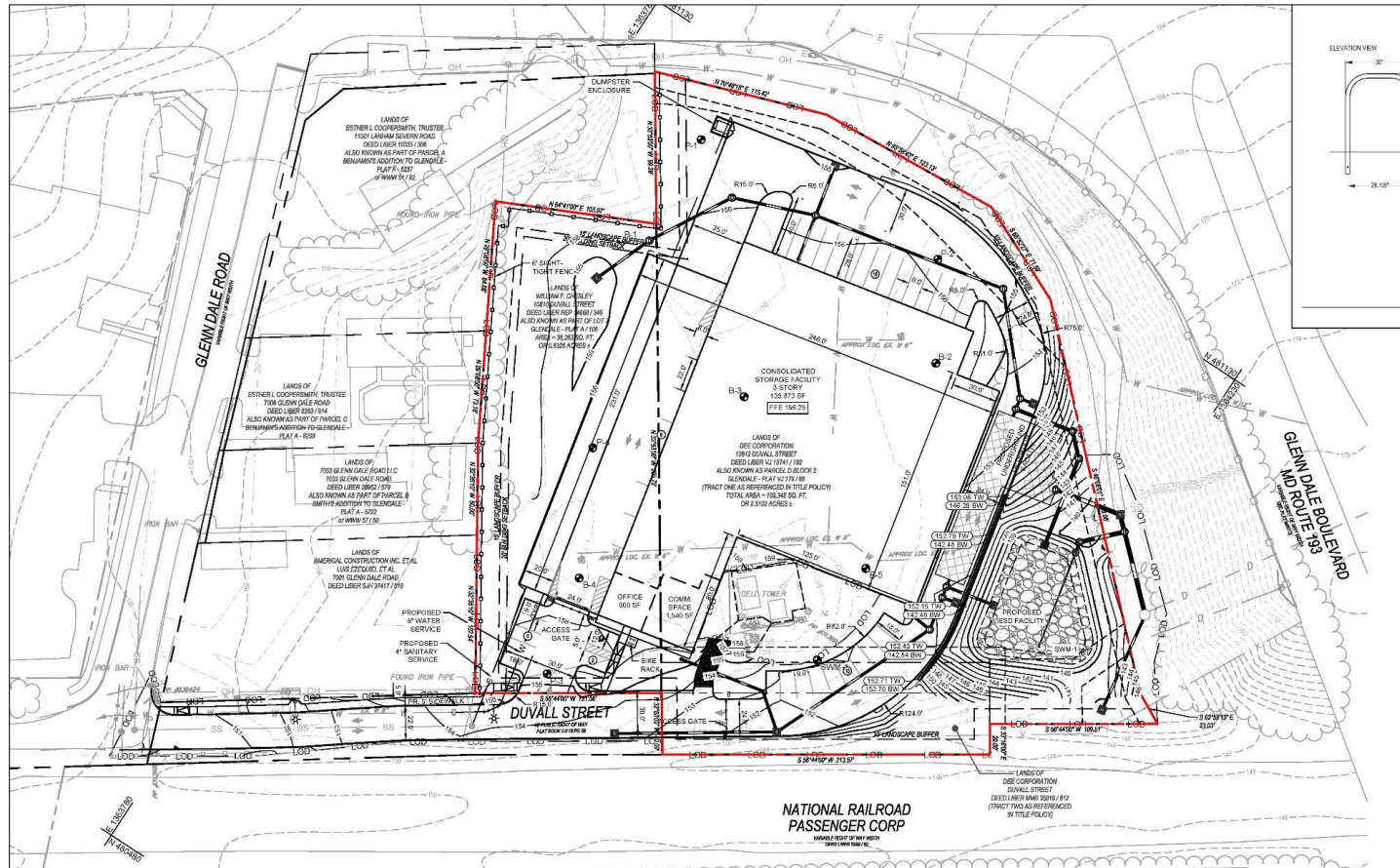
MASTER PLAN RIGHT-OF-WAY MAP



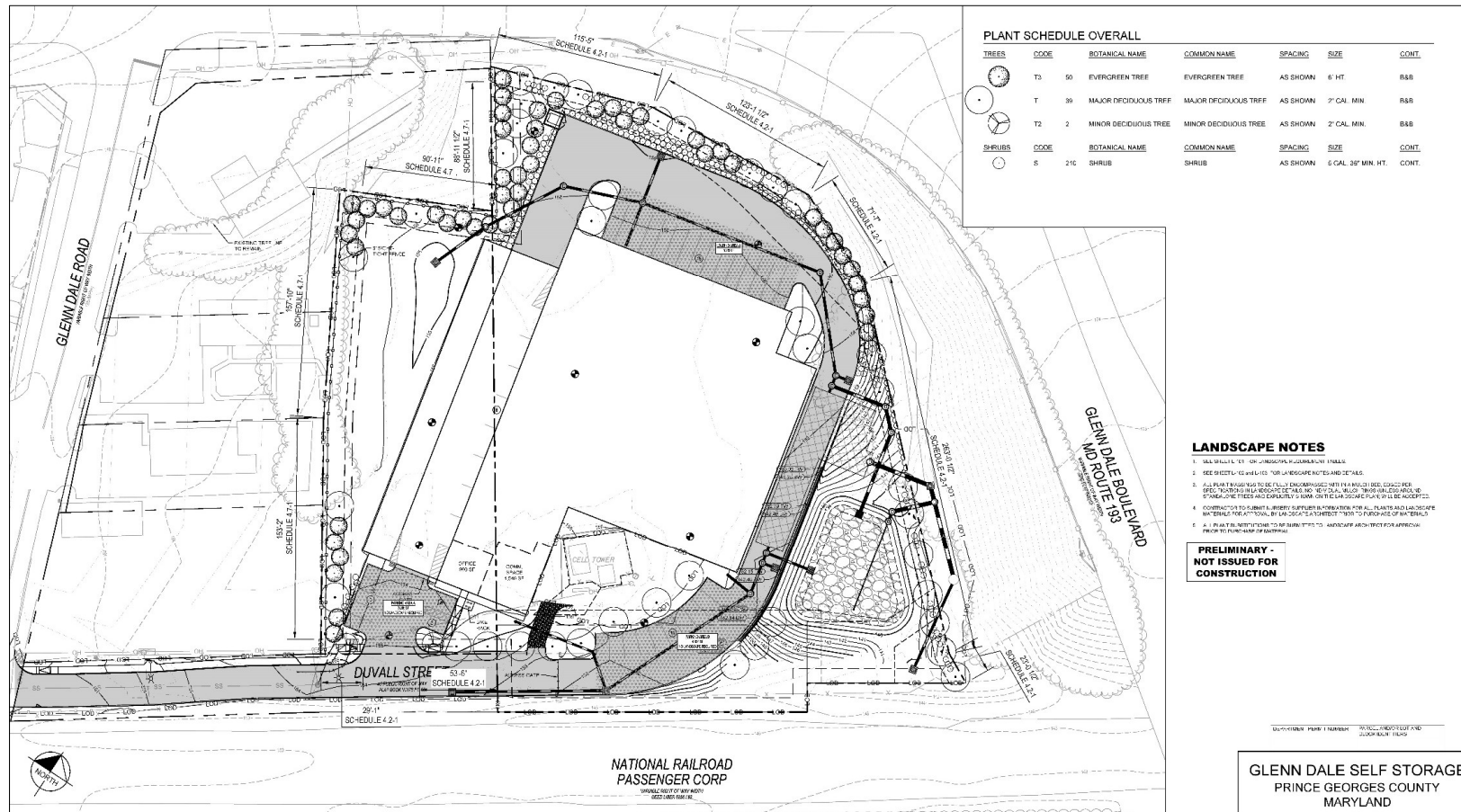
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SPECIAL EXCEPTION PLAN

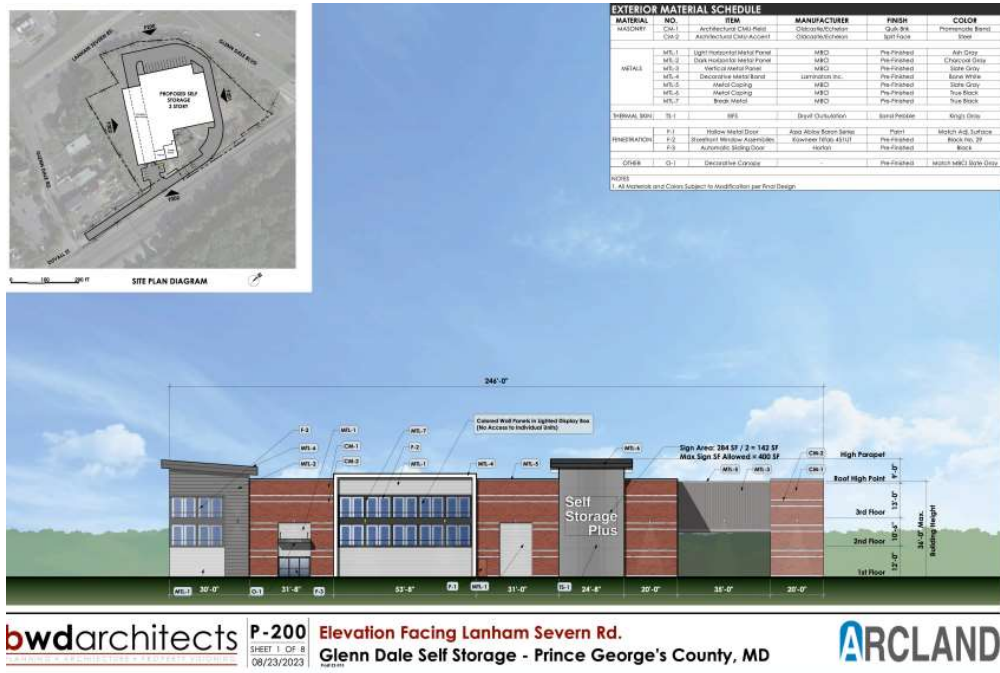


LANDSCAPE PLAN



	GE
LAYER CATEGORY	
	ZONE
	ZONE
	ADMINISTRATIVE
	ADMINISTRATIVE
	ADMINISTRATIVE
	ADMINISTRATIVE
	ADMINISTRATIVE
	ADMINISTRATIVE
	ADMINISTRATIVE
NATURAL RES	
	SI

ARCHITECTURAL ELEVATIONS



ARCHITECTURAL ELEVATIONS



STAFF RECOMMENDATION

APPROVAL with conditions

- Approval of SPE-2022-002 with Conditions
- Approval of TCPH-016-96-04 with Conditions

Major/Minor Issues:

- None

Applicant Required Mailings:

- Information Mailing – 09/02/2022
- Acceptance Mailing – 07/26/2023

STATEMENT OF JUSTIFICATION

APPLICANT: Arcland
PO Box 22523
Washington, DC 20027

CORRESPONDENT: Daniel F. Lynch
McNamee Hosea
6411 Ivy Lane, Suite 200
Greenbelt, Maryland 20770
301-441-2420 (P)
301-982-9450 (F)
dlynch@mhlawyers.com

REQUEST: Special Exception for a consolidated storage facility in accordance with Section 27-3604(e) and 27-5402(u) of the Zoning Ordinance.

=====

I. DESCRIPTION OF PROPERTY

1. Address – 10810 and 10812 Duvall Street, Glenn Dale, Maryland 20769
2. Located in the south side of Glenn Dale Boulevard at its intersection with Lanham Severn Road.
3. Use – Consolidated Storage
4. Incorporated Area - N/A
5. Councilmanic District – 4
6. Parcel – Parcels D
7. Total Area – 3.34 Acres
7. Tax Map –36, Grid B2
8. Zoned – CS

9. Owners – Dee Corporation, 2191 Defense Highway, Suite 400 Crofton, MD 21114
10. Zoning Map – 209NE10

II. APPLICANT’S PROPOSAL

The applicant is proposing to develop the subject property with a 135,873 square foot consolidated storage facility for property located at 10812 Duvall Street in Glenn Dale. The property is located in the southeast quadrant of the intersection of Lanham Severn Road and Glenn Dale Boulevard. The property is located in the CS Zone. A consolidated storage facility in the CS Zone is subject to the approval of a special exception. Access to the site will be via Duvall Street. The applicant is also filing a preliminary plan of subdivision for the property.

III. COMMUNITY

The subject property is located on the south side of Glenn Dale Boulevard at its intersection with Lanham Severn Road in Living Area 4 as designated in the *2010 Approved Glenn-Seabrook-Lanham & Vicinity Master Plan and Sectional Map Amendment*. The property is surrounded by the following uses:

- | | |
|--------|--|
| North: | Glenn Dale Boulevard |
| South: | Vehicle repair, day care center, Post Office and construction contractor’s office in the CGO Zone. |
| East: | Duvall Street and railway line. |
| West: | Lanham Severn Road and a gas station in the CGO Zone. |

IV. APPLICATIONS FOR SPECIAL EXCEPTION

- A. The proposed consolidated storage facility is subject to the findings set forth in Section 27-3604(e) of the Zoning Ordinance. The applicant believes that these uses comply with the criteria set forth in Section 27-3604(e) as will be demonstrated below:

- B. Criteria for Approval

Sec. 27-3604(e) – Required findings.

- (1) A special exception may only be approved if:**

(A) The proposed use and site plan are in harmony with the purpose of this Subtitle

COMMENT: The general purposes of the Zoning Ordinance are set forth in Section 27-1300, which states:

The purposes of the Zoning Ordinance are:

- (a) Protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County;

COMMENT: This proposal complies with this requirement since the Applicant is proposing to develop the property with a consolidate storage facility and in so doing, bring the site into conformance with current zoning, requirements, but also into compliance with code requirement relative building and stormwater management. In addition, the property is located below the grade of Glenn Dale Boulevard and adjoins a rail line. There are very few uses that are compatible with these site conditions and this use will be compatible while at the same time addressing the storage needs of the surrounding community.

- (b) To implement the General Plan, Area Master Plans, and Functional Master Plans;

COMMENT: The proposed use will not substantially impair the integrity of the Master Plan for this area. The *2010 Approved Glenn-Seabrook-Lanham & Vicinity Master Plan and Sectional Map Amendment* retained the subject property in the C-M Zone (Which was then rezoned to CS in 2022). The redevelopment of the subject properties with a consolidated storage facility is consistent with this zoning category. Furthermore, the approval of the special exception use and development of this site will allow for the implementation, in part, of recommendations of the Commercial Employment Design Principals contained on pages 75 -82 of the Master Plan including, building orientation, parking location, landscaping and buffering and architectural design and the incorporation of high-quality material into that design.

- (c) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;

COMMENT: The use proposed herein is in conformance with the current trend in the industry and are designed to make the most efficient use of the properties while at the same time addressing the storage needs of the surrounding community. Furthermore, facilities such as that proposed herein, historically have not placed any significant burden on public facilities or services as evidenced by the Traffic Impact Study submitting in conjunction with this application.

- (d) To guide the orderly growth and development of the County, while recognizing the needs

of agriculture, housing, industry, and business;

COMMENT: The subject proposal complies with this purpose since it calls for the development of a consolidated storage facility on property that is uniquely suited to such a use given the location below the grade of Glenn Dale Boulevard and adjoining an existing rail line. However, this location allows the applicant to design the facility so that its location helps screen the use from the surrounding community. This is combination with the historically low impact such facilities have on public facilities will have ensure that the proposes use is compatible with the surrounding community.

- (e) Support pedestrian-friendly, higher-intensity, mixed-use development in the appropriate locations, including support and emphasis upon a framework for multi-modal forms of mobility for pedestrians, bicyclists, transit users, and motorists;

COMMENT: The criteria does not apply as the applicant is not prosing a mixed use development.

- (f) Support redevelopment and infill development within established areas of the County;

COMMENT: The applicant is proposing and infill development on a site that was previously graded for C-M/CS uses in order to address a need in the surrounding community for additional personal consolidated storage space as demonstrated in the Need Analysis dated August 28, 2022.

- (g) To provide adequate light, air, and privacy;

COMMENT: This proposal complies with this requirement since it calls for the installation of standard lighting that will provide patrons with a bright, safe atmosphere while not causing a glare onto adjoining properties.

- (h) Encourage economic development activities that provide desirable employment and a broad, protected tax base;

COMMENT: This proposal complies with this purpose since the development of this property will help increase the County's tax base and provide a more desirable place of employment.

- (i) Ensure a high level of quality development in general, for the benefit of all citizens and residents, throughout the County;

COMMENT: The applicant contends that the high-quality site design, building design and building materials will be a benefit to the surrounding community as it will be located on a site what will conveniently service that storage needs of the Glenn Dale Community without requiring additional access onto area roads and without impacting public facilities.

- (j) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;

COMMENT: The subject property is located in the CS Zone and the purpose of the CS Zone is as follows:

- A. To provide for a concentration of retail sales and services (including auto-oriented commercial uses), office, and eating or drinking establishments; and
- B. To accommodate medium- to moderately high-density residential development as part of vertically or horizontally mixed-use development.

The applicant's proposed development falls squarely within the purposes of the CS Zone and unlike other used permitted in the Zone, will have less of an impact of the public facilities servicing the Glenn Dale Community. Furthermore, the use will be accommodated through the existing road network and will not require any additional access driveway onto Lanham-Severn Road and Glenn Dale Boulevard. Finally, the applicant will be taking advantage of the natural grade change of this property from Glenn Dale Road and its proximity to the rail line to help screen and buffer the use so as to lessen the impact on the surrounding Glenn Dale Community.

- (k) Protect the established character of residential communities and neighborhoods

COMMENT: Again, through building design, orientation and buffering, the applicant believes that this proposed development will help protect the character of the Glenn Dale Community. The applicant believes that with the incorporation of high-quality building materials into the building such as brick (consistent with other commercial building in Glenn Dale), the siting of the building below the grade of Glenn Dale Boulevard, and compliance with the buffering requirements set forth in the Landscape Manual, the proposed development will be compatible with the surrounding community and help protect that community's character.

- (l) To protect the County from fire, flood, panic, and other dangers;

COMMENT: This proposal complies with this requirement since the construction of the facility will be in accordance with current standards for fire protection and storm water management as well as all State and County building/grading codes.

- (m) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;

COMMENT: This purpose does not apply.

- (n) To prevent the overcrowding of land;

COMMENT: The site plan submitted in conjunction with this application, demonstrates that the site has been designed in conformance with the Zoning Ordinance and provides ample room for the safe internal flow of vehicles and pedestrians. The applicant is not requesting any variances or departures from the bulk requirements.

(o) Protect the rural character of the County in designated, appropriate locations;

COMMENT: This criterion is not applicable.

(p) Ensure the provision of open space to protect scenic beauty and the natural features of the County, as well as provide adequate recreational space;

COMMENT: This criterion is not applicable.

(q) Protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features; and

COMMENT: The property will be development in conformance with all regulation pertaining to noise, air and water pollution. Site Development Concept Plan # 35607-2022 was submitted in conjunction with this application and demonstrates that the site will be development in conformance with the Stormwater Management Regulations. In addition, the applicant is not proposing to impact any regulated environmental features as part of this proposal.

(r) Protect and conserve the agricultural industry and natural resources.

COMMENT: The proposed development will be located on a site that was previously graded and does not contain any natural resources.

In addition to the purposes set forth in Section 27-1300, Section 27-3604(e) goes on to require that the applicant demonstrate the following:

(1)(B) The proposed use is in conformance with all applicable requirements and regulations of this subtitle;

COMMENT: The proposal is in compliance with all requirements and regulations set forth in Subtitle 27. Specifically, a consolidated storage facility is a special exception use in the CS Zone and this proposal also complies with the consolidated storage requirements set forth in Section 27-5402(u) (see below).

(1)(C) The proposed use shall be consistent with the General Plan and shall conform with the relevant goals, policies, and strategies of the applicable Area Master Plan, Sector Plan, or Functional Master Plan for the subject property and its surrounding area;

COMMENT: As indicated above, the proposed use will not substantially impair the integrity of the Master Plan for this area. The *2010 Approved Glenn-Seabrook-Lanham & Vicinity Master Plan and Sectional Map Amendment* retained a portion the subject property in the C-M Zone and rezoned a portion of the subject property from the C-O Zone to the C-M Zone (Which was then rezoned to CS in 2022). The redevelopment of the subject properties with a consolidated storage facility is consistent with this zoning category. Furthermore, the approval of the special exception use and development of this site will allow for the implementation, in part, of recommendations of the Commercial Employment Design Principals contained on pages 75 -82 of the Master Plan including, building orientation, parking location, landscaping and buffering and architectural design and the incorporation of high-quality material into that design.

(1)(D) The proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area;

COMMENT: The site and landscape plans demonstrate that the proposal has been designed to provide for the safe internal flow of pedestrians and vehicles on-site and for the safe ingress and egress of vehicles. Also, the location of this facility along Glenn Dale Boulevard will be convenient to the traveling public and residents in the area, and thus, help protect the comfort and convenience of the current and future inhabitants of the County.

(1)(E) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood; and

COMMENT: This proposal complies with this requirement since it calls for the development of commercially zoned properties with a light industrial use. As noted above, this is a very unique property give its location below the grade of Glenn Dale Boulevard and adjoining an existing rail line. However, this location and grade change allows the applicant to screen the building from the surrounding community since the first 2 stories of the building will be below the grade of Glenn Dale Boulevard. Furthermore, the applicant will comply with the buffering requirements of the Landscape Manual that will provide further protection to the surrounding community. Finally, consolidated storage historically has a very low impact on public facilities and thus an impact on the transportation network located in the Glenn Dale community.

(1)(F) The proposed site plan is in conformance with an approved Type 2 Tree Conservation Plan.

COMMENT: A Letter of Exemption from the Woodland Conservation Manual was issued for the subject property.

(1)(G) The proposed site plan 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 Subtitle 24: Subdivision Regulations.

COMMENT: There are no regulated environmental features on the subject property.

(2)In addition to the above required findings, in a Chesapeake Bay Critical Area Overlay (CBCAO) Zone, a special exception shall not be granted:

(A) Where the existing lot coverage in the CBCAO exceeds that allowed by this Subtitle, or

(B) Where granting the special exception would result in a net increase in the existing lot coverage in the CBCAO.

COMMENT: The subject property is not located in the CBCAO.

The proposed consolidated storage use is a special exception use under the CS Zone and it complies with Section 27-5402(u) as follows:

(u) Consolidated Storage

1. Consolidated storage may be permitted, subject to the following:

(A) The application shall be accompanied by:

(i) An impact statement explaining:

(aa) The nature and scope of the operation; and

(ab) The type and amount of traffic expected to be generated;

COMMENT: A Traffic Impact Study was submitted in conjunction with the application which addresses the above.

(ii) A description (graphic and narrative) of the proposed architectural facade of the building.

COMMENT: The applicant is submitting in conjunction with this applicant architectural elevations that provide for a depiction of the proposed building as well as the type, color and nature of the proposed building materials.

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

COMMENT: The subject property will be accessed via Duvall Street and the proposed vehicles accessing the site will be accommodated without the need for any additional access driveways onto Lanham-Severn Road or Glenn Dale Boulevard. As noted above, the proposed use historically generates very low volume of new vehicle trips and therefore the proposed use will have a very little impact on the area road network.

- (C)** The use shall be appropriate, given the nature of development in the neighborhood;

COMMENT: The property is Zone CS and the purposes of the CS Zone, in part, is to provide for a concentration of retail sales and services (including auto-oriented commercial uses), office, and eating or drinking establishments. The property is located below the grade of Glenn Dale Boulevard and adjoins an existing rail line. The rail line provides a transition between the commercial uses on this property as well as adjacent properties and as indicated above, the applicant will use natural change in grade to help buffering this use from Glenn Dale Boulevard. Furthermore, this use adjoins a contractor's office, vehicle repair facility and is adjacent to a gas station that is located across Lanham-Severn Road from the site. The applicant therefore believes this use is appropriate given the nature of the adjacent uses, the natural grade of the property and its proximity to the rail line.

- (D)** The District Council shall find that:

- (i)** There is a need for the public in the surrounding area.

COMMENT: The applicant has submitted a Need Analysis dated August 28, 2022 which finds proposed Arcland self-storage facility at Glenn Dale Boulevard and Duvall Street is both convenient and will support the unmet demand for self-storage in this underserved trade area.

- (E)** The exterior and architectural facade of the building shall be compatible with the prevailing architecture and appearance of other development in the surrounding neighborhood;

COMMENT: The applicant is proposing a building that incorporates building materials and design that compliment and reflect other commercial buildings in the Glenn Dale Community.

- (F)** Beginning June 23, 1988, no entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Rural and Agricultural, Residential, or Commercial base zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for the LCD Zone or any approved detailed site plan);

COMMENT: As demonstrated on the site plan and elevations, no entrance to individual units will be visible from streets, land in a Commercial base zone or land proposed for residential or commercial purposes on an approved Basic Plan for the LCD Zone or any approved DSP.

- (G)** 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; and

COMMENT: The proposed development complies with this requirement.

- (H)** Consolidated storage for which special exceptions were approved prior to the date reflected in paragraph (F), above, need not meet the provisions set forth in paragraphs (F) and (G), above.

COMMENT: The proposed site plan and elevation demonstrate conformance with (F) and (G).

- (I)** in the CS, NAC, TAC-E, and LTO-E Zones, 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 business incubator or Community Non-Profit Space, as defined in Section 27-2500 of this Code, subject to the following:

- (i) 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.
- (ii) 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. Said Community Benefit Agreement shall be binding on all successors, heirs, and assigns of the property.
- (iii) The property owner shall ensure that the Community Non-Profit tenant access to at least one (1) large storage unit on the property.

COMMENT: The special exception site plan set reflects the 1500 square feet of Community Nonprofit space the applicant is proposing. The applicant will comply with the remaining requirements set forth above.

V. PART 6 COMPLIANCE

This application for special exception complies with Part 6 of the Zoning Ordinance as follows:

27-6201. Purpose and Intent

The purpose of this Section is to ensure that developments are served by a coordinated multimodal transportation system that permits the safe and efficient movement of motor vehicles, emergency vehicles, transit, bicyclists, and pedestrians within the development and between the development and external transportation systems, neighboring development, and local destination points such as places of employment, schools, parks, and shopping areas. Such a multimodal transportation system is intended to:

- a. Provide transportation options;
- b. Increase the effectiveness of local service delivery;
- c. Reduce emergency response times;
- d. Promote healthy walking and bicycling;
Facilitate use of public transportation;
- e. Contribute to the attractiveness of the development and community;
- f. Connect neighborhoods and increase opportunities for interaction between neighbors;
- g. Reduce vehicle miles of travel and travel times;
- h. Reduce greenhouse gas emissions;
- i. Improve air quality;
- j. Minimize congestion and traffic conflicts; and
- k. Preserve the safety and capacity of County transportation systems.

COMMENT: As will be demonstrated below, this application for special exception complies with the purposed set forth in 27-6201.

27-6202. Consistency with Plans

The design and construction of access and circulation systems associated with a development shall be consistent with the transportation goals, objectives, and actions in the County's General Plan, the Approved Countywide Master Plan of Transportation, the applicable Area Master Plan or Sector Plan, and other County-adopted plans addressing transportation.

COMMENT: The subject property is located in Planning Area 70 which is included in the *2010 Approved Glenn-Seabrook-Lanham & Vicinity Master Plan and Sectional Map Amendment*. The SMA retained a portion of the subject property in the C-M Zone and rezoned a portion from C-O to the C-M Zone (Which was then rezoned to CS in 2022). The redevelopment of the subject properties with a consolidated storage facility is consistent with this zoning category. Furthermore, the approval of the special exception use and development of this site will allow for the implementation, in part, of recommendations of the Commercial Employment Design Principals contained on pages 75 -82 of the Master Plan including, building orientation, parking location, landscaping and buffering and architectural design and the incorporation of high-quality material into that design.

27-6203. Multimodal Transportation System

Access and circulation systems associated with a development shall provide for multiple travel modes (pedestrian, transit, bicycle, and vehicular), based on the development's size, character, the zone in which it is located, and its relationship to existing and planned transportation systems. Pedestrian, transit, bicycle, and vehicular access and circulation systems shall be coordinated and integrated as necessary to offer the development's occupants and visitors improved transportation choices while enhancing safe and efficient mobility throughout the development and the community.

COMMENT: Access to the site will be from Glenn Dale Road to Duvall Street. As demonstrated on the special exception site plan, the site has frontage on and access to Duvall Street via a 30-foot wide driveway and a 24-foot wide access driveway. Although it is anticipated that the site will primarily be accessed via motor vehicles, the application is also proposing to install a 5-foot wide sidewalk along the west side of Duvall Street. Finally, the applicant is proposing a bike rack to accommodate any customers or employees who which to travel to the site by bicycle. The bike rack will be located on the east side of the building near the front entrance,

27-6204. Circulation Plan or Site Plan Required

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

COMMENT: The special exception site plan complies with this standard and demonstrates that the site will be encircled by parking with a two-way drive aisle that varies in width from 24-feet to 30-feet.

27-6205. Developer Responsible for On-Site Street Improvements

If a street is proposed within a development site, the developer shall bond, construct and maintain road, street, bikeway, sidewalk, and other access and circulation improvements in accordance with the standards for design and construction defined in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction, and shall dedicate any required rights-of-way or easements, as required by the Subdivision Regulations and shown on an approved preliminary plan of subdivision.

COMMENT: The applicant is not proposing on-site street improvements.

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

(c) Required Vehicular Access and Circulation

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

COMMENT: The special exception site plan has been designed to conform to these standards and provides adequate access and circulation for vehicles normally accessing a consolidated storage facility as well and fire trucks and other emergency vehicles.

(d) Vehicular Access Management

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

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

- (A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;
- (B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector

street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and

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

COMMENT: This standard is not applicable as the applicant is not proposing access to and arterial or collector street.

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

COMMENT: The applicant is proposing two access driveways to the site which comply with these standards.

(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.
- (B) Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of

landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.

COMMENT: The applicant is not proposing shared driveways.

(e) Cross-Access

(1) Purpose

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

(2) Cross-Access Between Adjoining Developments

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

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

before record plat or prior to the issuance of a building permit for the development.

COMMENT: The applicant is not proposing cross access.

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

COMMENT: Not applicable as the applicant is not proposing single-family development.

(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.

COMMENT: The applicant is proposing a connection to the existing sidewalk located along Duvall Street.

(h) External Street Connectivity

COMMENT: This standard is not applicable to this application as the applicant is not proposing to create any new streets as part of the development.

(i) Continuation of Adjacent Streets

COMMENT: This standard is not applicable to this application as the applicant is not proposing to create any new streets as part of this development.

(j) Traffic-Calming Measures for Private Streets

COMMENT: This standard is not applicable as the applicant is not creating private streets with this development.

(i) Continuation of Adjacent Streets

COMMENT: This standard is not applicable as the applicant is not proposing any new streets with this development.

(j) Traffic-Calming Measures for Private Streets

COMMENT: This standard is not applicable as the applicant is not proposing any private streets with this development.

(k) Block Design

COMMENT: This standard is not applicable as the applicant is not proposing any new blocks with this development.

(l) Driveway Layout and Design

(1) Driveway Width

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

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

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

(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.

(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.

(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.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

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

COMMENT: As demonstrated on the special exception site plan, the proposed driveway entrance to the site complies with these standards.

(m) Vehicle Stacking Space

COMMENT: The applicant is not proposing any standing spaces.

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.

(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.

(b) Pedestrian Connectivity

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

COMMENT: The applicant is not proposing a residential or mixed use development and therefore is not subject to this standard

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.

(2) Required Bikeway Network Improvements

- (A) All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle

routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.

- (B) The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due to topographic conditions, natural features, or visual obstructions that create hazards.
- (C) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.

COMMENT: The applicant is providing a bike rack near the entrance to the facility as shown on the special exception site plan.

(b) Bicycle Connectivity Between Developments

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

COMMENT: The applicant is not proposing a new multifamily, townhouse, nonresidential, and mixed-use development and therefore this standard is not applicable.

(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.

(2) On-Street Bicycle Facilities

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

COMMENT: The applicant is not proposing any new roads as part of this development and therefore these standards are not applicable.

27-6301. Purpose and Intent

The purpose of this Section is to ensure provision of off-street parking and loading facilities in proportion to the generalized parking and loading demand of the different zones and different uses allowed by this Ordinance. The standards in this Section are intended to provide for adequate off-street parking and loading while supporting transit-oriented development and walkable areas in appropriate locations, and allowing the flexibility needed to accommodate alternative parking solutions. The standards are also intended to achieve County policies of supporting redevelopment of commercial corridors, accommodating appropriate infill development, and avoiding excessive paved surface areas.

COMMENT: As will be demonstrated below, the special exception site plan complies with the purpose and intent of 27-6301.

27-6302. Applicability

In addition to projects that may be subject to this Section pursuant to Section [27-6104](#), Applicability of Development Standards, existing development is subject to the following. In the event of conflict, the following provisions supersede:

(a) Change in Use

- (1)** In addition, and except as identified in Section 27-6302(a)(2) below, any change in use of existing development shall be accompanied by provision of any additional off-street parking and loading spaces required for the changed use by this Section.
- (2)** A change in use in the Transit-Oriented/Activity Center base and PD zones and the Commercial base zones inside the Capital Beltway, where the change in use would increase the amount of required off-street parking by no more than 50 percent of that required for the original use or 40 spaces, whichever is greater, is exempted from the off-street parking requirements of this Section.

(b) Expansion

If an existing structure or use is expanded or enlarged (in terms of the number of dwelling units, floor area, or seating capacity), any additional off-street parking and loading spaces that may be required shall be provided in accordance with the requirements of this Section as applied only to the expanded or enlarged part of the structure or use.

(c) Upgrading of Nonconforming Parking

Nonconforming parking facilities on the site of an enlarged, expanded, or altered structure or use area shall comply with the requirements of this Section in accordance with the standards of PART 27-7, Nonconforming Buildings, Structures, Uses, Lots, and Signs.

COMMENT: Acknowledged.

27-6303. Parking Plan or Site Plan Required

All development applications subject to review for compliance with the standards of this Section shall include a parking plan, unless a site plan meeting the requirements of this Section is submitted. A parking plan may be combined with the circulation plan required in Section 27-6204, Circulation Plan or Site Plan Required, for developments meeting the threshold required in that Section. A parking plan may also be combined with the alternative parking plan required by Section 27-6307(a), General; Alternative Parking Plan, should the applicant wish to seek off-street parking alternatives. The parking plan or site plan shall accurately designate the number and location of required parking spaces, access aisles, and driveways, and the relation of the off-street parking facilities to the development they are designed to serve, including how the parking facilities coordinate with the pedestrian, bicycle, transit, and vehicular circulation systems for the development. In addition, the parking plan or site plan shall accurately designate the location and design of sidewalks, bike paths, pedestrian or bicycle pavement striping, and any other pedestrian or bicycle pathways.\

COMMENT: The applicant has submitted a site plan that conforms to these standards.

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.

(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.

(2) Pervious or Semi-pervious Surfacing

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

(c) Location and Arrangement

(1) Safe and Convenient Access

- (A) Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.
- (B) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.
- (C) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, unless within an automated or mechanical

parking deck or garage, or part of valet or tandem parking in accordance with Section 27-6307, Off-Street Parking Alternatives.

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

COMMENT: As demonstrated on the special exception site plan, the proposed parking area complies with this standard.

(2) Backing onto Streets Prohibited

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

COMMENT: As demonstrated on the special exception site plan, the proposed parking area complies with this standard.

(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.

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

COMMENT: As demonstrated on the special exception site plan, the proposed parking area complies with this standard.

(e) Exterior Lighting

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

(f) Wheel Stop Requirements

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

(g) Accessible Parking for Persons with Physical Disabilities

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

COMMENT: As demonstrated on the special exception site plan, the proposed parking area complies with this standard

(h) Maintained In Good Repair

(1) Maintained at All Times

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

COMMENT: Acknowledged.

(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:

COMMENT: The applicant is not proposing a large vehicular use area.

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.

(b) Unlisted Uses

COMMENT: The parking schedule is in accordance with the required parking for a consolidated storage facility.

(c) Mixed-Use Developments and Shared Parking

COMMENT: The applicant is not proposing a mixed-use development.

(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.

COMMENT: The following schedule demonstrates conformance to Section 27-6305(d):

PARKING AND LOADING SCHEDULE				
	DESCRIPTION	RATE	REQUIRED	PROVIDED
PARKING	CONSOLIDATED STORAGE	1 SPACE PER 3,000 SF RENTABLE STORAGE AREA*	35	40
		4 SPACES PER 1,000 SF OFFICE SPACE**	5	
		2 SPACES PER RESIDENT MANAGER	0	
TOTAL NUMBER OF PARKING SPACES			40	40
ACCESSIBLE SPACES (INCLUDED IN REQUIRED/PROVIDED PARKING TOTALS)		26-50 SPACES	2	2
LOADING	LOADING SPACES NOT REQUIRED FOR CONSOLIDATED STORAGE USE PER TABLE 27-6310(a)			
BICYCLE	NON-RESIDENTIAL DEVELOPMENT	2 SPACES FOR 10 VEHICLE PARKING SPACES + 1 SPACE FOR EACH ADDITIONAL 10 VEHICLE SPACES	4	4 (2 RACKS)

*102,425 SF OF RENTABLE STORAGE SPACE

**1,050 SF OF OFFICE SPACE

(e) Electric Vehicle (EV) Charging Stations

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

COMMENT: The applicant is not proposing any EV charging stations.

(f) Driveways Used to Satisfy Standards

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

COMMENT: The parking requirements are satisfied as demonstrated on the special exception site plan.

(g) Visitor Parking

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

COMMENT: The applicant is not proposing a residential or mixed use development.

(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.

COMMENT: This standard is not applicable to the proposed use.

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.

(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.

(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.

(c) Compact Parking Spaces

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

COMMENT: As demonstrated in the parking schedule contain on the special exception site plan, the proposed parking complies with 27-6306.

27-6307. Off-Street Parking Alternatives

COMMENT: The applicant is not proposing off-street parking.

27-6308. Reduced Parking Standards for Parking Demand Reduction Strategies

COMMENT: The applicant is providing parking in conformance with 27-6305

27-6309. Bicycle Parking Standards

COMMENT: These standards are not applicable to the CS Zone.

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.

COMMENT: The following schedule demonstrates conformance to 27-6310(a):

PARKING AND LOADING SCHEDULE				
	DESCRIPTION	RATE	REQUIRED	PROVIDED
PARKING	CONSOLIDATED STORAGE	1 SPACE PER 3,000 SF RENTABLE STORAGE AREA*	35	40
		4 SPACES PER 1,000 SF OFFICE SPACE**	5	
		2 SPACES PER RESIDENT MANAGER	0	
TOTAL NUMBER OF PARKING SPACES			40	40
ACCESSIBLE SPACES (INCLUDED IN REQUIRED/PROVIDED PARKING TOTALS)		26-50 SPACES	2	2
LOADING	LOADING SPACES NOT REQUIRED FOR CONSOLIDATED STORAGE USE PER TABLE 27-6310(a)			
BICYCLE	NON-RESIDENTIAL DEVELOPMENT	2 SPACES FOR 10 VEHICLE PARKING SPACES + 1 SPACE FOR EACH ADDITIONAL 10 VEHICLE SPACES	4	4 (2 RACKS)

*102,425 SF OF RENTABLE STORAGE SPACE

**1,050 SF OF OFFICE SPACE

27-6400 Open Space Set Asides

27-6401. Purpose and Intent

Open space set-asides are intended for the use and enjoyment of a development's residents, employees, or users. Open space set-asides serve numerous purposes, including preserving natural, historical, and archeological resources, ensuring resident access to open areas and active recreation (incorporating land dedicated as parkland in accordance with [Subtitle 24: Subdivision Regulations](#), Section 24-4600, Parklands and [Recreation Facilities](#), as open space set-asides), reducing the heat island effect of developed areas, providing civic and meeting spaces, enhancing storm water management, and providing other public health benefits.

27-6402. Applicability

- (a) In addition to the exemptions specified in Section [27-6103](#), General Exemptions, the following development shall be exempted from the standards in this Section:
- (1) Uses in the Agriculture/Forestry Uses, Agriculture/Forestry Related Uses, and Open Space Uses principal use categories; and
 - (2) Any individual single-family detached dwelling or two-family dwelling on a single lot.

COMMENT: The applicant is required to provide 5% open space. As demonstrated below, the applicant is providing 10% open space:

CS ZONING STANDARDS		
	ALLOWED/REQUIRED	PROVIDED
GROSS LOT AREA	N/A	PT PARCEL D: 2.51 AC PT OF LOT 2: 0.83 AC TOTAL: 3.34 AC
RIGHT-OF-WAY DEDICATION	N/A	N/A
MIN LOT AREA	5,000 SQ FT	PT PARCEL D: 2.51 AC PT OF LOT 2: 0.83 AC TOTAL: 3.34 AC
SPECIAL EXCEPTION AREA	N/A	3.34 AC
LOT COVERAGE	N/A	BUILDING: 1.21 AC IMPERVIOUS: 0.95 AC TOTAL: 2.16 AC COVERAGE: 65%
MAX. BUILDING HEIGHT	50'	36'
MIN. BUILDING SETBACK	40' (CAN BE REDUCED)*	40'
OPEN SPACE SET ASIDE	5%	10%
*maximum required setback when abutting Commercial Uses		

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.

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.

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).

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.

(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).

(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.

(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.

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

COMMENT: The subject property is not located in the IH Zone.

27-6407. Development in Open Space Set-Asides

Development within open space set-asides shall be limited to that appropriate to the purposes of the type(s) of open space set-asides. Where appropriate, such development may include, but is not limited to, walking, jogging, and biking paths or trails; benches or other seating areas; meeting areas; tables, shelters, grills, trash receptacles, and other picnic facilities; docks and other facilities for fishing; environmental education guides and exhibits; historic interpretive signage; gazebos and other decorative structures; fountains or other water features; play structures for children; gardens or seasonal planting areas; pools; athletic fields and courts; and associated clubhouses.

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

- (a) Open space set-asides required by this Ordinance or by Subtitle 24: Subdivision Regulations, shall be managed and maintained in compliance with all applicable provisions of Maryland law. To the extent not inconsistent with Maryland law, such open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:
- (1) Conveyance of open space set-aside areas to a property owners' or homeowners' association that holds the land in common ownership;
 - (2) Conveyance of open space set-aside areas to a third party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;
 - (3) Establishment of easements or covenants; or
 - (4) If public stormwater management facilities are treated as site amenities, through stormwater management easements.

- (b) All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.
- (c) Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.

27-6500 Landscaping

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

COMMENT: As demonstrated on the landscape plan, the proposed development complies with the Landscape Manual.

27-6500 Fences and Walls

27-6601. Applicability

(a) General

Unless exempted in accordance with Section 27-6601(b) below, the standards in this Section shall apply to all construction, reconstruction, or replacement of fences or walls.

(b) Exemptions

In addition to the exemptions specified in Section [27-6103](#), General Exemptions, the following fences and walls are exempt from the standards of this Section:

- (1) Fences and walls required for the physical support of a principal or accessory structure;
- (2) Fences and barricades around construction sites;
- (3) Replacement in-kind of an existing residential fence associated with a live/work, single-family detached, three-family, townhouse, or two-family dwelling;
- (4) Fences for wireless telecommunications towers, which shall instead follow the requirements of Section [27-5102\(d\)\(1\)\(A\)](#);
- (5) Fences for outdoor storage (as a principal use), which shall instead follow the requirements of Section [27-5102\(f\)\(4\)\(B\)](#);
- (6) Fences for junkyards or vehicle salvage yards, which shall instead follow the requirements of Section [27-5402\(ii\)](#), Junk Yard.
- (7) Fences for tree protection (temporary and permanent);
- (8) Noise attenuation walls installed by a public agency within the right-of-way of a public roadway
- (9) Fences and walls necessary for soil erosion and control;

Retaining walls, except for the standards of Section [27-6609](#), Retaining Walls;

Fences at parks and schools, where such uses are owned by public agencies or are subject to the County's Mandatory Referral process;

- (10) Specialized fences used for protecting livestock or for other similar agricultural functions if part of a use in the Rural and Agricultural Uses use classification; and
- (11) Fencing required or provided for medical cannabis uses.

COMMENT: The proposed fence is not exempt from this standard.

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.

(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.

(c) Within Required Landscaping Areas

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

(d) Avoidance of Traffic Hazards

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

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.

COMMENT: The proposed fences shown on the special exception site plan comply with these standards.

27-6604. Materials

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

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

COMMENT: The applicant is proposing an ornamental metal fence and a wood fence and therefore complies with these standards.

(b) Transit-Oriented/Activity Center Zones

COMMENT: The property is not located in a Transit-Oriented/Activity Zone.

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

COMMENT: The applicant is not proposing a perimeter fence or wall that abuts a street right-of-way.

27-6607. Fence and Wall Construction

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

COMMENT: Acknowledged.

27-6608. Gates

Gates shall comply with the following standards:

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

COMMENT: The proposed gate complies with this standard.

27-6609. Retaining Walls

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

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

COMMENT: The applicant is not proposing a retaining wall.

27-6610. Security Exemption Plan

COMMENT: The applicant is not proposing a wall or fence that exceed 6 feet in height.

27-6700 Exterior Lighting

27-6701. Purpose and Intent

The purpose and intent of this Section is to regulate exterior lighting to:

- (a) Ensure all exterior lighting is designed and installed to maintain adequate lighting levels on site;

- (b) Assure that excessive light spillage and glare are not directed at adjacent lands, neighboring areas, and motorists;
- (c) Curtail light pollution, reduce skyglow, and preserve the nighttime environment;
- (d) Conserve energy and resources to the greatest extent possible; and
- (e) Provide security for persons and land.

27-6702. Exemptions

In addition to the exemptions specified in Section [27-6103](#), General Exemptions, the following types of lighting are exempted from the standards of this Section:

- (a) Lighting exempt under State or Federal law;
- (b) FAA-mandated lighting associated with a utility tower or airport;
- (c) Lighting for public monuments and statuary;
- (d) Lighting solely for signage (see Section [27-61500](#), Signage);
- (e) Outdoor lighting fixtures that are necessary for worker safety at farms and other agricultural uses, but not including lighting of residential buildings or parking areas associated with a farm or agricultural use;
- (f) Lighting for outdoor recreational uses such as ball diamonds, playing fields, tennis courts and similar uses, provided that:
 - (1) Maximum illumination at the property line is not brighter than two foot-candles; and
 - (2) Exterior lighting is extinguished no later than 11:00 p.m. except to complete an activity that is in progress prior to 11:00 p.m.
- (g) Temporary lighting for circuses, fairs, carnivals, theatrical and other performance areas, provided such lighting is discontinued upon completion of the activity;
- (h) Temporary lighting of construction sites, provided such lighting is discontinued upon completion of the construction activity;
- (i) Temporary lighting for emergency situations, provided such lighting is discontinued upon abatement of the emergency situation;
- (j) Security lighting controlled and activated by motion sensor devices for a duration of 15 minutes or less;
- (k) Underwater lighting in swimming pools, fountains, and other water features;
- (l) Holiday or festive lighting-provided such lighting does not create unsafe glare on street rights-of-way;
- (m) Lighting provided by the Federal, State, or a local government (including but not limited to the County and a municipality); and
- (n) Outdoor lighting fixtures that do not comply with provisions of this Section on April 1, 2022, provided they are brought into compliance with this Section when they become unrepairable and must be replaced.

27-6703. Lighting Plan

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

COMMENT: The applicant has submitted a photometric plan as part of the application package.

27-6704. Prohibited Lighting

The following exterior lighting is prohibited:

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

COMMENT: Acknowledged.

27-6705. Private Street Lighting

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

COMMENT: The applicant is not proposing any private streets.

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.

(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).

(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.

(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.

COMMENT: As demonstrated on the photometric plan included in the special exception plan set, the proposed exterior lighting complies with the standards set forth in 27-6700 and the applicant acknowledges the hours of illumination contained in 27-6706 (b).

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

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

(a) Awnings

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

(b) Canopies

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

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

(c) Sports and Performance Venues

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

(d) Wall Pack Lights

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

(e) Pedestrian Lighting

Pedestrian light fixtures shall comply with the following:

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

(f) Decorative Landscaping and Lighting

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

- (1) Decorative lighting intended to enhance the appearance of a building and/or landscaping shall cast all light downward (rather than upward) against the building surface or onto a landscape feature, or shall be calibrated to illuminate features of the building or landscaping such that light spill-over and skyglow are avoided.
- (2) Decorative lighting shall not exceed 100 watts of incandescent illuminance or the equivalent.

COMMENT: This application complies with these standards as demonstrated on Sheet 15 or 15.

27-6708. Measurement

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

COMMENT: Acknowledged.

27-6709. Security Exemption Plan

COMMENT: The proposed lighting complies with these standards and the applicant is not proposing to request a waiver.

27-6800 Environmental Protection and Noise Control

27-6801. Purpose and Intent

The purpose of this Section is to ensure that development complies with County environmental protection regulations referenced in Sections [27-6802](#) through [27-6809](#) and the noise control standards of Section [27-6810](#), Noise Control, below.

27-6802. Natural Resource Inventory (NRI)

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

COMMENT: Acknowledged.

27-6803. Trees and Vegetation

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

COMMENT: Acknowledged.

27-6804. Floodplain Management

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

COMMENT: Acknowledged.

.

27-6805. Erosion and Sedimentation Control

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

COMMENT: Acknowledged.

27-6806. Stormwater Management

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

COMMENT: Acknowledged.

27-6807. Chesapeake Bay Critical Area

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

COMMENT: Acknowledged.

27-6808. Regulated Environmental Features

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

COMMENT: Acknowledged.

27-6809. Unsafe Lands

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

COMMENT: Acknowledged.

27-6810. Noise Control

COMMENT: 27-6810 is not applicable.

27-61100 Industrial Design and Form Standards

27-61101. Purpose and Intent

The purpose and intent of these industrial form and design standards are to ensure a minimum quality of form and design for all types of industrial development in a way that results in greater predictability during the development review process. More specifically, the purposes of this Section are to:

27-61102. Industrial Form and Design Standards

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

(a) Building Orientation

(1) Single-Building Development

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

(2) Multi-Building Development

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

(3) Accessory Uses and Structures

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

COMMENT: The building entrance faces Duvall Street.

(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

COMMENT: As demonstrated on the elevations submitted in conjunction with the special exception site plan set, the proposed building complies the wall plane horizontal articulation, the vertical articulation and the roof line variation standards set forth above.

(c) Entrance

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

- (A)** Canopy or portico;
- (B)** Roof overhang;
- (C)** Horizontal recess or projection;
- (D)** Arcade or arch;
- (E)** Peaked roof form;
- (F)** Outside patio;
- (G)** Display window;
- (H)** Architectural tile work or moldings integrated into the design of the building façade;
- (I)** Integrated planters or wing walls that incorporate landscaped area or seating areas; or
- (J)** Similar architectural features not found on the remainder of the building façade.

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

COMMENT: As demonstrated on the elevations, the entrance is protected by a canopy and is associated with two display windows.

(d) Building Façade Materials

The use of corrugated metal siding or any other similar metal siding, unfinished or untreated tilt-up concrete panels, or standard single- or double-tee concrete systems as a primary exterior façade material shall be limited to those portions of rear and side building façades

that are not visible from the public right-of-way or an adjacent residential, public, civic, or institutional, or commercial use.

COMMENT: As demonstrated on the elevations, the building façade material complies with this standard.

(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).

(f) Off-Street Parking Location

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

COMMENT:

27-61200 Neighborhood Compatibility Standards

COMMENT: This development is not subject to the Neighborhood Compatibility Standards.

27-61300 Agriculture Compatibility Standards

COMMENT: This development is not subject to the Agriculture Compatibility Standards.

27-61400 Urban Agriculture Compatibility Standards

COMMENT: This development is not subject to the Urban Agriculture Compatibility Standards.

27-61500 Signage

27-61502. Applicability

(a) General

- (1)** Unless exempted in accordance with Subsection [27-61502\(b\)](#) below or in Subsection [27-61502\(c\)](#), Exemptions from Sign Permits, no sign shall be erected, installed, constructed, altered, or moved except in accordance with the requirements of this Section and approval of a Sign Permit (Section [27-3606](#)).
- (2)** Any sign authorized by this Section may contain noncommercial copy, whether or not it is related to the subject property, or commercial copy as long as the sign complies with the requirements of this Section. The placement of noncommercial copy on an authorized sign does not make the sign an outdoor advertising sign.

Comment: Acknowledged.

27-61504. General Standards

(a) Illumination

(1) Static Illumination

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

(2) Animated Illumination

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

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

COMMENT: The proposed building mounted signs comply with 27-61504(a)(1).

(b) Materials

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

COMMENT: The proposed signs comply with this standard.

(c) Digital Display

Digital displays shall comply with the standards in this Subsection.

(1) Location and Sign Type

(A) In the Rural and Agricultural and Residential base zones and the R-PD Zone, digital displays shall be permitted only on freestanding signs for uses in the Community Service Uses and Educational Uses Principal Use Categories.

(B) In the Transit-Oriented/Activity Center base and PD zones, digital displays shall be permitted only on building wall or roof signs.

(C) In all other base and PD zones, digital displays shall be permitted only on building wall or roof signs or freestanding signs.

(2) Standards

(A) A digital display shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement,

of any part of the sign or its supporting structure. Each static message shall not include flashing or the varying of light intensity.

(B) Automatic changes in display are permitted for digital displays, provided such changes shall be:

(i) Spaced at least 8 seconds apart;

(ii) Accomplished in 0.25 seconds or less; and

(iii) Accomplished without the use of animation, movement, or scrolling.

(C) Except when part of a digital billboard (see Subsection [27-61506\(g\)](#)), the luminance of a digital display during daylight hours shall be no greater than 1500 nits. At all other times, luminance shall be no greater than 150 nits. Automatic dimming is required to maintain the appropriate illumination levels at all times.

COMMENT: The applicant is not proposing signage that utilizes digital display.

(d) Signs Within Proposed Right-of-Way

(1) Sign permits may be issued for signs on land located within the right-of-way, property, or acquisition lines of a proposed street, rapid transit route, or rapid transit facility, or proposed relocation or widening of an existing street, rapid transit route, or rapid transit facility as shown on the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans) only if such signs are placed on:

(A) Land which:

(i) Was in reservation but is now not in reservation; and

(ii) Has not been acquired and is not being acquired; or

(B) Land which was subdivided after the adoption of the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans), but was not reserved or required to be dedicated for a street or rapid transit route or facility shown on the General Plan or other County plan.

COMMENT: The applicant is not proposing to install signage within a proposed right-of-way.

27-61505. Standards for Specific Sign Types

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

COMMENT: The applicant is proposing 262.59 square feet of building mounted signage while 400 square feet is permitted.

27-61506. Standards for Special Purpose Signs

COMMENT: The applicant is not proposing a special purpose sign.

27-61600 Green Building Techniques

27-61601. Purpose and Intent

The purpose of this Section is to ensure development in the County includes a minimum degree of green building features as a means of protecting and conserving resources, supporting a healthy lifestyle for citizens, reducing greenhouse gas emissions, and ensuring a high quality of life for County residents. Specifically, this Section is intended to ensure development practices:

- (a) Support walkable areas in appropriate places;
- (b) Support multiple modes of mobility;
- (c) Conserve energy;
- (d) Promote the use of alternative energy;
- (e) Conserve water resources;
- (f) Protect water quality;
- (g) Promote a healthy landscape;
- (h) Support urban agriculture;
- (i) Encourage innovation in green building practices;
- (j) Reduce landfill wastes; and
- (k) Promote healthy and safe lifestyles.

27-61602. Exemptions

In addition to the exemptions specified in Section [27-6103](#), General Exemptions, the following development is exempt from the standards of this Section:

- (1) New residential development that contains less than 10 dwelling units;
- (2) New non-residential development with a gross floor area of less than 25,000 square feet;
- (3) New buildings that have achieved requirements necessary to receive certification from the U.S. Green Building Council at the LEED® gold level or above or an equivalent level of sustainable development performance under an alternative rating system such as the National Green Building Standard™/NGBS Green or the International Code Council's *International Green Construction Code*, as determined by the Planning Director;
- (4) Expansion of vehicular parking lots where it is the only development or redevelopment occurring; and
- (5) Changes or addition of landscaping where it is the only development or redevelopment occurring

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.

COMMENT: See attached schedule demonstrating conformance with 27-61603.

VI. CONCLUSION

The applicant is proposing to develop the site with a consolidated storage facility. The applicant believes that the application for Special Exception meets or exceeds each of the requirements set for the in the Zoning Ordinance, and therefore, the applicant requests the approval of this application.

Respectfully submitted,

MCNAMEE HOSEA



Daniel F. Lynch



THE PRINCE GEORGE'S COUNTY GOVERNMENT

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


A-9748 (William F. Chesley)

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland, requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in your case on July 24, 1989.

CERTIFICATE OF SERVICE

This is to certify that on July 28, 1989, this notice and attached Council Order were mailed, postage prepaid, to all persons of record.


Joan M. Schuchl, CMC
Clerk of the Council

Case No.: A-9748-C

Applicant: William F. Chesley

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

ZONING ORDINANCE NO. 41 - 1989

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, subject to conditions.

WHEREAS, Application No. A-9748-C has been filed for property described as approximately 2.285 acres of land, in the C-O Zone, located in the southwest quadrant of the intersection of Lanham-Severn Road and Glenn Dale Boulevard, Glenn Dale, to rezone the property to the C-M Zone; and

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, who have filed recommendations with the District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were duly filed with and considered by the District Council; and

WHEREAS, having reviewed the record in this case, the District Council has determined that the subject property should be rezoned to the C-M Zone; and

WHEREAS, in order to protect adjacent properties and the surrounding neighborhood, the rezoning herein is granted with conditions; and

WHEREAS, as the basis for this action, the District Council adopts the following as its findings and conclusions in this case:

1. The District Council finds that at the time of the Glenn Dale-Seabrook-Lanham Sectional Map Amendment, the District Council did not have before it all of the information regarding Glenn Dale Road crossing over the Penn Central Railroad and its eventual impact on the subject property. The actual construction of the Glenn Dale Road overpass has left the subject property far less visible than was originally anticipated; therefore, the District Council's decision in the SMA regarding the subject property was a mistake based upon a premise which has since been shown to be inaccurate.

2. The District Council concludes that, because of the lack of visibility of the site and its proximity and orientation to the railroad, the C-O Zone is not an appropriate zone for the subject property.

3. The District Council finds that the subject site is physically separated from the bulk of the community activity center recommended in the Master Plan by Lanham-Severn Road, and is therefore an appropriate location for the C-M Zone.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is further hereby amended by rezoning the property which is the subject of Application No. A-9748-C from the C-O Zone to the C-M Zone.

SECTION 2. Application No. A-9748-C is approved subject to the following conditions:

1. No direct access to the site shall be provided from Maryland Route 193 or Lanham-Severn Road.

2. Access to the site shall be provided via Duvall Road.

3. Development on the site shall be screened from Glenn Dale Boulevard, Lanham-Severn Road, and Duvall Street by evergreen vegetation in accordance with the screening requirements of Section 27-124 of the Zoning Ordinance.

4. A detailed site plan shall be approved by the Planning Board (or its designee) and by the District Council.

5. Building height shall not exceed two stories.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall become effective on the date of its enactment.

Enacted this 24th day of July, 1989, for initial approval, by the following vote:

In Favor: Council Members Bell, Castaldi, Casula, Herl, Mills, Pemberton and Wineland

Opposed:

Abstained: Council Member Cicoria

Absent: Council Member Wilson

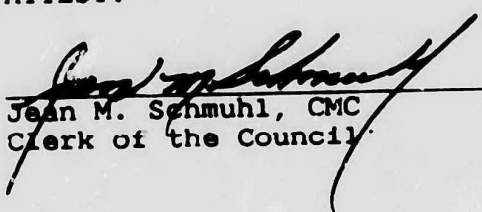
Vote: 7-0-1

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:


JoAnn T. Bell, Chairman

ATTEST:


Jean M. Schmuhl, CMC
Clerk of the Council

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**SITTING AS THE DISTRICT COUNCIL****2023 Legislative Session**Bill No. CB-011-2023Chapter No. 14Proposed and Presented by Council Members Ivey, Dernoga, Blegay, Burroughs, Olson, OriadhaIntroduced by Council Members Ivey, Dernoga, Blegay, Burroughs, Olson, Oriadha, Hawkins

Co-Sponsors _____

Date of Introduction February 21, 2023**ZONING BILL**

1 AN ORDINANCE concerning

2 Consolidated Storage

3 For the purpose of prohibiting Consolidated Storage in certain Non-Residential and Transit-
 4 Oriented/Activity Center Base Zones of Prince George's County; providing a limited transition
 5 period subject to additional development requirements; defining community non-profit space;
 6 and specifying that existing uses shall not be deemed nonconforming.

7 BY repealing and reenacting with amendments:

8 Sections 27-2500, 27-5101, 27-5102, and 5402,

9 The Zoning Ordinance of Prince George's County, Maryland,

10 being also

11 SUBTITLE 27. ZONING.

12 The Prince George's County Code

13 (2019 Edition; 2022 Supplement).

14 SECTION 1. BE IT ENACTED by the County Council of Prince George's County,
 15 Maryland, sitting as the District Council for that part of the Maryland-Washington Regional
 16 District in Prince George's County, Maryland, that Sections 27-2500, 27-5101, 27-5102, and 27-
 17 5402 of the Zoning Ordinance of Prince George's County, Maryland, being also Subtitle 27 of

the Prince George's County Code, be and the same are hereby repealed and reenacted with the following amendments:

SUBTITLE 27. ZONING.

PART 27-2. INTERPRETATION AND DEFINITIONS.

SECTION 27-2500. DEFINITIONS.

Sec. 27-2500. Definitions.

(a) The following words, terms, and phrases, when used in this Ordinance, shall have the meaning ascribed to them in this Section.

* * * * *

Community Non-Profit Space

Building space leased to a non-profit community service agency, social service, or arts organization that is primarily available to the public for educational, recreational, community service, social service, or other civic purposes, and not operated for profit.

* * * * *

PART 27-5. USE REGULATIONS.

SECTION 27-5100. PRINCIPAL USES.

27-5101. Principal Use Tables

(d) Principal Use Table for Nonresidential, Transit-Oriented/Activity Center, and Other Base Zones

Table 27-5101(d): Principal Use Table for Nonresidential, Transit-Oriented/Activity Center, and Other Base Zones																	
P = Permitted by Right SE = Allowed only with approval of a Special Exception X = Prohibited																	
Principal Use Category	Principal Use Type	Nonresidential Base Zones					Transit-Oriented/Activity Center Base Zones									Other Base Zones	Use-Specific Standards
							NAC	TAC		LTO		RTO-L		RTO-H			
		CN	CS	CGO	IE	IH			Core	Edge	Core	Edge	Core	Edge	Core	Edge	
Industrial Uses																	
Warehouse and Freight Movement Uses	Cold storage plant or distribution warehouse	X	X	X	SE	P	X	X	P	X	X	X	X	X	X	X	Refer to special exception standards.
	Consolidated storage	X	[SE]X	[P]X	P	P	[SE]X	X	[SE]X	X	[SE]X	X	X	X	X	X	27-5102(f)(4)(A) and refer to special exception standards
	Motor freight facility	X	X	X	SE	P	X	X	X	X	X	X	X	X	X	X	Refer to special exception standards <u>27-5400</u>
	Outdoor storage (as a principal use)	X	SE	X	P	P	X	X	X	X	X	X	X	X	X	X	27-5102(f)(4)(B) and to refer to special exception standards
	Storage warehouse	X	SE	X	P	P	X	X	P	X	X	X	X	X	X	X	Refer to special exception standards
	Warehouse showroom	X	SE	X	P	P	X	X	P	X	X	X	X	X	X	X	27-5102(f)(4)(C) and refer to special exception standards
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

Sec. 27-5102. Requirements for Permitted Principal Uses

(a) General

(1) Standards for a specific principal use shall apply to the particular individual principal use regardless of the zone in which it is located or the review procedure by which it is approved, unless otherwise specified in this Ordinance. This Section sets forth and consolidates the standards for all principal uses for which a reference to this Section is provided in the "Use-Specific Standards" column of the principal use tables in Section 27-5101, Principal Use Tables. These standards may be modified by other applicable standards or requirements in this Ordinance.

* * * * *

(f) Industrial Uses

* * * * *

(4) Warehouse and Freight Movement Uses

(A) Consolidated Storage

* * * * *

(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.

(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.

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

* * * * *

SECTION 27-5400. SPECIAL EXCEPTION USES.

Sec. 27-5402. Additional Requirements for Specific Special Exception Uses.

* * * * *

(u) Consolidated Storage

(1) Consolidated storage may be permitted, subject to the following:

* * * * *

(I) in the CS, NAC, TAC-E, and LTO-E Zones, 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 business incubator or Community Non-Profit Space, as defined in Section 27-2500 of this Code, subject to the following:

(i) 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.

(ii) 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. Said Community Benefit Agreement shall be binding on all successors, heirs, and assigns of the property.

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

* * * * *

1 SECTION 2. BE IT FURTHER ENACTED that, for proposed uses inside I-95/I-495 (the
2 “Capital Beltway”), no Detailed Site Plan for a consolidated storage use in a non-industrial zone
3 shall be approved after March 1, 2023, except for any proposed development of consolidated
4 storage which has completed a Pre-Application Conference pursuant to Section 27-3401 before
5 April 1, 2023; provides Community Non-Profit Space; and is adjacent to an existing consolidated
6 storage use.

7 SECTION 3. BE IT FURTHER ENACTED that any proposed development of a
8 consolidated storage use located outside I-95/I-495 (the “Capital Beltway”) that has completed a
9 Pre-Application Neighborhood Meeting for a Special Exception or a Detailed Site Plan pursuant
10 to Section 27-3402, prior to April 1, 2023, may be reviewed and decided in accordance with the
11 use regulations in effect prior to the effective date of this Ordinance.

12 SECTION 4. BE IT FURTHER ENACTED that all uses in existence on the effective date
13 of this Ordinance may continue and shall be permitted and not deemed nonconforming uses.

1 SECTION 5. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five
2 (45) calendar days after its adoption.

Adopted this 28th day of March, 2023.

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: _____
Thomas E. Dernoga
Chair

ATTEST:

Donna J. Brown
Clerk of the Council

KEY:
Underscoring indicates language added to existing law.
[Brackets] indicate language deleted from existing law.
Asterisks *** indicate intervening existing Code provisions that remain unchanged.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


Prince George's County Planning Department
Community Planning Division


14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org
301-952-3972

August 29, 2023

MEMORANDUM

TO: Dominique Lockhart, AICP, Planner III, Zoning Section, Development Review Division

VIA: David A. Green, MBA, Planner IV, Long-Range Planning Section, Community Planning Division 

FROM: Lyndsey Clouatre, Planner III, Long-Range Planning Section, Community Planning Division 

SUBJECT: SPE-2022-002 Glenn Dale Self-Storage (PB)

FINDINGS: Community Planning Division staff finds that, pursuant to 27-3604 (e)(1)(C) Special Exception of the Zoning Ordinance, this special exception application for the development of a 135,873 square foot consolidated storage facility is consistent with *Plan Prince George's 2035* and conforms with the relevant goals, policies, and strategies of the *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* for the subject property and its surrounding area.

BACKGROUND

Application Type: Special Exception (SPE)

Planning Area: 70

Community: Glenn Dale-Seabrook-Lanham & Vicinity

Location: 10810 and 10812 Duvall Street, Glenn Dale, Maryland 20769

Size: 2.209 acres

Existing Uses: Cellular monopole tower and associated infrastructure

Character of Neighborhood: The neighborhood is industrial and commercial in character. Lanham-Severn Road (a major collector road to the north), Glenn Dale Boulevard (a major collector road to the east) borders the property, commercial and industrial uses fronting Glenn Dale Road borders the property to the west, and the railroad right-of-way borders property to the south. Duvall Street, a gravel road, provides the primary entrance to the property.

Proposal: Special Exception for the development of a 135,873 square foot consolidated storage facility

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Established Communities Growth Policy Area. “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).

In addition, *Plan 2035* identifies the following relevant policy and strategies:

Policy:

- Land Use Policy 8: “Strengthen and enhance existing residential areas and neighborhoods in the Plan 2035 Established Communities.” (page 115)

Analysis: The application conforms to the goals, policies, and strategies of Plan 2035 because the scope and size of the proposed consolidated storage facility is compatible with adjacent low- to medium-density commercial development. As its proposed location is surrounded by roads, railroad right-of-way, and other commercial and industrial businesses, it would not have a detrimental impact on the existing Established Communities’ residential neighborhoods.

Master Plan: The *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* recommends Commercial land uses on the subject property.

In addition, the *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* also offers the following goals, policies, and strategies that affect the subject property:

Goals:

- “Retain and attract an appropriate range of neighborhood-serving commercial uses.” (page 194)

Policies:

- “Promote commercial uses that adequately serve community residents and provide distinct shopping and activity destinations that are integral and compatible parts of residential neighborhoods.” (page 194)
- “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)
- “Improve nonvehicle access to commercial areas.” (page 198)

Strategies:

- “Provide adequate sidewalks, bus stops, and bicycle facilities in future commercial area site planning and design improvements.” (page 198)

Analysis: The application conforms to the goals, policies, and strategies of the *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* because it provides a use that appropriately serves the needs of community residents and is compatible with the proposed location. The building design is compatible with and does not detract from the immediate community, and there are bicycle facilities that serve the proposed building.

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

SMA/Zoning: On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment (“CMA”) which reclassified the subject property from the C-M (Commercial Miscellaneous) zone to the CS (Commercial, Service) zone effective April 1, 2022.

CB-11-2023, adopted March 28, 2023, prohibited consolidated storage uses in the CS Zone with the provision that “any proposed development of a consolidated storage use located outside I-95/I-495 (the “Capital Beltway”) that has completed a Pre-Application Neighborhood Meeting for a Special Exception or a Detailed Site Plan pursuant to Section 27-3402, prior to April 1, 2023, may be reviewed and decided in accordance with the use regulations in effect prior to the effective date of this Ordinance.” A Pre-Application Neighborhood Meeting for this application was held on October 3, 2022.

MASTER PLAN CONFORMANCE ISSUES:

None.

cc: Long-Range Agenda Notebook
Sarah Benton, AICP, Planning Supervisor, Long-Range Planning Section, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
Transportation Planning Section

301-952-3680

September 5, 2023

MEMORANDUM

TO: Dominique Lockhart, Zoning Review Section, Development Review Division

FROM: *JY* Jun (Jim) Yang, Transportation Planning Section, Countywide Planning Division

VIA: Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: **SPE-2022-002 Glenn Dale Self-Storage**

Proposal:

The subject Special Exception Plan (SPE) applicant proposes the development of a 135,873 square feet self-storage facility in the southeast quadrant of the intersection of Glenn Dale Boulevard (MD 193) and Lanham-Severn Road (MD 564) in Glenn Dale. The site will be accessed via Duvall Street, which connects Glenn Dale Road and MD 564. The Transportation Planning Section's (TPS) review of the SPE was evaluated under Section 27 of the current zoning ordinance.

Prior Conditions of Approval:

The property was subject to Preliminary Plan 4-95045 approved by the Planning Board on July 27, 1995, and adopted through Resolution of approval PGCPB No. 95-226. The Detailed Site Plan (DSP) 95082 was approved on April 4, 1996 and adopted through Resolution of approval 96-104. Amendments to the DSP were also processed as a variety of uses including a monopole and amenities on this site. No trip cap was identified in the materials submitted.

Master Plan Compliance

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Master Plan and Sectional Map Amendment*.

Master Plan Right of Way

The subject property has frontage on Glenn Dale Boulevard (MD 193) and Lanham-Severn Road MD 564).

Glenn Dale Boulevard (Master Plan Road A-16, State Route MD 193), is designated as an arterial roadway with an ultimate right-of-way of 200 feet along the property's northeastern boundary. The site is also impacted by Lanham-Severn Road (Master Plan Road C-314, State Route MD 564), which is designated as a collector road with 80 feet of ultimate right-of-way along the property's northwestern boundary. The latest SPE submission shows the extent of the right-of-way along the site's frontages.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends a shared-use path and a bicycle lane along MD 564, and a shared lane along Glenn Dale Road. The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling. The MPOT includes the following policies related to the subject development (pg. 9 to 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 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities to provide safe routes to schools, pedestrian access to mass transit, and more walkable communities.

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 development is also subject to the 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan*, which includes the following goals and policies:

Goal 1: Reduce traffic congestion on local streets, collectors, and arterials, especially during peak hours.

Policy 3: Support improved access management and local street connectivity.

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: Staff finds the latest SPE submission complies with the policies listed above and does not have comments on the latest SPE submission.

Zoning Ordinance Compliance

Section 27-3604 of the Prince George's County Zoning Ordinance (Ordinance) details the required findings for a Special Exception. For the purposes of transportation review, Section 27-3604 (e)(1)(C) and (E) are copied and analyzed below:

- (C) The proposed use shall be consistent with the General Plan and shall conform with the relevant goals, policies, and strategies of the applicable Area Master Plan Sector Plan, or Functional Master Plan for the subject property and its surrounding area;
- (E) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood.

Comment: Staff finds that the proposed plan does not impair the ability to make transportation-related recommendations that are supported by an approved Master Plan or Functional Master Plan. The current configuration of the site allows for one point of vehicle access along Duvall Street as the plat indicates no access to either Lanham-Severn Road or Glenn Dale Boulevard.

The proposed use is for a consolidated storage building. Access to the site will be provided with a single full-movement access point along Duvall Street. The Preliminary Plan of Subdivision 4-95045 was approved with a monopole and amenities on this site.

Per the Transportation Review Guidelines 2022 Supplement any uses generating more than 50 trips may be requested to provide a study. While a full traffic impact study was not required, the applicant submitted traffic counts. The traffic counts show the proposed volumes will not have an adverse impact as required under Section 27-3604.

With the addition of the new trips the intersection at the site access point will continue to operate at acceptable levels and staff agrees that the proposed use will not be detrimental to the use or development of adjacent properties.

Lastly, a BPIS was submitted that identified three improvements in the area – two American with Disabilities Act (ADA) compliant bus shelters - one at MD 564 north of Glenn Dale Road and the other located north of Eastgate Drive. The third improvement proposed was to remove and replace pedestrian ramps to be ADA-compliant at MD 193 and Church Driveway. Alternate improvements were also identified. Two bicycle racks are proposed at a location near the entrance to the building. Staff supports the proposed bicycle and pedestrian facilities associated with the subject application.

In consideration of the scope of this application, the Transportation Planning Section recommends approval of SPE-2022-002 Glenn Dale Storage with no conditions.



Countywide Planning Division
Environmental Planning Section

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

301-952-3650

September 8, 2023

MEMORANDUM

TO: Dominique Lockhart, Planner III, Zoning Section, DRD

VIA: Tom Burke, Planning Supervisor, Environmental Planning Section, CWPDP *TB*

FROM: Alexander Kirchhof, Planner II, Environmental Planning Section, CWPDP *ANK*

SUBJECT: **Glenn Dale Self Storage: SPE-2022-002 and TCPII-016-96-04**

The Environmental Planning Section (EPS) has reviewed the Special Exception (SPE-2022-002) and Type II Tree Conservation Plan (TCPII-016-96-04), for Glenn Dale Self Storage, accepted on June 28, 2023. Comments were provided to the applicant in a Subdivision and Development Review Committee (SDRC) meeting dated August 18, 2023. Revised materials in response to the comments provided at SDRC were submitted on September 1, 2023. The EPS recommends approval based on the findings and conditions listed at the end of this memorandum.

BACKGROUND

The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
4-95045	TCPI-034-95	Planning Board	Approved	7/27/1995	95-226
DSP-95082	TCPII-016-96	Planning Board	Approved	4/4/1996	96-104
DSP-95082-01	TCPII-016-96-01	Planning Board	Approved	9/26/1996	96-287
DSP-95082-02	TCPII-016-96-02	Planning Director	Approved	5/24/1999	N/A
DSP-95082-03	TCPII-016-96-03	Planning Board	Approved	11/1/2001	01-226
DSP-95082-04	N/A	Planning Director	Approved	11/17/2010	N/A
N/A	NRI-029-2022	Staff	Approved	2/11/2022	N/A
N/A	NRI-029-2022-01	Staff	Approved	9/29/2022	N/A
SPE-2022-002	TCPII-016-96-04	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

The current application is a special exception for the development of a consolidated storage facility, and other site improvements on the subject site. The current zoning for the site is Commercial, Service (CS).

GRANDFATHERING

The project is subject to the environmental regulations contained in Subtitle 25 and 27 and prior Subtitle 24, because the application has a previously approved Type II tree conservation plan. The development proposal will require a new preliminary plan of subdivision and is required to conform with the 2010 Woodland and Wildlife Habitat Conservation Ordinance.

SITE DESCRIPTION

The subject application area is 3.20 acres, identified as Parcel D, Block 2. The property is in the southern quadrant of the intersection of Lanham Severn Road and Glenn Dale Boulevard.

The site was previously cleared. No potential for forest interior dwelling species habitat is indicated on-site, according to PGAtlas.com. No Tier II waterbodies are located on-site; however, the site is located within the Western Branch of the Patuxent River watershed, a stronghold watershed as established by the Maryland Department of Natural Resources.

MASTER PLAN CONFORMANCE

Prince Georges Plan 2035

The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by *Plan Prince George's 2035 Approved General Plan*, and in the Established Communities of the General Plan Growth Policy (2035).

Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Adopted Sectional Map Amendment

The site is in the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Adopted Sectional Map Amendment*, 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 Master Plan, and the plain text provides comments on plan conformance:

Natural Environment Section

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.

This site will be governed by a stormwater concept plan when approved. This plan, when implemented, will result in a decrease in pollutants and run-off from storm and non-storm events currently entering the sector plan area's waterways and wetlands.

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

No regulated environmental features exist on 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.

There are no stream corridors on-site. A floodplain letter was submitted with NRI-029-2022-01 from DPIE dated September 2, 2022, and identifies no floodplain 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.

The TCPII only shows 0.08 acre of woodland existing on-site. A letter of justification for why the requirements cannot be met on-site was submitted with this application which details how the requirements will be met.

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.

No reforestation or landscape credits are proposed with this application. Landscape requirements will be evaluated in conjunction with the current Prince George's County Landscape Manual.

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

Proposed development will result in the loss of forest cover within the boundary of the sector plan area. 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 non-structurally to the maximum extent practicable.

Stormwater management is discussed in Goal 1, Policy 1 of this section.

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 into the surrounding uses shall be addressed at the time of permit review.

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

Minimization of air pollution as well as alternative methods of site access such as bicycle parking shall be evaluated by the appropriate section.

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

Reductions in operating noise and noise impacts will be addressed at the time of permit review.

Countywide Green Infrastructure Plan (2017)

The 2017 *Countywide Green Infrastructure Plan* was approved with the adoption of the *Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017. According to the approved Plan, a slim area along the northern portion site is identified as a Regulated Area with a portion along the frontage of Glenn Dale Boulevard shown as Evaluation Area. The design, as reflected on the SPE site plan and TCPII, meets the goals of the *Countywide Green Infrastructure Plan*, as there are no regulated environmental features (REF) on-site and the site was previously cleared.

ENVIRONMENTAL REVIEW

Natural Resources Inventory

Section 27-6802 requires an approved natural resource inventory (NRI) plan with SPE applications. An approved NRI Equivalency Letter (NRI-029-2022-01) was submitted with the application. The

site was previously cleared and developed and there are no REF on-site. PGAtlas.com shows a wetland on-site; however, it was determined that these were sediment traps from when the site was previously graded. Sensitive species and Forest Interior Dwelling Species Habitat are not found to occur on the property. Technical corrections are required to the TCPII to be in conformance with the current Subtitle 25 requirements. The development proposal will require a new preliminary plan of subdivision and is required to conform with the 2010 Woodland and Wildlife Habitat Conservation Ordinance.

Woodland Conservation

Section 27-6803 requires that this property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet and has a previously approved Type II Tree Conservation Plan. A Type II Tree Conservation Plan (TCPII-016-96-04) was submitted with the SPE application.

The TCPII shows 0.08-acre woodlands in the net tract area. A portion of 1.63 acres of woodland was cleared under the prior TCPII-016-96-03 and accounted for with that approval. This application and TCPII revision proposes to clear the remaining 0.08 acre of woodlands. The current woodland conservation worksheet as shown on the TCPII is incorrectly accounting for the removal of the woodlands which were previously approved with TCPII-016-96-03.

The threshold as established by the zone is 15 percent, or 0.48 acre. Based on the proposed clearing, the total woodland conservation requirement is 0.56 acre. The applicant proposes to meet this requirement with 0.56 acre of off-site mitigation credits, which will be required to be secured prior to issuance of the first permit. Revisions are required to the woodland conservation worksheet to incorporate this data.

Preservation of Regulated Environmental Features (REF)/Primary Management Area (PMA)

Section 27-6808, Regulated Environmental Features of the Zoning Ordinance, requires all applications to conform to the requirements pertaining to regulated environmental features in Section 24-4300 Environmental Standards, of Subtitle 24: Subdivision Regulations.

No REF exist on-site; therefore, none will be impacted by the proposed development, and staff finds that the REF have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirements of Section 27-6808, Regulated Environmental Features, and 24-4300.

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.

The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Christiana-Downer-Urban land complex and Russett-Christian-Urban land complex. Marlboro clay is not present on-site; however, Christiana clay is present. While steep slopes are present, the slopes are not considered critical slopes, and the building is located lower than the toe of the slope. A geotechnical report, including a slope stability analysis, was not included in the application package; however,

the Commission's geotechnical planner reviewed the information and determined that there are no soil or slope issues with the development proposal.

Stormwater Management

Section 27-3604(c)(5)(F)(x) of the Zoning Ordinance requires a stormwater management (SWM) concept approval prior to acceptance of a SPE. An approved Concept Plan (35607-2022-00) was submitted with the SPE, which shows the use of one submerged gravel wetland. The concept plan was approved by the Department of Permitting, Inspections and Enforcement on March 23, 2023, and expires on March 23, 2026. The layout of the SWM facilities shown on the concept is consistent with the layout shown on the SPE site plan and the TCPII.

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. Prior to certification of the SPE, a copy of the Erosion and Sediment Control Plan must be submitted so that the ultimate limits of disturbance for the project can be verified and shown on the site plan.

SUMMARY OF FINDINGS AND CONDITIONS

The Environmental Planning Section has completed the review of SPE-2022-002 and TCPII-016-96-04, and recommends approval, subject to the following findings and conditions:

Required Findings

1. The property does not contain any regulated environmental features.
2. The application is in conformance with Sections 27-6802, 27-6803, 27-6805, 27-6806, 27-6808, and 27-6809 within the Sec. 27-6800 Environmental Protection and Noise Control section of the Zoning Ordinance and recommends approval of SPE-2022-002.
3. The property does not contain any specimen trees.

Recommended Conditions

1. Prior to the certification of the Type II tree conservation plan, the plan shall meet all the requirements of Subtitle 25, Division 2, and the Environmental Technical Manual, and shall be revised as follows:
 - a. Revise the general information table to the current standard as shown in the ETM (2018) which does not include the traffic information.
 - b. Remove the -04 from the plan number within the tree conservation plan approval block as the revision will be indicated by a signature along the -04 line.
 - c. Revise the DRD case number within the Environmental Planning Section tree conservation plan approval block along the -04-revision line to SPE-2022-002.

- d. Revise general note 10 to state, "This plan is not grandfathered by CB-27-2010, Section 25-119".
- e. Remove the nonstandard "General Notes" section from the TCPII plan.
- f. Revise the woodland conservation worksheet based on the following conditions:
 - i. Revise line 2 to indicate the gross tract is 3.20.
 - ii. Revise line 10 to indicate this site is subject to the 2010 Ordinance and in the PFA (Priority Funding Area).
 - iii. Revise line 17 to indicate the existing woodland is 0.08 acre.
 - iv. Revise line 22 to indicate the cleared woodland to 0.08 acre.
 - v. Revise line 37 to account for the correct amount of off-site



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

September 4, 2023

MEMORANDUM

TO: Dominique Lockhart, Planner III, Zoning Section
VIA: Mridula Gupta, Planner IV, Subdivision Section *MG*
FROM: Antoine Heath, Planner II, Subdivision Section *AH*
SUBJECT: SPE-2022-002; Glenn Dale Self-Storage

The subject property is located on Tax Map 36 in Grid B2, and consists of one parcel, one lot, and a portion of a public street. The parcel is known as Parcel D, Block 2 of Glendale, recorded in the Prince George's County Land Records in Plat Book VJ 178 page 68 approved on February 20, 1997. The lot is known as Part of Lot 2, recorded in the Prince George's County Land Records in Plat Book A page 105, and described by deed recorded in Book 14668 page 346. The subject property is located within the Commercial, Service (CS) Zone.

This special exception (SPE-2022-002) proposes the development of approximately 135,873 gross square feet for a consolidated storage facility on one parcel. This SPE was filed and reviewed pursuant to the current Zoning Ordinance and Subdivision Regulations. This application was accepted for review on July 28, 2023, and comments on the application were provided at the SDRC meeting on August 18, 2023. This referral is based on plans received on August 31, 2023.

Basic Plan A-9748-C was approved by the Prince George's County District Council in June 1989, and rezoned the property to Commercial-Miscellaneous (C-M) Zone. The following basic plan conditions in **bold** are relevant to the review of a future preliminary plan of subdivision application for the property. Staff's comments on these conditions are plain text.

1. **No direct access to the site shall be provided from Maryland Route 193 or Lanham-Severn Road.**
2. **Access to the site shall be provided via Duvall Road.**

The plan does not propose access from MD 193 (Glenn Dale Boulevard) or MD 564 (Lanham-Severn Road), but instead proposes access from Duvall Road. Conformance to this condition will be further reviewed at the time of PPS.

Parcel D, Block 2 is subject to Preliminary Plan of Subdivision (PPS) 4-95045 which was approved in July 1995 by the Prince George's County Planning Board (PGCPB Resolution No. 95-226). This PPS approved one parcel for non-residential development. Part of Lot 2 is not subject to a prior PPS.

A new PPS will be required for the proposed development, and to create one development parcel. This new PPS will supersede PPS 4-95045, once approved, for Parcel D. The boundaries of Lot 2 have been altered by the conveyance of land for public use for Lanham Severn Road right-of-way, and the creation of Parcels A, B, and C, which abut the lot to the north and west. Lot 2, therefore, is no longer considered a recorded lot. A new final plat will be required for the new parcel, following the approval of a new PPS, and prior to approval of permits.

The subject property also includes a portion of Duvall Street. Duvall Street was platted prior to 1908 in Plat Book A page 105, in accordance with the Prince George's County Code Section 7-104. The portion of Duvall Street fronting Parcel D, Block 2 was dedicated to public use in 1997 with Plat Book VJ 178 page 68. The applicant provided a copy of deed of conveyance for Parcel D, Block 2, recorded in Liber 35819 folio 612, as evidence of the vacation of Duvall Street right-of-way. A right-of-way dedicated to public use, after 1908 may not be vacated by deed, as referenced in the aforementioned deed. Vacation of dedicated rights-of-way to public use need to comply with procedures provided in the Subdivision Regulations. The applicant should provide evidence of vacation for this portion of public right-of-way, prior to acceptance of a PPS application.

Pursuant to Section 24-4503(a)(1) of the Subdivision Regulations, Parcel D, Block 2 received an automatic certificate of adequacy effective April 1, 2022, which is valid for 12 years and subject to the expiration provisions of Section 24-4503(c).

Additional Comments:

1. General Note 5 indicates there are two lots proposed. This note should be revised to indicate one proposed parcel.
2. The site plan should label the new development parcel, along with its square foot area.
3. A 10-foot-wide public utility easements (PUE) along Duvall Street, MD 193, and MD 564 are shown correctly, but not labeled. The extent and location of the PUE will be reviewed at the time of PPS.

Recommended Conditions:

1. Prior to signature approval of the special exception site plan (SPE), the following revisions shall be made:
 - a. Label the new development parcel and provide the square footage.
 - b. Label the 10-foot-wide public utility easements along all public rights-of-way.
 - c. Revise General Note 5 to indicate that one development parcel is proposed.
2. Prior to signature approval of the special exception site plan, the applicant shall provide evidence of vacation for the portion of Duvall Street included in the special exception site plan.

The referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. All bearings and distances must be

clearly shown on the SPE and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Historic Preservation Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
301-952-3680

August 8, 2023

MEMORANDUM

TO: Dominique Lockhart, Urban Design Section, Development Review Division

VIA: Tom Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **TWG**

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

SUBJECT: SPE-2022-002, Glenn Dale Self-Storage

The subject property comprises 2.209 acres and is located on the south side of Glenn Dale Boulevard (MD 193) at its southeast intersection with Lanham Severn Road. The subject property is zoned CS (Commercial, Service) and located within the 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan* area. The subject application proposes a consolidated storage facility.

The subject site is near to, but not adjacent to, the St. George's Chapel and Cemetery Historic Site (70-052-27). Built in 1892, St. George's is a frame church building with steeply pitched gable roof, ornamental shingle siding in the gable front, and a stained-glass altar window. An ancient graveyard adjoins the church. The chapel was built to replace the 1873 mission chapel of Holy Trinity Episcopal Church in the railroad community of Glennville (now Glenn Dale). It is a fine example of late Victorian Gothic ecclesiastical architecture.

The 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan* contains 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.

The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommends approval of SPE-2022-002, Glenn Dale Self-Storage, with no conditions.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

September 6, 2023

MEMORANDUM

TO: Dominique Lockhart, Zoning Section

FROM: Jason Bartlett, Permit Review Section, Development Review Division *JTB*

SUBJECT: Referral Comments for SPE-2022-002, Glenn Dale Self-Storage (PB)

1. Provide height of building on plan in feet, as well as stories.
2. In reference to the parking schedule shown below, please make the additions, corrections or changes noted in red.

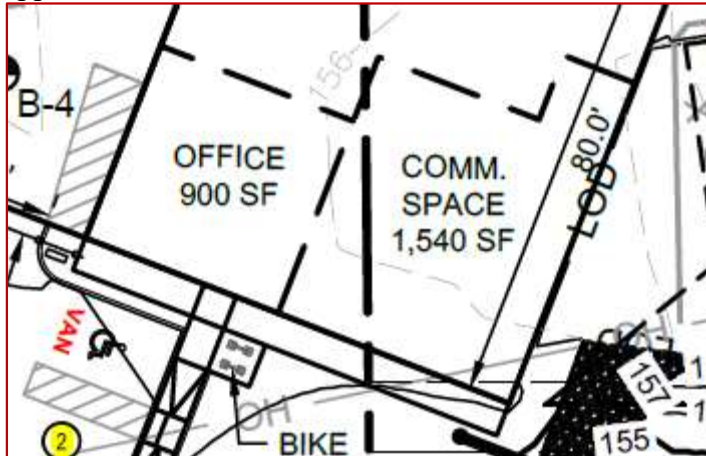
PARKING AND LOADING SCHEDULE				
	DESCRIPTION	RATE	REQUIRED	PROVIDED
PARKING	52,491 SF CONSOLIDATED STORAGE	1 SPACE PER 3,000 SF RENTABLE STORAGE AREA*	35	40
	• 102,425 SF RENTABLE STORAGE AREA	4 SPACES PER 1,000 SF OFFICE SPACE**	5	
	• 1,050 SF OFFICE SPACE	2 SPACES PER RESIDENT MANAGER	0	
TOTAL NUMBER OF PARKING SPACES			40	40
ACCESSIBLE SPACES (INCLUDED IN REQUIRED/PROVIDED PARKING TOTALS)		26-50 SPACES	2	2 (1 VAN ACCESSIBLE)
LOADING SPACES NOT REQUIRED FOR CONSOLIDATED STORAGE USE PER TABLE 27-6310(a)				
BICYCLE	NON-RESIDENTIAL DEVELOPMENT	2 SPACES FOR 10 VEHICLE PARKING SPACES + 1 SPACE FOR EACH ADDITIONAL 10 VEHICLE SPACES (40 TOTAL SPACES IN LOT)	4 5	4 (2 RACKS)

~~*102,425 SF OF RENTABLE STORAGE SPACE~~
~~**1,050 SF OF OFFICE SPACE~~

REVISE NUMBER PROVIDED BASED OFF ADJUSTMENT TO NUMBER OF SPACES REQUIRED

3. Also, in reference to the above parking schedule, the square footage provided for the office of 1,050 SF does not match the SF shown on the plan, as evidenced from the excerpt below,

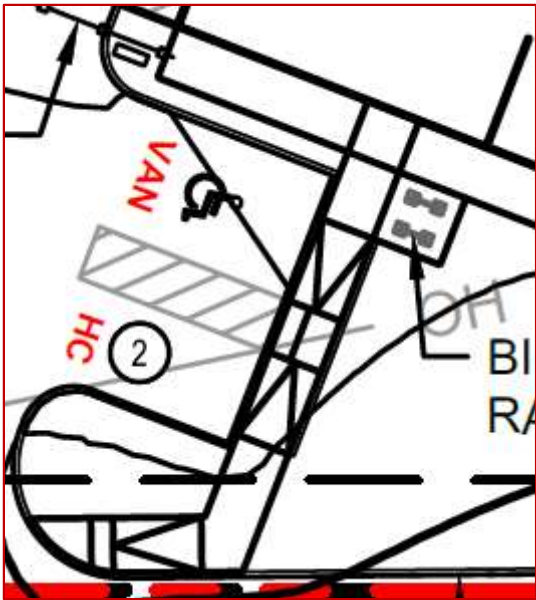
and the commercial space does not need to be provided unless it is a separate use under this approval, and it is not.



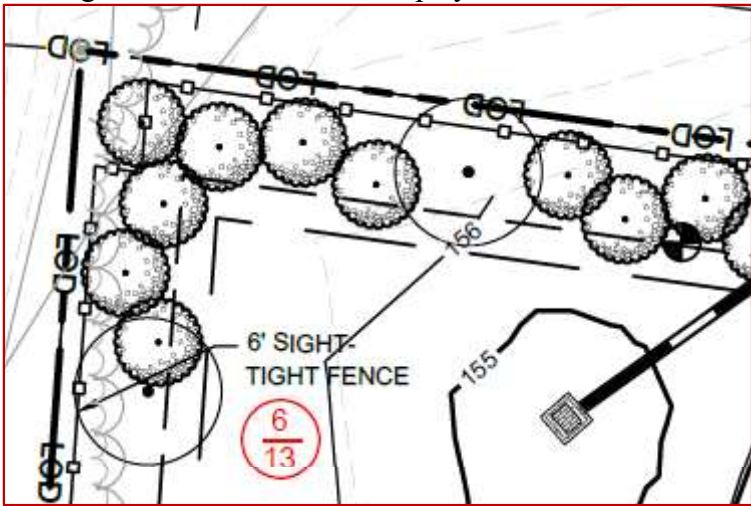
4. Relocate the “SWM-1” callout, as it is blocking the spot width dimension of the parking space, per the excerpt below:



5. A spot width and length dimension has been provided for each of the 5 bays of parking, except the two bays in the front (the 5-space bay and the 2-space bay parking). Please provide a spot length & width dimension for one of the spots in the 5-space parking bay. The 2-space parking bay appears to be the 2 required handicapped spaces, but only one is labeled. Both should be, and one should be labeled as “VAN” accessible (see excerpt below). Please also show the length and width dimensions on the plan for both spaces and the access aisle to demonstrate conformance. The van space should be 11’ X 18’ with a 5’ shared access aisle and the regular HC space should be 8’ X 18’.



- Provide a callout on the plan for each detail (fence, gates, dumpster, etc.), as exempld below in red. Please ensure any details related to landscaping are provided on the LANDSCAPE DETAILS sheet, such as the dumpster, which needs to meet screening requirements and any fencing used to reduce a landscape yard.



- Remove the below disclaimer from the plan. Once approved, this will be the final plan and will be the plan stamped by M-NCPPC’s permit reviewers at the time of construction permit application.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

**PRELIMINARY -
NOT ISSUED FOR
CONSTRUCTION**

8. Appropriate and accurate sign tables provided.
9. Landscaping and lighting to be reviewed by Urban Design

END COMMENTS